



GIAMPO – Technical Advisory Committee

Monday, February 12, 2018

**10:00 am @ City Hall - Community Meeting Room
100 E 1st Street, Grand Island, NE 68801**

AGENDA

1. Call to Order
This is a public meeting subject to the open meetings laws of the State of Nebraska. The requirements for an open meeting are posted on the wall in this room and anyone that wants to find out what those are is welcome to read through them.
2. Roll Call
3. Approval of Minutes from the November 20, 2017 Technical Advisory Committee Meeting
4. Election of Chair and Vice-Chair
5. MPO Financial Update
6. Approval of MPO Targets for Safety Performance Measures
7. Other Business
8. Next Meeting
9. Adjournment

***Special Accommodations:** Please notify the City of Grand Island at 308-385-5444 if you require special accommodations to attend this meeting (i.e., interpreter services, large print, reader, hearing assistance).*

Technical Advisory Committee

Monday, February 12, 2018

Regular Session

Item C1

Approval of Minutes from the November 20, 2017 Technical Advisory Committee Meeting

Staff Contact: Chad Nabity, Regional Planning Director

GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION (GIAMPO)
TECHNICAL ADVISORY COMMITTEE (TAC) MINUTES

November 20, 2017 at 10:00 am

Grand Island City Hall – Community Meeting Room

100 E 1st Street, Grand Island, NE 68801

Voting Members in Attendance:

Keith Kurz, City of Grand Island, Assistant Public Works Director	Present
John Collins, City of Grand Island, Public Works Director	Present
Marlan Ferguson, City of Grand Island, City Administrator	Present
Chad Nabity, Hall County Regional Planning Director	Present
Casey Sherlock, Hall County Public Works Director	Present
Mike Meyer, Merrick County Hwy Superintendent	Absent
Wes Wahlgren, NDOT District 4 Engineer	Present
Paul Gavin, NDOT Highway Planning Manager	Present
Ramona Schafer, Village of Alda	Absent

Non-Voting Members in Attendance:

Bentley Tomlin, Burling Northern Santa Fe Railroad	Absent
Mike Olson, Central NE Regional Airport	Present
Allan Zafft, City of Grand Island MPO Program Manager	Present
Charlene Falmlen, City of Grand Island Transit Program Manager	Present
Shannon Callahan, City of Grand Island Street Superintendent	Absent
Renae Jimenez, City of Grand Island Finance Director	Present
William Clingman, City of Grand Island Asst. Finance Director	Absent
Catrina DeLosh, City of Grand Island Public Works Admin Assistant	Present
Tim Golka, City of Grand Island Project Manager	Absent
Jerry Janulewicz, City of Grand Island City Attorney	Absent
VACANT, City of Grand Island Assistant to the City Administrator	Absent
Erich Hines, FHWA, Transportation Planner, Realty Civil Rights	Absent
Justin Luther, FHWA, Transportation Planner, Realty, Civil Rights	Absent
Mark Bechtel, FTA Community Planner	Absent
Logan Daniels, FTA Transportation Program Specialist	Absent
Daniel Nguyen, FTA Community Planner	Absent
Cindy Johnson, Grand Island Area Chamber of Commerce	Absent
Mary Berlie, Grand Island Area Economic Development Corporation	Present
VACANT, NDOT Local Projects Engineer	Absent
Kaine McClelland, NDOT State Modeler	Absent
Noel Salac, NDOT Assistant Planning Engineer	Absent
Jeff Soula, NDOT Local Projects Urban Engineer	Absent
Kyle Nodgaard, Union Pacific Railroad	Absent
Kelli O'Brien, Union Pacific Railroad	Absent

Others in Attendance:

Ryan King & Ken Bruce were in attendance as representatives of the Bicycle/Pedestrian Advisory Committee

RDG staff – Marty Shukert, Amy Haase (via videoconference), Nick Clement (via videoconference)
Olsson Associates staff – Matt Rief

Call to Order

Nabity called the meeting to order at 10:00 am. The Nebraska Open Meetings Act was acknowledged.

Roll Call

Roll call was taken.

Approval of Minutes from the October 30, 2017 Technical Advisory Committee

Motion by Wahlgren to approve the minutes of the October 30, 2017 meeting, seconded by Ferguson. Upon voice vote, all voted aye. Motion adopted.

Approval Recommendation of Final Draft TIP Amendment No. 2 to FY 2018-2022 TIP

Zafft informed the committee that this amendment is necessary as the I-80 improvement from Platte River west of Grand Island to Phillips has increased in cost. An amendment is required if the federal-aid amount of the project cost increases by 20% or \$2M. Gavin noted the bridge membrane estimate has increased and this project is time sensitive with another to follow. This amendment will also prevent a 14 mile stretch of one lane traffic on I-80 for the construction area. Walhgren commented that this project will preserve the deck due to deicing and will consist of both bridge and road work. Nabity stated TAC's recommendation of approval will be forwarded to the Policy Board for their approval and ultimately inclusion in the TIP.

Motion by Sherlock to approve the Recommendation of Final Draft TIP Amendment No. 2 to FY 2018-2022 TIP, seconded by Collins. Upon voice vote, all voted aye. Motion adopted.

Approval Recommendation of Final Draft LRTP Amendment No. 3

Zafft informed the committee that Amendment No. 3 adjusts the anticipated project costs for I-80 improvements from Platte River west of Grand Island to Phillips. The federal-aid amount has changed from \$7.3 million to \$11.396 million and the project total estimate from \$8.144 million to \$12.708 million. Amendment No. 3 to the LRTP is currently in the public comment period, with TAC notified of such early in November.

Motion by Sherlock to approve the Recommendation of Final Draft LRTP Amendment No. 3, seconded by Kurz. Upon voice vote, all voted aye. Motion adopted.

Bike/Ped Master Plan

Marty Shukert of RDG presented an update on the Bike/Ped Master Plan study and noted the network needs to be pruned; reduce streets and trails – need to prioritize and evaluate routes. Important pieces are schools, parks, trails, major employment facility. Future growth is pointing to the west and southwest parts of the City. The TAC committee was asked to rank the quality, importance and priority of routes throughout the City.

Other Business

Sherlock notified the committee this would more than likely be his last meeting, as he has accepted the NE State Surveyor position beginning January 2018. Wahlgren & Ferguson thanked Sherlock for his service.

Wahlgren noted there may be changes in State projects with costs increasing and project timelines moving around.

Next Meeting Date

The next Meeting of the TAC will be on February 12, 2018 at 10:00 am. The December 11, 2017 TAC meeting will be canceled.

Adjournment

There being no further business, Nabity adjourned the meeting at 11:30 am.

Technical Advisory Committee

Monday, February 12, 2018

Regular Session

Item H1

Election of Chair and Vice-Chair

Staff Contact: Chad Nabity, Regional Planning Director

ISSUE

VOTE: Election of Chair and Vice-Chair

BACKGROUND

The Chair and Vice-Chair serve as the officers of the Technical Advisory Committee (TAC) for the Grand Island Area Metropolitan Planning Organization (GIAMPO). Article IV of the TAC bylaws specifies that the Chairperson and Vice-Chairperson shall be elected from the voting membership of the Technical Advisory Committee annually for a term of one (1) year at the first regular meeting of each calendar year. The first regular meeting for calendar year 2018 is scheduled on February 12, 2018.

For calendar year 2017, Chad Nabity, Hall County Regional Planning Director, served as the Chair and Casey Sherlock, Hall County Public Works Director, served as Vice-Chair.

POLICY CONSIDERATIONS/DISCUSSION

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Nominate and elect Chair and Vice-Chair

STAFF CONTACTS

Chad Nabity

Technical Advisory Committee

Monday, February 12, 2018

Regular Session

Item H2

MPO Financial Update

Staff Contact: Allan Zafft, MPO Program Manager

Financial Update Unified Planning Work Program

State Fiscal Year 2018 – Second Quarter (October 1, 2017 to December 31, 2017)

Category	Total Budget	2nd Quarter Expenditure	Total Expenditure	Total Percent Expenditure
Unified Planning Work Program	\$ 9,292	\$ 426	\$ 426	5%
Transportation Improvement Program	\$ 10,464	\$ 1,625	\$ 2,158	21%
Public Participation Plan	\$ 14,222	\$ 1,687	\$ 4,259	30%
Short Range Studies	\$ 7,533	\$ 3,197	\$ 4,822	64%
Long Range Transportation Plan	\$ 19,490	\$ 3,250	\$ 9,404	48%
- Bicycle/Pedestrian Master Plan (Outside Services)	\$ 80,000	\$ 5,695	\$ 5,695	7%
Transit Planning	\$ 29,633	\$ 9,365	\$ 19,577	66%
- Transit Needs Study (Outside Services)	\$ 125,000	\$ 43,629	\$ 114,430	92%
Administration	\$ 34,129	\$ 7,057	\$ 12,561	37%
Total	\$ 329,762	\$ 75,932	\$ 173,332	53%

Work Completed for Third Quarter

- Continued work on the Regional Transit Needs Assessment and Feasibility Study (i.e. Draft and Final Summary Report, public open house meeting)
- Continued work on the GIAMPO Bicycle and Pedestrian Master Plan (i.e. BPAC meetings, interim bike/ped network report, interim support facilities and barriers report)
- Prepared Amendment No. 3 for the Long Range Transportation Plan
- Prepared and/or approved Administrative Modification No. 1 and Amendment Nos. 1-2 for the FY 2018-2022 Transportation Improvement Program
- Prepared materials for and/or held Transportation Advisory Committee meetings in October and November and Policy Board meeting in December
- Participated and attended transportation planning related meetings
- Prepared the Redesignation Agreement and Amendment No. 3 for the TAC Bylaws and Policy Board Bylaws to change the TAC and Policy Board voting membership
- Worked with Grand Island City staff on the 1 and 6 Year Road Plan for the City of Grand Island
- Processed NDOT crash data in relation to targets for safety performance measures

Technical Advisory Committee

Monday, February 12, 2018

Regular Session

Item H3

Approval of MPO Targets for Safety Performance Measures

Staff Contact: Allan Zafft, MPO Program Manager

ISSUE

VOTE: 2018 MPO Targets for Safety Performance Measures

BACKGROUND

The current and previous federal transportation bills, FAST Act and MAP-21, respectively, included a series of requirements for Transportation Performance Management (TPM). Since the passage of MAP-21, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. Generally, the performance measures relate to national goals of safety, infrastructure condition, air quality, and transportation system performance.

Final USDOT rules related to TPM established 5 performance measures for traffic safety (see attached fact sheet). State DOTs were required to establish safety performance targets for all 5 measures by August 31, 2017. MPOs have the option of supporting the statewide targets, or establishing their own regional targets within 180 days of the establishment of state targets. State DOTs will update safety targets annually (by August 31), and with each update MPOs will have the option to (a) support the state targets, or (b) establish regional targets within 180 days. Therefore, all Nebraska MPOs must adopt safety performance measure targets by February 27, 2018.

GIAMPO staff recommends the support of the Nebraska Department of Transportation (NDOT) safety performance targets (see attached NDOT Safety Targets) as the most prudent and feasible alternative. The core reasons to not establishing regional targets include the following:

- GIAMPO is a young MPO with limited staff and resources that is beginning to develop a planning data repository
- Need to determine the methodology to estimate annual vehicle miles traveled (VMT) for all public roads within the GIAMPO metropolitan planning area from 2012 to 2016, if GIAMPO would establish rate targets
- Need to process the accident data within the GIAMPO metropolitan planning area from 2008 to 2011 to determine the 5-year rolling average for 2012, 2013, 2014, and 2015 on the five performance measures for comparative purposes
- Need to further evaluate the trends in the GIAMPO region with the statewide trends

POLICY CONSIDERATIONS/DISCUSSION

With supporting the statewide targets, GIAMPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of the NDOT safety targets. These targets will ultimately be integrated into the GIAMPO Long Range Transportation Plan and Transportation Improvement Program.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve to support state targets as the MPO safety performance targets for the GIAMPO metropolitan planning area.

STAFF CONTACTS

Allan Zafft

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at <http://safety.fhwa.dot.gov/hsip/shsp/>.

MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

If an MPO agrees to support a State HSIP target, the MPO would ...	If an MPO establishes its own HSIP target, the MPO would...
<ul style="list-style-type: none"> ■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area ■ Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan) ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets 	<ul style="list-style-type: none"> ■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State ■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets ■ Include safety (HSIP) performance measures and HSIP targets in the MTP ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets



U.S. Department of Transportation
Federal Highway Administration

FHWA-SA-16-084



<http://safety.fhwa.dot.gov>

Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

Top 5 Things to Know about MPO HSIP Safety Performance Targets	
✓	All MPOs must set a target for each of the 5 HSIP Safety Performance Measures
✓	MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
✓	MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
✓	MPO HSIP targets are reported to the State DOT
✓	MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually

Where do MPOs report targets?

While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

Assessment of Significant Progress

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.



U.S. Department of Transportation
Federal Highway Administration

FHWA-SA-16-084



<http://safety.fhwa.dot.gov>

2018 Safety Targets for Nebraska Department of Transportation

The Nebraska Department of Transportation (NDOT) recommends the following safety targets for the state. Safety performance measures are defined in accordance with the final USDOT rule on Safety Performance Measures, authorized by 23 CFR Part 490.

Targets based on 5-year rolling average:

Performance Measure	Projected 2014-2018 Actual Avg.	Projected 2014-2018 Rolling Avg.	2016 Year End Actual Values	5-Year Rolling Average
				NDOT Target 2014-2018
Number of Fatalities	242.2	230	218	228.5
Fatality Rate	1.16	1.13	1.05	1.117
Number of Serious Injuries	1520.4	1467	1588	1520.4
Serious Injury Rate	6.96	7.39	7.67	7.386
Number of Non-motorized Fatalities and Serious Injuries	121.2	147	125	145.3

Below are the number of fatalities, number of serious injuries, and number of non-motorized fatalities and serious injuries within the GIAMPO metropolitan planning area (MPA) for 2012-2016 in comparison with the state and Hall County:

Number of Fatalities

Year	State	Hall County	Hall County - MPA	Merrick County - MPA	Total MPA
2012	212	6	3	0	3
2013	211	6	4	0	4
2014	225	6	2	1	3
2015	246	5	3	0	3
2016	218	5	2	0	2

Number of Serious Injuries

Year	State	Hall County	Hall County - MPA	Merrick County - MPA	Total MPA
2012	1669	61	48	0	48
2013	1533	39	29	0	29
2014	1623	50	33	4	37
2015	1524	43	30	0	30
2016	1588	64	51	1	52

This document is exempt under discovery or admission under 23 USC § 409. Data provided by Nebraska Department of Transportation. Information relating to the GIAMPO metropolitan planning area (MPA) was determined by GIAMPO staff.

Number of Non-motorized Fatalities and Serious Injuries

Year	State	Hall County	Hall County - MPA	Merrick County - MPA	Total MPA
2012	152	4	4	0	4
2013	140	2	2	0	2
2014	137	7	7	0	7
2015	148	3	3	0	3
2016	125	5	4	0	4

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Item J1

Other Business

Staff Contact: Chad Nabity, Regional Planning Director