



## **GIAMPO – Technical Advisory Committee**

**Monday, October 19, 2020**

**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. Zoom Call Information
4. Approval of Minutes from the August 10, 2020 Technical Advisory Committee Meeting
5. Approval Recommendation of Final Draft TIP Amendment No. 1 to FY 2021-2025 TIP
6. Approval Recommendation of MPO Targets for Safety Performance Measures
7. Approval Recommendation of MPO Targets for Pavement and Bridge Condition Performance Measures
8. Approval Recommendation of MPO Targets for NHS Travel Time Reliability and Freight Reliability Performance Measures
9. Long Range Transportation Plan Project Priorities
10. Next Meeting
11. 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, October 19, 2020

Regular Session

## Item GEN1

### Zoom Call Information

*Due to COVID-19 this meeting will be held via Zoom for the general public, if they so choose. Directions for joining via Zoom are on the next page.*

Staff Contact: Andres Gomez, MPO Program Manager

Catrina DeLosh is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

<https://us02web.zoom.us/j/81588936348?pwd=RDZJSUQ1VDMrZnovL09yNjVIVUlsQT09>

Meeting ID: 815 8893 6348

Passcode: 744750

One tap mobile

+16027530140,,81588936348#,,,,,0#,,744750# US (Phoenix)

+16692192599,,81588936348#,,,,,0#,,744750# US (San Jose)

Dial by your location

+1 602 753 0140 US (Phoenix)

+1 669 219 2599 US (San Jose)

+1 720 928 9299 US (Denver)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 301 715 8592 US (Germantown)

+1 312 626 6799 US (Chicago)

+1 651 372 8299 US (St. Paul)

+1 929 205 6099 US (New York)

877 853 5247 US Toll-free

888 788 0099 US Toll-free

Meeting ID: 815 8893 6348

Passcode: 744750

Find your local number: <https://us02web.zoom.us/u/kdVggGl43U>

---

# **Technical Advisory Committee**

**Monday, October 19, 2020**

**Regular Session**

## **Item C1**

### **Approval of Minutes from the August 10, 2020 Technical Advisory Committee Meeting**

Staff Contact: Chad Nabity, Regional Planning Director

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

August 10, 2020 at 10:00 am  
Grand Island City Hall – Council Chambers  
100 E 1<sup>st</sup> 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          |
| Jerry Janulewicz, City of Grand Island, City Administrator        | Absent           |
| Chad Nabity, Hall County Regional Planning Director               | Present          |
| Steve Riehle, Hall County Public Works Director                   | Present          |
| Mike Meyer, Merrick County Hwy Superintendent                     | Present          |
| Wes Wahlgren, NDOT District 4 Engineer                            | Present          |
| Craig Wacker, NDOT Highway Planning Manager                       | Present          |
| Ramona Schafer, Village of Alda                                   | Present          |
| Mike Olson, Central Nebraska Regional Airport                     | Present via Zoom |
| Charley Falmlen, City of Grand Island Transit Program Manager     | Present          |

**Non-Voting Members in Attendance:**

|  |         |
|--|---------|
| Andres Gomez, City of Grand Island, MPO Program Manager              | Present |
| Shannon Callahan, City of Grand Island, Street Superintendent        | Present |
| Patrick Brown, City of Grand Island, Finance Director                | Present |
| Brian Schultz, City of Grand Island, Asst. Finance Director          | Present |
| Catrina DeLosh, City of Grand Island, Public Works Admin Coordinator | Present |
| Tim Golka, City of Grand Island, Project Manager                     | Present |
| Stacy Nonhof, City of Grand Island, City Attorney (interim)          | Present |
| Cindy Johnson, Grand Island Area Chamber of Commerce                 | Absent  |
| Mary Berlie, Grand Island Area Economic Development Corp.            | Present |
| Justin Luther, FHWA, Transportation Planner, Realty, Civil Rights    | Present |
| Mark Bechtel, FTA, Community Planner                                 | Absent  |
| Logan Daniels, FTA, Region VII                                       | Absent  |
| Eva Steinman, FTA, Region VII Community Planner                      | Absent  |
| Kaine McClelland, NDOT, State Modeler                                | Present |
| Jeff Soula, NDOT, Local Projects Urban Engineer                      | Absent  |
| Ryan Huff, NDOT, Planning and Project Development Engineer           | Absent  |
| Mark Fischer, NDOT, Assistant Planning Engineer                      | Absent  |
| Tomlin Bentley, Burlington Northern Santa Fe Railroad                | Absent  |
| Kyle Nodgaard, Union Pacific Railroad                                | Absent  |
| Sara Thompson-Kassidy, Union Pacific Railroad                        | Absent  |

**Call to Order**

Nabity called the meeting to order at 10:02 am. The Nebraska Open Meetings Act was acknowledged. The attendance of Jason Carbee of HDR, Inc. was recognized.

## **Roll Call**

Roll call was taken.

## **Approval of Minutes from the April 13, 2020 Technical Advisory Committee**

Motion by Collins to approve the minutes of the April 13, 2020 meeting, seconded by Wahlgren. Upon voice vote, all voted aye. Motion adopted.

## **Approval Recommendation of Final Draft Amendment No. 1 to FY 2021 Unified Planning Work Program**

Gomez informed the Committee of priorities and activities that have changed, which requires an amendment to the FY 2021 Unified Planning Work Program. Such changes necessitate a fifteen (15) day public comment period, which will run from August 7, 2020 to August 24, 2020. Motion by Wahlgren and second by Riehle to approve the Recommendation of Final Draft Amendment No. 1 to FY 2021 Unified Planning Work Program. Motion adopted.

## **LRTP Update**

Jason Carbee of HDR presented an update on the Long Range Transportation Plan, which consisted of future development growth and traffic conditions, project list overview, and project prioritization overview. The draft LRTP is planned to be complete October/November 2020 and adopted by the Policy Board early next year.

## **Next Meeting Date**

The next meeting of the TAC will be on October 19, 2020 at 10:00 am.

## **Adjournment**

There being no further business, Nabity adjourned the meeting at 10:26 am.

---

# **Technical Advisory Committee**

**Monday, October 19, 2020**

**Regular Session**

## **Item H1**

### **Approval Recommendation of Final Draft TIP Amendment No. 1 to FY 2021-2025 TIP**

Staff Contact: Andres Gomez, MPO Program Manager



**ISSUE**

VOTE: Amendment No. 1 to the 2021-2025 Transportation Improvement Program

**BACKGROUND**

The Transportation Improvement Program (TIP) is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next five year period. The Grand Island Area Metropolitan Planning Organization (GIAMPO) amends the TIP to accommodate changes to projects in the TIP.

The proposed Amendment No. 1 to the 2021-2025 TIP includes changes to one transit and seven roadway projects:

- 1 revised transit project:
  - TIP No. 2021-003 – changes include using CARES Act funding in addition to state and local funds to plan and purchase the transit facility (\$1,708,000) in fiscal year 2021.
- 7 revised roadway project:
  - TIP No. 2018-003 – change the year of expenditure for right of way from 2020 to 2021, change the construction cost (Local) from \$479,000 to 503,000, change the construction cost (Federal) from \$1,914,000 to \$2,011,000 for the 5-Points Intersection Improvements project in Grand Island, NE.
  - TIP No. 2016-004 – change the year of expenditure for PE from 2020 to 2022, change the year of expenditure for ROW from 2021 to 2023, change year of expenditure for construction from 2022 to 2024, change PE cost (Local) from \$191,000 to 147,000, change PE cost (State) from \$2,126,000 to \$2,204,000, change construction cost (Local) from \$2,199,000 to \$2,190,000, change construction cost (State) from \$20,369,000 to \$23,054,000 for the US-281 West project in Grand Island, NE.
  - TIP No. 2016-008 – change PE cost (State) from \$280,000 to \$290,000, change construction cost (Local) from \$170,000 to \$197,000, change construction cost (Federal) from \$3,636,000 to \$4,007,000, change construction cost (State) from \$899,000 to \$969,000 for the Grand Island Bridges project in Grand Island, NE.
  - TIP No. 2018-001 – change PE cost (State) from \$99,000 to \$380,000, change ROW cost (State) from \$10,000 to \$0, change construction cost (Local) from \$199,000 to \$4,006,000, change construction cost (Federal) from \$7,852,000 to \$9,356,000, change construction cost (State) from \$1,802,000 to \$1,720,000 for the Cairo – Grand Island project.
  - TIP No. 2020-001 – change PE cost (State) from \$74,000 to \$418,000 for the Grand Island & South (SB) project.

- TIP No. 2020-002 – change year of expenditure for PE from 2020 to 2021, change year of expenditure for construction from 2021 to 2022 for the District 4 Wetland Bank project.
- TIP No. 2020-003 – change PE cost (State) from \$3,000 to \$27,000, change construction cost (State) from \$657,000 to \$1,018,000.

**POLICY CONSIDERATIONS/DISCUSSION**

GIAMPO's Public Participation Plan requires that proposed amendments to the TIP be released for public review and comment prior to Policy Board adoption.

The project in the proposed Amendment No. 1 is financially constrained, and it is consistent with the currently adopted Long Range Transportation Plan.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

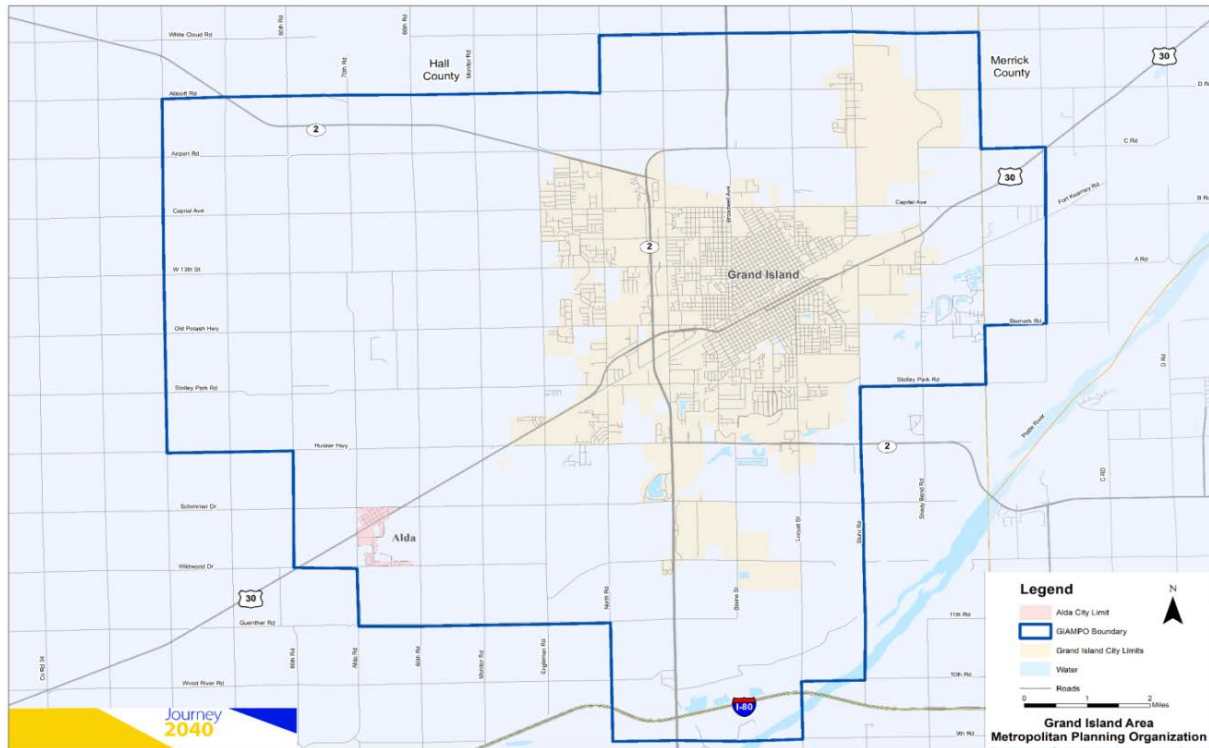
Approve Amendment No. 1 to the 2021-2025 Transportation Improvement Program and release this amendment for public review and comment.

**STAFF CONTACTS**

Andres Gomez

# Transportation Improvement Program Fiscal Years 2021 – 2025

## Grand Island Area Metropolitan Planning Organization (GIAMPO)



### Disclaimer

The preparation of this report has been financed in part through funds from the Federal Highway Administration and Federal Transit Administration, U. S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

***Amendment No. 1 – Open for public comments from October 20 – November 4.***

***2021-2025 TIP – Approved on May 26, 2020 by the GIAMPO Policy Board (Resolution 2020-1)***

----- This Page was Intentionally Left Blank -----

## Table of Contents

|   |    |
|---|----|
| Acronyms .....  | 1  |
| Introduction .....  | 2  |
| Purpose of the TIP .....  | 3  |
| Federal Requirements for Transportation Improvement Programs..... | 3  |
| Time Period .....   | 3  |
| Public Comments.....  | 3  |
| Specific Project Information.....                                 | 3  |
| Consistency with the Long Range Transportation Plan .....         | 3  |
| Financial Constraint .....  | 4  |
| Process for Including Projects in the TIP.....                    | 4  |
| Status of Projects from the previous TIP .....                    | 4  |
| Transportation Control Measures and Air Quality .....             | 4  |
| The Metropolitan Planning Organization Structure .....            | 4  |
| Current Membership of the Policy Board .....                      | 4  |
| Current Membership of the Technical Advisory Committee .....      | 5  |
| Geographic Area the TIP Covers .....                              | 5  |
| Transportation Improvement Program (TIP) .....                    | 5  |
| Statewide Transportation Improvement Program (STIP) .....         | 6  |
| Conformance with Long Range Transportation Plan .....             | 6  |
| Types of Projects included in the TIP .....                       | 7  |
| Project Selection .....   | 7  |
| Maintenance and Operation of Current Transportation Systems.....  | 7  |
| Public Transportation Project Prioritization Process .....        | 8  |
| Financial Plan Statement .....                                    | 8  |
| Public Involvement Process .....                                  | 8  |
| Annual Listing of Projects .....                                  | 9  |
| Congestion Mitigation and Air Quality (CMAQ).....                 | 9  |
| National Performance Management Measures.....                     | 9  |
| Safety .....  | 10 |

|   |     |
|---|-----|
| Infrastructure.....   | 10  |
| System Performance.....   | 11  |
| Transit Asset Management .....  | 11  |
| Revising an Approved TIP/STIP .....   | 12  |
| Amendments .....  | 12  |
| Administrative Modifications .....  | 12  |
| Appendix A – Highway Projects.....  | A-1 |
| Appendix B – Transit Projects.....  | B-1 |
| Appendix C – Self-Certification of the MPO Transportation Planning Process..... | C-1 |
| Appendix D – Comments.....  | D-1 |

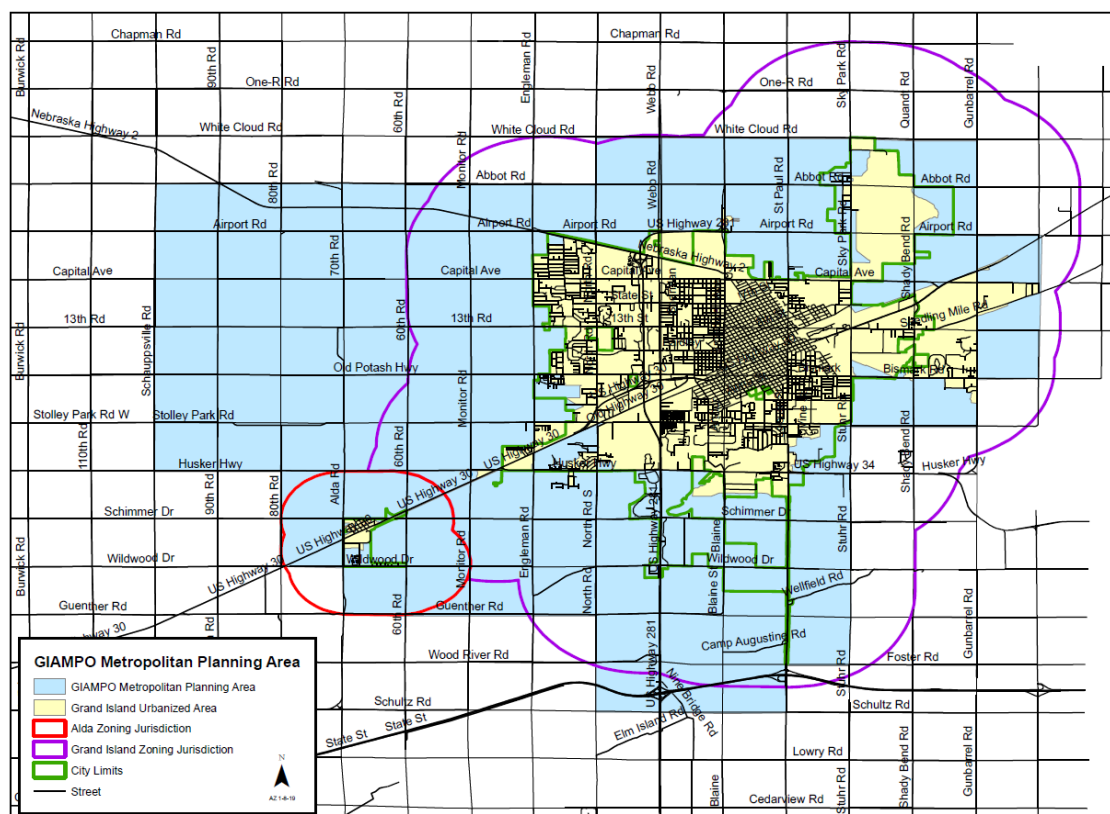
## Acronyms

|                 |  |
|-----------------|--|
| <b>AC</b>       | Advanced Construction                                |
| <b>CMAQ</b>     | Congestion Mitigation and Air Quality Program        |
| <b>DOT</b>      | Department of Transportation                         |
| <b>EA</b>       | Earmark  |
| <b>GIAMPO</b>   | Grand Island Area Metropolitan Planning Organization |
| <b>HSIP</b>     | Highway Safety Improvement Program                   |
| <b>FAST Act</b> | Fixing America's Surface Transportation Act          |
| <b>FHWA</b>     | Federal Highway Administration                       |
| <b>FTA</b>      | Federal Transit Administration                       |
| <b>MAP-21</b>   | Moving Ahead for Progress in the 21st Century Act    |
| <b>MPO</b>      | Metropolitan Planning Organization                   |
| <b>NDOT</b>     | Nebraska Department of Transportation                |
| <b>NHPP</b>     | National Highway Performance Program                 |
| <b>STIP</b>     | Statewide Transportation Improvement Program         |
| <b>TAM</b>      | Transit Asset Management                             |
| <b>TIP</b>      | Transportation Improvement Program                   |
| <b>TPM</b>      | Transportation Performance Management                |
| <b>USDOT</b>    | United States Department of Transportation           |
| <b>YOE</b>      | Year of Expenditure                                  |
| <b>3-C</b>      | Continuing, Cooperative, and Comprehensive           |

## Introduction

The Transportation Improvement Program (TIP) for the Grand Island Area Metropolitan Planning Organization (GIAMPO) Metropolitan Planning Area is a staged, five-year schedule of transportation improvements using (or expected to use) Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funding, state funds, and other projects that have significant system impacts. The TIP is developed cooperatively by the GIAMPO Technical Advisory Committee and agencies within the GIAMPO Metropolitan Planning Area including City of Grand Island Public Works Department, Hall County Public Works Department, Merrick County Highway Department, Village of Alda, Nebraska Department of Transportation (NDOT), and others agencies as transportation related projects are developed. The GIAMPO Metropolitan Planning Area (MPA) is illustrated in **Figure 1**.

**Figure 1 – GIAMPO Metropolitan Planning Area**



Federal regulations require that each urbanized area, as a condition to receive federal capital or operating assistance, have a continuing, cooperative, and comprehensive (3-C) transportation planning process. The Metropolitan Planning Organization (MPO) is the organization designated to carry out the 3-C process which results in plans and programs that are consistent with the comprehensively planned development of the urbanized area. The TIP, along with the Long Range Transportation Plan, is a key element of this process. The Moving Ahead for Progress in the 21st Century Act (MAP-21) became law in 2012 which authorizes surface transportation programs and continues the basic planning requirements. The Fixing America's Surface Transportation Act (FAST Act), became law in 2015 and continues the Metropolitan Planning programs. These programs continue the requirement for a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas



and the joint oversight by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). In order to remain eligible for federal transportation funding, the planning process must demonstrate that the GIAMPO Metropolitan Planning Area is in compliance with all federal requirements for metropolitan transportation planning.

### **Purpose of the TIP**

The primary purpose of this document is to provide information to FHWA, FTA, NDOT, transportation agencies, and citizens regarding the TIP development process which:

- Depicts the GIAMPO priorities for the expenditure of federal funds for all transportation funding categories by federal fiscal year including highway and public transportation projects;
- Provides assurance to the FHWA that the project selection process has been carried out in accordance with federal requirements, Section 134 of Title 23, U.S. Code, as amended; and
- Demonstrates that the TIP is financially feasible.

### **Federal Requirements for Transportation Improvement Programs**

The planning and programming regulations include specific requirements for development and content of TIPs which are summarized below and addressed within this document.

#### Time Period

The TIP is to cover at least a four-year period and be updated at least every four years. The financial and project tables included in this document cover FY 2020–2024. NDOT and the MPOs have established an annual update cycle for the TIP. GIAMPO on an annual basis must submit an approved TIP to NDOT prior to June 15.

#### Public Comments

The TIP process is to provide opportunity for public review and comment on the TIP. GIAMPO's transportation planning process allows for public involvement at various points within the transportation plan and program development. GIAMPO's Public Participation Plan was adopted on November 24, 2015.

#### Specific Project Information

The TIP is to list capital and non-capital surface transportation projects to use a variety of federal funds or regionally significant projects requiring FHWA or FTA action. For each project or project phase the TIP shall include sufficient descriptive material including description, location, length, total cost, amount of federal funds, and responsible agency. Line items may be used for projects that are not considered to be of appropriate scale for individual identification. A complete detailed project listing is organized by project type for each project.

#### Consistency with the Long Range Transportation Plan

Each project or project phase in the TIP is to be consistent with the Long Range Transportation Plan, its goals, and performance measures. For each project included in the detailed project listing, GIAMPO staff cross-checks with the Long Range Transportation Plan to ensure consistency.

### Financial Constraint

The TIP is to include a financial plan including system level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation. The financial plan is shown on page 14, which summarizes the TIP financial resources.

### Process for Including Projects in the TIP

The TIP should specify the process to identify projects for inclusion in the TIP in coordination with the Long Range Transportation Plan. GIAMPO's process annually coordinates with NDOT and local agencies to program projects in the TIP.

### Status of Projects from the previous TIP

The TIP should list major projects from the previous TIP that were implemented or delayed. Each section lists projects under construction, completed, delayed, or moved out of the current programming period.

### Transportation Control Measures and Air Quality

The Grand Island Area Metropolitan Planning Area is in conformance for air quality and the state does not require a State Implementation Plan for meeting Clean Air Act requirements.

## **The Metropolitan Planning Organization Structure**

The governor designates the MPOs for urban areas in the state to be responsible for carrying out the urban transportation planning process through the development of a Long Range Transportation Plan and TIP. GIAMPO is the designated MPO for the Metropolitan Planning Area which includes the City of Grand Island, Village of Alda, and portions of Hall and Merrick Counties. The MPO is composed of elected and appointed officials representing local, state, and federal governments and agencies having interest or responsibility in land use planning, the quality and the location of transportation facilities, transportation safety issues on all roads, and better planning and designs.

The Mayor of the City of Grand Island Area is the "Chair" of the GIAMPO Policy Board. Under the Mayor, the MPO functions through a committee structure consisting of the GIAMPO Policy Board, GIAMPO Technical Advisory Committee, subcommittees which may be created to assist the Technical Advisory Committee on various local transportation issues, and MPO administrative staff to establish and approve the Long Range Transportation Plan, TIP, and other work of the MPO. The GIAMPO Policy Board is composed of elected and appointed officials representing local, state, and federal governments or agencies having interest or responsibility in the comprehensive transportation planning process. Below is the current membership of the GIAMPO Policy Board and Technical Advisory Committee.

### **Current Membership of the Policy Board**

|                                     |                                       |
|-------------------------------------|---------------------------------------|
| Roger G. Steele, Mayor              | City of Grand Island                  |
| Mitch Nickerson, Councilman         | City of Grand Island                  |
| Julie Hehnke, Councilwoman          | City of Grand Island                  |
| Clay Schutz, Councilman             | City of Grand Island                  |
| Ron Peterson, District 7 Supervisor | Hall County Board of Supervisors      |
| Gary Quandt, District 6 Supervisor  | Hall County Board of Supervisors      |
| Pat O'Neill, Chairman               | Hall County Planning Commission       |
| Kyle Schneweis, Director            | Nebraska Department of Transportation |

Joseph Werning, Division Administrator  
Mokhtee Ahmad, Regional Administrator

FHWA Nebraska Division (Ex-Facto)  
FTA Region VII (Ex-Facto)

### **Current Membership of the Technical Advisory Committee**

#### **Voting**

Jerom Janulewicz, City Administrator  
Chad Nabity, Director  
John Collins, Public Works Director  
Keith Kurz, Director of Engineering Services  
Charley Falmlen, Transit Program Manager  
Craig Wacker, Highway Planning Manager  
Wes Wahlgren, District 4 Engineer  
Steve Riehle, Public Works Director  
Mike Meyer, Highway Superintendent  
Romana Schafer, Clerk/Treasurer  
Mike Olson, Executive Director

City of Grand Island  
Hall County Regional Planning Dept.  
City of Grand Island  
City of Grand Island  
City of Grand Island  
Nebraska Department of Transportation  
Nebraska Department of Transportation  
Hall County  
Merrick County  
Village of Alda  
Central Nebraska Regional Airport

#### **Non-Voting**

Justin Luther, Trans. Planner, Realty, Civil Rights  
Logan Daniels, Transportation Program Specialist  
Daniel Nguyen, Community Planner  
Jodi Gibson, Local Projects Engineer  
VACANT, Assistant Planning Engineer  
Sara Thompson Cassidy  
Bentley Tomlin  
Cindy Johnson  
Mary Berlie

Federal Highway Administration  
Federal Transit Administration - VII  
Federal Transit Administration - VII  
Nebraska Department of Transportation  
Nebraska Department of Transportation  
Union Pacific Railroad  
Burlington Northern Santa Fe Railroad  
Grand Island Chamber of Commerce  
Grand Island Area Economic  
Development Corporation  
City of Grand Island  
City of Grand Island

Patrick Brown, Finance Director  
Shannon Callahan, Street Superintendent

### **Geographic Area the TIP Covers**

The Metropolitan Planning Area is the geographic area in which the metropolitan transportation planning process must be carried out. The boundaries of the Metropolitan Planning Area are determined by agreement between the Governor and the MPO. The GIAMPO Metropolitan Planning Area encompasses the City of Grand Island, Village of Alda, and portions of Hall and Merrick Counties.

### **Transportation Improvement Program (TIP)**

The TIP is a programming document that identifies the timing and funding of all highway, bridge, transit, bicycle, and pedestrian transportation projects scheduled for implementation in the MPO planning area over a four -year period using federal transportation funds and is annually coordinated with the State-TIP process. According to federal regulations governing transportation planning, the TIP is to be a staged multi-year program of transportation improvement projects that "shall cover a period of not less than four years and be consistent with the urban area transportation plan."

The TIP is directly related to the City's, County's, and State's Capital Improvement Programs which are brought forward at this time each year. The TIP identifies funding amounts by source

of funding, jurisdictional responsibility, type of project, and year of funding for these projects. This program is a listing of priority projects which are to be carried out within the next five fiscal years which include FY 2020-2021, 2021-2022, 2022-2023, 2023-2024 and 2024-2025. Projects planned for implementation beyond this time frame are not listed in this program since local funding may be tentative and federal funds for these projects cannot be obligated.

The TIP reflects the priorities and direction of the region and its state and federal partners in the transportation planning process. Projects identified in the TIP must be consistent with the projects or goals and objectives identified in the current Long Range Transportation Plan for the Grand Island metropolitan region. The TIP is part of the MPO's effort to establish and maintain the planning process required by the federal government as a condition for receipt of federal transportation funding. This program of projects depicts the MPO's priorities for the expenditure of federal funds for all transportation funding categories by federal fiscal year including highway and public transportation projects. The TIP document may also include, for informational purposes, non-federally funded projects occurring in the planning area. The federal government regulations require the TIP to be updated and adopted by the local MPO at least every four years.

### **Statewide Transportation Improvement Program (STIP)**

The TIP becomes part of the State Transportation Improvement Program (STIP) by reference and the frequency and cycle for updating the TIP is compatible with STIP development and approval process. NDOT and the Nebraska MPOs have established an annual update cycle.

The STIP begins as a compilation of the regional TIPs that have been adopted by the MPOs and develops into a comprehensive list of all highway (state or local) and all transit (capital or operating) projects in urban and rural areas that propose to use federal funds. All federally funded projects proposed to begin between October 1st and September 30th from all of the regional TIPs across the state are included in this STIP including federally funded projects in rural areas. The STIP is updated every year and is to include a minimum four year listing of federal-aid projects for approval by FHWA and FTA.

### **Conformance with Long Range Transportation Plan**

All projects were drawn from, or are consistent with, the GIAMPO Long Range Transportation Plan (Journey 2040), Regional Transit Needs Assessment and Feasibility Study, State Transportation Plans and Needs Studies, and the recommendations of local governments and citizens for the TIP. The projects reflect community goals and objectives and are assigned to the appropriate staging period based on the area's priorities, the individual project urgency, and the anticipated funding capabilities of the participating governments.

The TIP document was developed in conformance with the Long Range Transportation Plan for GIAMPO. A review was undertaken to ensure transportation projects programmed in the TIP were found to be consistent with the Long Range Transportation Plan.

The Long Range Transportation Plan was adopted by GIAMPO on April 26, 2016. The development of the Long Range Transportation Plan included a needs assessment and financial analysis and discussed the social, economic, and environmental impacts to consider when developing new transportation projects, and where environmentally sensitive areas are located in relation to projects identified in the horizon years of 2025 and 2040. The Long Range Transportation Plan was transmitted to NDOT and to FHWA and FTA.

## **Types of Projects included in the TIP**

Federal regulations require that any transportation project within the Metropolitan Planning Area that is to be funded with U.S. Department of Transportation funds must be included in the TIP. The types of projects listed below are eligible for federal funding:

- a. Projects on the federal-aid system (road and bridge construction, reconstruction, resurfacing, restoration, rehabilitation, etc.).
- b. Public transportation (vehicle maintenance and operations, capital improvement projects, public transit system construction, etc.).
- c. Projects that are not on the federal-aid system, but may be eligible for federal funding for other reasons (e.g., bridge projects, bicycle and pedestrian facilities, etc.). The projects, however, must be linked to the transportation network.
- d. Regional projects requiring FHWA or FTA action or projects having significant regional impacts.

## **Project Selection**

GIAMPO's process for including projects in the TIP is the means by which projects move from the current Long Range Transportation Plan (LRTP) into the TIP for implementation. This process entails annual coordination with NDOT and local agencies to identify projects for programming in the TIP. Projects listed in the TIP typically originate in the LRTP developed by the MPO in cooperation with the respective implementing agencies involved in the planning process. Implementing agencies carry out the LRTP's specific elements through the TIP process. As a result, the TIP serves as a strategic management tool to accomplish the objectives of the Long Range Transportation Plan.

Project prioritization is an important element of the TIP, especially since the demand for federal-aid transportation projects usually exceeds the level of federal funds available for use. State highway projects in the TIP have been prioritized by NDOT. Local federal-aid improvement projects programmed by the City of Grand Island, Hall County, Merrick County Village of Alda, and coordinating agencies have been dependent on the availability of competitive funding using the federal Highway Safety Improvement Program, Set Aside from Surface Transportation Block Grant Program (Transportation Alternatives), and FTA funds. Other selected projects are accomplished through a coordinated effort among all parties to advance projects which preserve the existing system, increase safety and efficiency of the transportation system, improve vehicle mobility and connectivity, protect and enhance the environment, and support quality of life. Readiness to proceed and financial capacity is also considered in project selection.

## **Maintenance and Operation of Current Transportation Systems**

The highest priority in the selection of projects for the TIP is to ensure the adequate reconstruction, maintenance, and operation of the current transportation system. NDOT is programming two (2) projects for highway resurfacing, one (1) project for repairs/overlays to three US-30 bridges, and construction of a 4-lane divided roadway on new alignment for a section of US-30. The City of Grand Island is programming one (1) project programmed for safety and operational improvements at the Broadwell Avenue, State Street, and Eddy Street intersection and one (1) project to widen a section of Old Potash Highway and three (3) projects to widen sections of North Road and a (1) Planning and Environmental on Broadwell Ave./ UPRR.

## **Public Transportation Project Prioritization Process**

Public transportation projects are funded with a mix of local, state, and federal funds. The public transportation element of the TIP includes projects for the City of Grand Island's Transit Program that collectively constitutes the Program of Projects (POP) for the City of Grand Island's Transit Program. Approval of the TIP includes the approval of the POP for the City of Grand Island's Transit Program. The public involvement procedures used for TIP development and amendments are used to satisfy the POP requirements for FTA Section 5307 (urban) funding.

In 2012, the City of Grand Island became the designated recipient to receive FTA Section 5307 funds. In 2013, the City of Grand Island and Hall County entered into an interlocal agreement for Hall County to continue to provide public transit services using unexpended FTA Section 5311(rural) funds during a transitional period. In April 2016, the City of Grand Island approved an interlocal agreement where the City of Grand Island would provide public transit services within the City of Grand Island and Hall County through a contract with a public transportation services provider up to a three year period. This interlocal agreement was renewed in April 2019 for a term of one year with an automatic renewal thereafter for successive terms of one year each unless either the City of Grand Island or Hall County provides written notice not less than 90 days prior to the termination of the then current term.

In December 2017, GIAMPO completed a Regional Transit Needs and Feasibility Study, and it recommended a preferred alternative for a five year planning horizon within the Grand Island urbanized area. This plan will be used by the City of Grand Island Transit Program to plan and program transit projects in the TIP.

## **Financial Plan Statement**

The projects identified in the TIP are financially constrained, meaning they can be implemented using current and proposed revenue sources based on the programs contained in the TIP. The expected and anticipated revenue sources are, therefore, reasonably expected to be in place when needed. Revenues for federally funded projects during each year are shown in the Financial Plan on page 14.

## **Public Involvement Process**

The transportation planning process allows for public involvement at various points within the transportation plan and program development. This involves a series of steps from the adoption of the MPO Long Range Transportation Plan that is coordinated with the programming of projects and again for the actual construction of the transportation facilities. The critical decision points in the transportation planning process are: 1) the development of at least a 20 year transportation plan, 2) the street improvement program which identifies priorities for planned projects, 3) the development of capital improvement programs for a period of four to six years, 4) project design and project construction. The first two steps are included in the long range planning process, the third step consolidates the capital improvement programs of the City of Grand Island, Hall County, Merrick County, Village of Alda, and NDOT with the MPO TIP and the last step is the specific project design and development.

The City of Grand Island, Hall County, Merrick County, and Village of Alda each have an established procedure for adopting improvement programs. Their processes include review by the County Planning Commission for compliance with the Comprehensive Plan and formal advertised public hearings before the Planning Commission and City Council or County Board. The consolidation of these improvement programs is coordinated in the TIP as reviewed by the GIAMPO Technical Advisory Committee before it is released for the public review and comment

period. The public comments are summarized, including how the comments were addressed, and incorporated in the TIP. The GIAMPO Policy Board reviews, approves, and submits the TIP to NDOT for inclusion in the STIP.

### **Annual Listing of Projects**

Pursuant to the provisions of 23 U.S.C. 134(j)(7)(B) and 49 U.S.C. 5303(c)(5)(B), the MPO has published an annual listing of projects for which federal funds have been obligated in the preceding year. These are listed in the TIP by jurisdiction within each section. The published document is available for public review from the MPO and on the MPO website under the TIP Section.

### **Congestion Mitigation and Air Quality (CMAQ)**

Federal legislation provides funds to be utilized in the Clean Air Act for non-attainment and maintenance areas for transportation programs and projects that contribute to attainment of National Ambient Air Quality Standards. Since the GIAMPO Metropolitan Planning Area is in compliance with the latest air quality standards, the MPO does not specifically program for CMAQ funding.

### **National Performance Management Measures**

With the passing of MAP-21 transportation bill, and continuing in the FAST Act, State departments of transportations (State DOT) and MPOs are required to use a performance based planning and programming approach as part of the Transportation Performance Management (TPM) program. TPM is defined as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

As part of TPM, FHWA and FTA issued Final Rules that include National Performance Management Measures at the system level that the State DOTs and MPOs are required to incorporate into their planning processes. The applicable National Performance Management Measures to MPOs include the following:

- **Safety (PM-1).** Highway Safety Improvement Program/Safety Performance Management Measures [23 CFR § 924, 23 CFR § 490]
- **Infrastructure (PM-2).** Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program [23 CFR § 490]
- **System Performance (PM-3).** Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program [23 CFR § 490]
- **Transit Asset Management (TAM)** is established to evaluate the state of good repair of transit provider capital assets for safety and operations [49 CFR § 625, 630].

Each of the above National Performance Management Measures consists of a series of performance measures and corresponding target setting requirements. When State DOTs and/or transit providers have set targets, MPOs must establish performance targets at the regional level within 180 days. MPOs have the option to set its own regional targets, or to support the targets established by State DOTs and/or transit providers.

### Safety

FHWA published the Highway Safety Improvement Program and Safety Performance Management Measures (PM-1) Final Rules in the Federal Register on March 15, 2016. The Safety Performance Management Measures rule supports the Highway Safety Improvement Program (HSIP), as it establishes five safety performance measures to carry out the HSIP and to assess serious injuries and fatalities on all public roads. State DOTs are required to establish safety (HSIP) targets for all five performance measures by August 31 of each year.

GIAMPO has agreed to support the state's annual (CY 2020) safety performance targets set in August 2019. The targets are:

| Performance Measure   | Target |
|---|--------|
| Number of Fatalities  | 239    |
| Rate of Fatalities per 100 million vehicle miles traveled (VMT)       | 1.14   |
| Number of Serious Injuries  | 1,442  |
| Rate of Serious Injuries per 100 million VMT                          | 6.8    |
| Number of Non-motorized Fatalities and Non-motorized Serious Injuries | 133    |

GIAMPO supports these targets by reviewing and programming HSIP projects within the Metropolitan Planning Area. Working in partnership with local agencies, NDOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. NDOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present.

### Infrastructure

Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program (PM-2) was identified in the FHWA Final Ruling published in the Federal Register on January 18, 2017 (82 FR 5886). This rule establishes six performance measures to assess the condition of pavement and bridges on the National Highway System (NHS) to carry out the National Highway Performance Program. State DOTs are required to establish pavement and bridge condition targets by May 20 every four years.

GIAMPO has agreed to support the state's 4-year performance period (CY 2018-2021) pavement and bridge performance targets set in May 2018. The targets are:

| Performance Measure   | Target           |
|---|------------------|
| % of Interstate pavements in Good condition                   | At least 50%     |
| % of Interstate pavements in Poor condition                   | No more than 5%  |
| % of non-Interstate NHS pavements in Good condition           | At least 40%     |
| % of non-Interstate NHS pavements in Poor Condition           | No more than 10% |
| % of NHS bridges by deck area classified as in Good condition | At least 55%     |
| % of NHS bridges by deck area classified as in Poor condition | No more than 10% |

GIAMPO will review and program pavement and bridge projects within the Metropolitan Planning Area to contribute toward the accomplishment of these targets.



### System Performance

Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (PM-3) was identified in the FHWA Final Ruling, published in the Federal Register on January 18, 2017 (82 FR 5970). This rule establishes performance measures to assess the performance of the Interstate and non-Interstate NHS to carry out the National Highway Performance Program, freight movement on the Interstate system to carry out the National Highway Freight Program, and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. There are two performance measures to assess system performance of the NHS, one performance measure to assess freight movement on the Interstate system, two performance measures to assess traffic congestion under the CMAQ program, and one performance measure to assess total emissions reductions by applicable pollutants under the CMAQ program. State DOTs are required to establish system performance, freight, and CMAQ targets by May 20 every four years.

GIAMPO has agreed to support the state's 4-year performance period (CY 2018-2021) system performance and freight performance targets set in May 2018 (Nebraska exempt from CMAQ measures this performance period). The targets are:

| Performance Measure  | Target |
|--|--------|
| % of Person-Miles Traveled on the Interstate that are Reliable         | 98.6%  |
| % of Person-Miles Traveled on the non-Interstate NHS that are Reliable | 92.6%  |
| Freight Reliability  | 1.10   |

GIAMPO will review and program system performance and freight projects within the Metropolitan Planning Area to contribute toward the accomplishment of these targets.

### Transit Asset Management

FTA issued a Final Rule on transit asset management (TAM) plans to evaluate the state of good repair of transit provider capital assets for safety and operations. Recipients of public transit funds—which include states, local authorities, and public transportation operators—are required to establish targets for state of good repair performance measures; to develop transit asset management and transit safety plans; and to report on their progress toward achieving targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated.

The Rule, “Transit Asset Management; National Transit Database,” went into effect on July 26, 2016 with the TAM plan due for transit by October 1, 2018. Transit target setting repeats annually and plans are updated every four years. The City of Grand Island (transit provider) participates in a group TAM plan, which is sponsored by NDOT. GIAMPO has agreed to establish state of good repair performance targets, which are the same targets established by NDOT and the City of Grand Island. NDOT set its targets on January 1, 2017, and the City of Grand Island set its targets on May 23, 2017. The targets are:

| Category      | Class       | Default *ULB | Performance Target               |
|---------------|-------------|--------------|----------------------------------|
| Rolling Stock | Cutaway bus | 10 years     | 50% of fleet exceeds default ULB |
|               | Minivan     | 8 years      | 50% of fleet exceeds default ULB |
|               | Van         | 8 years      | 50% of fleet exceeds default ULB |

|            |               |          |   |
|------------|---------------|----------|---|
| Equipment  | Automobile    | 8 years  | 75% of fleet exceeds default ULB                |
| Facilities | Admin/Storage | 40 years | 70% of facilities rated under 3.0 on TERM scale |

GIAMPO supports these targets by reviewing and programing transit projects relating to capital assets within the Metropolitan Planning Area.

## **Revising an Approved TIP/STIP**

Revisions are changes to a TIP/STIP that occur between their annual publications. There are two types of changes that occur under the umbrella of revision. The first is a major revision or “Amendment”. The second is a minor revision or “Administrative Modification”.

### Amendments

An amendment is a revision to a TIP/STIP that involves a major change to a project included in the TIP/STIP. Amendments requires public review and comment and demonstration of fiscal constraint.

There are four main components that can be used to determine whether a project change rises to the level of an amendment:

- Project costs: Amendments are required whenever the federal-aid amount changes by 20% or \$2 million, whichever is greater. For computing the % change, standard rounding procedures will be used; 19.50% and greater is considered to be 20% and therefore would require an amendment.
- Additions/Deletions: Projects or phases of projects which are added or deleted from the first four years of the TIP/STIP will be processed as amendments (excluding grouped projects).
- Funding sources: Adding federal funding sources or changing from one federal funding category to another (including converting advanced construction) will require an amendment.
- Scope and termini changes: Substantial changes to project scope shown in the approved STIP or project termini changes greater than 0.25 mile will require an amendment.

### Administrative Modifications

A minor revision to a TIP or STIP is an administrative modification. It includes minor changes to projects, including projects using advanced construction (AC) procedures, already included in the TIP. Administrative modifications may be made at any time and do not require public review or Policy Board action. However, GIAMPO must demonstrate financial constraint. This includes changes such as clarifying project descriptions, reducing project costs, minor adjustments to project budgets or clerical mistakes.

The following components should be used to determine if a change can be processed as an administrative modification:

- Project costs: Projects in which the federal-aid and/or AC amount has been changed by less than 20% or \$2 million, whichever is greater, can be processed with an administrative modification. For purposes of this calculation federal-aid and AC amounts will be combined.
- Additions/Deletions: Projects or phases of projects added to group listings explained earlier will be processed as administrative modifications.
- Schedule changes: Changes in schedules to projects which are included in the first four years of the TIP/STIP will be considered administrative modifications
- Funding sources: Redistribution of federal funding or AC among funding sources already listed with the project can be done with an administrative modification.
- Scope and termini changes: Minor changes to project scope and termini changes of less than 0.25 mi. can be made with an administrative modification. Project termini not consistent with the Long Range Transportation will require an amendment.

**Grand Island Area Metropolitan Planning Organization (GIAMPO)**  
**Transportation Improvement Program**  
**Fiscal Years 2021-2025**  
**Financial Constraint Projects**  
**(\$1,000's)**

| <b>Federal Highway Administration</b>       | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>2025</b> | <b>Total</b> |
|---|-------------|-------------|-------------|-------------|-------------|--------------|
| National Highway Performance Program (NHPP) | \$13,363    | \$4,070     | \$0         | \$0         | \$0         | \$17,433     |
| Highway Safety Improvement Program (HSIP)   | \$4,003     | \$0         | \$0         | \$0         | \$0         | \$4,003      |
| Earmark (EM)                                | \$0         | \$0         | \$0         | \$0         | \$0         | \$0          |
| Nebraska Department of Transportation       | \$3,513     | \$4,120     | \$3,863     | \$23,054    | \$0         | \$34,550     |
| City of Grand Island                        | \$18,681    | \$11,514    | \$2,308     | \$2,190     | \$0         | \$34,693     |
|   | \$39,560    | \$19,704    | \$6,171     | \$25,244    | \$0         | \$90,679     |

| <b>Federal Transit Administration</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>2025</b> | <b>Total</b> |
|---------------------------------------|-------------|-------------|-------------|-------------|-------------|--------------|
| Section 5307                          | \$2,097     | \$599       | \$538       | \$554       | \$0         | \$3,788      |
| Section 5311                          | \$20        | \$26        | \$22        | \$23        | \$0         | \$91         |
| Section 5339                          | \$90        | \$0         | \$0         | \$0         | \$0         | \$90         |
| Nebraska Department of Transportation | \$9         | \$9         | \$9         | \$9         | \$0         | \$36         |
| City of Grand Island                  | \$392       | \$385       | \$376       | \$388       | \$0         | \$1,541      |
| Hall County                           | \$9         | \$9         | \$9         | \$9         | \$0         | \$36         |
|                                       | \$2,617     | \$1,028     | \$955       | \$983       | \$0         | \$5,583      |

NOTE: The financial table above illustrates the identified funding for the projects included in the tables for FY 2021-2025.

**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program  
FY 2021-2025**

**Appendix A – Highway Projects**

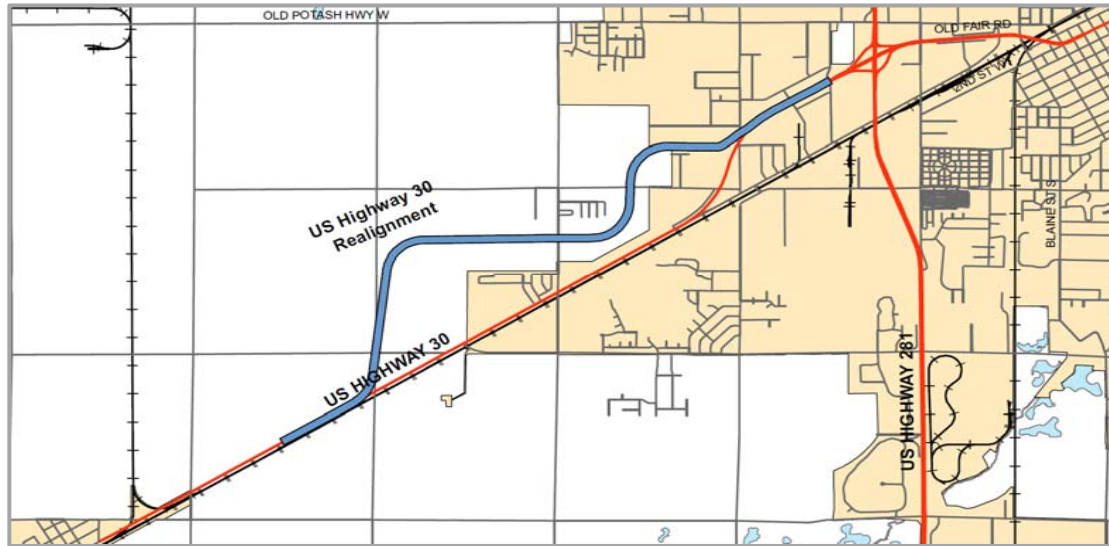
**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program for FY 2020-2024**

**TIP #:** 2016-004

**State ID:** 41704

**Project #:** S-30-4(1046)

**Project Name:** US-281 West, Grand Island



**Description**

4 lane divided roadway on new alignment

**HWY:** US-30

**Location:** US-30 from 1.4 mi west of Grand Island to 0.4 mi west of US-281. Begin RP - 308.84

**Length (SLM):** 3.7

**Project Sponsor:** NDOT

**District #:** 4

**A/Q Status:** Exempt

| <u>YOE</u>             | <u>Phase</u> | <u>Fund Type</u> | <u>Fund Description</u> | <u>Estimate (\$1,000)</u> |
|------------------------|--------------|------------------|-------------------------|---------------------------|
| 2022                   | PE           | Local            | Grand Island            | \$147                     |
| 2022                   | PE           | State            | NDOT                    | \$2,204                   |
| 2023                   | ROW          | Local            | Grand Island            | \$508                     |
| 2023                   | ROW          | State            | NDOT                    | \$3,863                   |
| 2024                   | CONST/CE     | Local            | Grand Island            | \$2,190                   |
| 2024                   | CONST/CE     | State            | NDOT                    | \$23,054                  |
| Total Project Estimate |              |                  |                         | <b>\$31,966</b>           |

**Notes:** This project was moved from FY 2022 to FY 2024.

**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program for FY 2020-2024**

**TIP #:** 2016-008

**State ID:** 42776

**Project #:** NH-30-4(162)

**Project Name:** In Grand Island Bridges



**Description**

3-bridge repair/overlays, sealing, approach slabs, mill, resurface roadway

**HWY:** US-30

**Location:** Three US-30 Bridges in Grand Island (Jct US-30/US-281/N-2 bridge and from Old Lincoln Hwy to Grant St), RP - 313.66

**Length (SLM):** 0.4

**Project Sponsor:** NDOT

**District #:** 4

**A/Q Status:** Exempt

| <u>YOE</u>             | <u>Phase</u> | <u>Fund Type</u> | <u>Fund Description</u> | <u>Estimate (\$1,000)</u> |
|------------------------|--------------|------------------|-------------------------|---------------------------|
| 2019                   | PE           | State            | NDOT                    | \$290                     |
| 2020                   | ROW          | State            | NDOT                    | \$27                      |
| 2021                   | CONST/CE     | Local            | Grand Island            | \$197                     |
| 2021                   | CONST/CE     | Federal          | NHPP                    | \$4,007                   |
| 2021                   | CONST/CE     | State            | NDOT                    | \$969                     |
| Total Project Estimate |              |                  |                         | <b>\$5,490</b>            |

**Notes:** PE in YOE 2019 and ROW in YOE 2020 is not reflected in Financial Constraint Table. This project is in progress.

**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program for FY 2020-2024**

**TIP #:** 2018-001      **State ID:** 42787      **Project #:** NH-2-4(112)      **Project Name:** Cairo - Grand Island



**Description**

Resurfacing

**HWY:** N-2

**Location:** N-2 from Cairo southeast to US-281 in Grand Island, RP - 343.73

**Length (SLM):** 12.5

**Project Sponsor:** NDOT

**District #:** 4

**A/Q Status:** Exempt

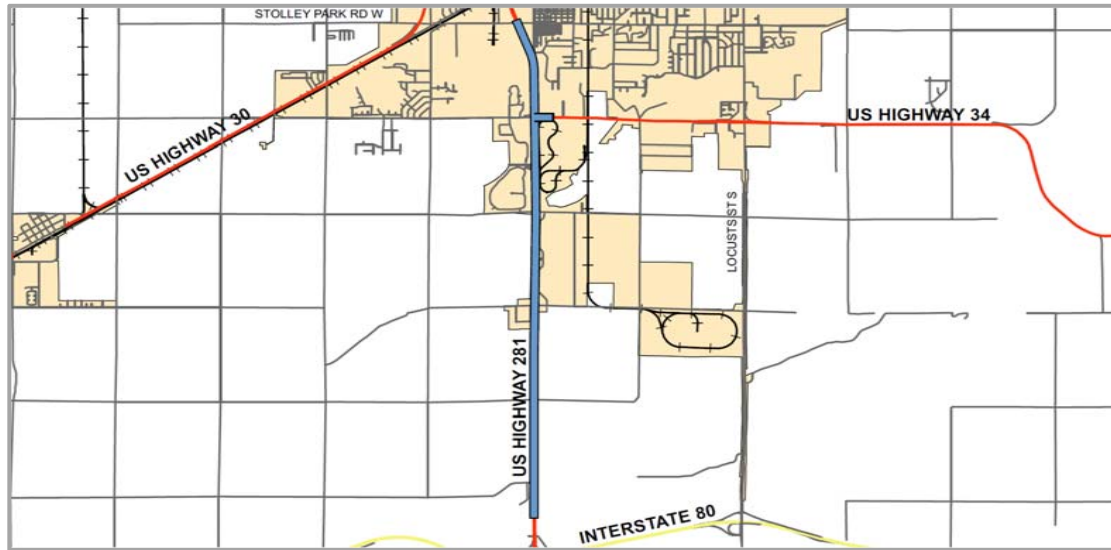
| <u>YOE</u>             | <u>Phase</u> | <u>Fund Type</u> | <u>Fund Description</u> | <u>Estimate (\$1,000)</u> |
|------------------------|--------------|------------------|-------------------------|---------------------------|
| 2019                   | PE           | State            | NDOT                    | \$380                     |
| 2020                   | ROW          | State            | NDOT                    | \$0                       |
| 2021                   | CONST/CE     | Local            | Grand Island            | \$4,007                   |
| 2021                   | CONST/CE     | Federal          | NHPP                    | \$9,356                   |
| 2021                   | CONST/CE     | State            | NDOT                    | \$1,720                   |
| Total Project Estimate |              |                  |                         | <b>\$15,463</b>           |

**Notes:** PE in YOE 2019 and ROW in YOE 2020 is not reflected in Financial Constraint Table. This project is in progress.



**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program for FY 2020-2024**

**TIP #:** 2020-001      **State ID:** 42819      **Project #:** NH-34-4(134)      **Project Name:** In Grand Island & South (SB)



**Description**

Resurfacing

**HWY:** US-34

**Location:** US-34 from 2.2 mi south of Grand Island north to N Jct US-281 / W Jct N-2, RP - 226.74

**Length (SLM):** 5.4

**Project Sponsor:** NDOT

**District #:** 4

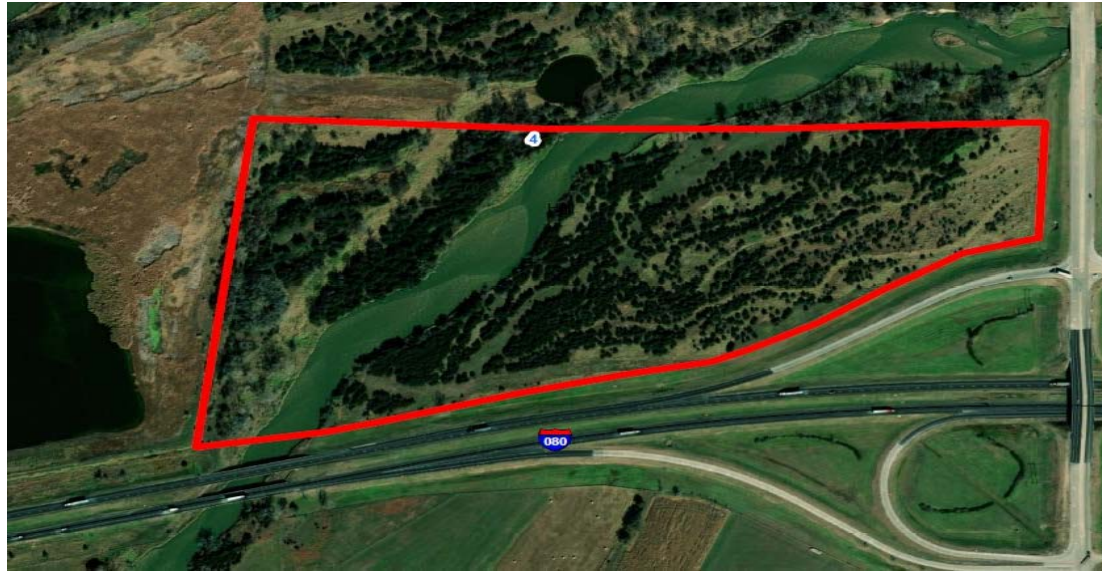
**A/Q Status:** Exempt

| <u>YOE</u>             | <u>Phase</u> | <u>Fund Type</u> | <u>Fund Description</u> | <u>Estimate (\$1,000)</u> |
|------------------------|--------------|------------------|-------------------------|---------------------------|
| 2021                   | PE           | State            | NDOT                    | \$418                     |
| 2022                   | CONST/CE     | Federal          | NHPP                    | \$4,070                   |
| 2022                   | CONST/CE     | State            | NDOT                    | \$1,018                   |
| Total Project Estimate |              |                  |                         | <b>\$5,506</b>            |

**Notes:** Project is in progress.

**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program for FY 2020-2024**

**TIP #:** 2020-002      **State ID:** 42891      **Project #:** MISC-40(65)      **Project Name:** District 4 Wetland Bank



**Description**

Survey, design, construct and monitor a wetland mitigation site

**HWY:**

**Location:** Adjacent to existing Mormon Island Mitigation Bank, RP - 0.00

**Length (SLM):** 0.0

**Project Sponsor:** NDOT

**District #:** 4

**A/Q Status:** Exempt

| <u>YOE</u>             | <u>Phase</u> | <u>Fund Type</u> | <u>Fund Description</u> | <u>Estimate (\$1,000)</u> |
|------------------------|--------------|------------------|-------------------------|---------------------------|
| 2021                   | PE           | State            | NDOT                    | \$230                     |
| 2022                   | CONST/CE     | State            | NDOT                    | \$898                     |
| Total Project Estimate |              |                  |                         | <b>\$1,128</b>            |

**Notes:** This project is in progress.

**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program for FY 2020-2024**

**TIP #:** 2020-003      **State ID:** 42894      **Project #:** ELEC-80-6(1047)      **Project Name:** West Grand Island Interchange



**Description**

Build new high mast lighting towers, install buried cable & control boxes

**HWY:** I-80

**Location:** I-80 at the Grand Island Interchange, RP - 311.50

**Length (SLM):** 1.5

**Project Sponsor:** NDOT

**District #:** 4

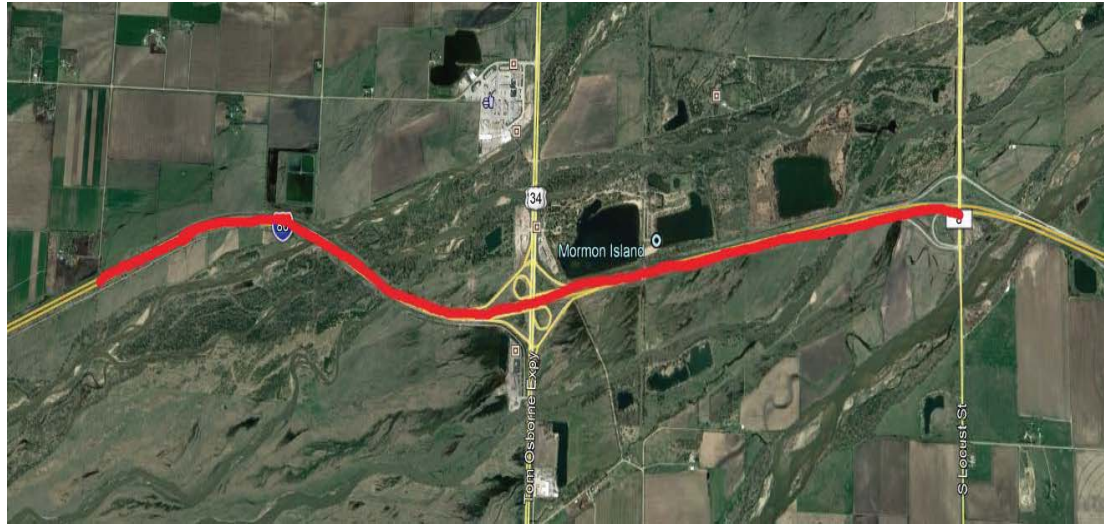
**A/Q Status:** Exempt

| <u>YOE</u>             | <u>Phase</u> | <u>Fund Type</u> | <u>Fund Description</u> | <u>Estimate (\$1,000)</u> |
|------------------------|--------------|------------------|-------------------------|---------------------------|
| 2019                   | PE           | State            | NDOT                    | \$27                      |
| 2020                   | CONST/CE     | State            | NDOT                    | \$1,018                   |
| Total Project Estimate |              |                  |                         | <b>\$1,045</b>            |

**Notes:** PE in YOE 2019 and CONST/ CE in YOE 2020 is not reflected in Financial Constraint Table. This project is in progress.

**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program for FY 2020-2024**

**TIP #:** 2021-008      **State ID:** 42911      **Project #:** HSIP-80-7(170)      **Project Name:** Grand Island Area Bridges



**Description**

Add High Friction Surface Treatment to bridges and Horizontal curves on I80

**HWY:** I-80

**Location:** (13) Bridges on I80 near the Grand Island Interchange

**Length (SLM):** 4.52

**Project Sponsor:** NDOT

**District #:** 4

**A/Q Status:** Exempt

| <u>YOE</u>             | <u>Phase</u> | <u>Fund Type</u> | <u>Fund Description</u> | <u>Estimate (\$1,000)</u> |
|------------------------|--------------|------------------|-------------------------|---------------------------|
| 2020                   | PE           | State            | NDOT                    | \$8                       |
| 2021                   | Const/CE     | State            | NDOT                    | \$176                     |
| 2021                   | Const/CE     | Federal          | HSIP                    | \$1,585                   |
| Total Project Estimate |              |                  |                         | <b>\$1,770</b>            |

**Notes:** PE in YOE 2020 is not reflected in Financial Constraint Table. This project is in progress.

## Status of Previous Years for State Agency Sponsored Projects

| Project Sponsor | TIP ID   | Project Name                  | Location  | Description   | YOE  | Phase    | Funding Description | Estimate (\$1,000) | Status   |
|-----------------|----------|-------------------------------|---|---|------|----------|---------------------|--------------------|--|
| NDOT            | 2016-004 | US-281 West, Grand Island     | US-30 from 1.4 mi west of Grand Island to 0.4 mi west of US-281. Begin RP - 308.64                                  | 4 lane divided roadway on new alignment                                     | 2022 | PE       | Grand Island        | \$147              | Project scheduled for 8/24/23 letting FY 2024  |
|                 |          |                               |   |   | 2022 | PE       | NDOT                | \$2,204            |  |
|                 |          |                               |   |   | 2023 | ROW      | Grand Island        | \$508              |  |
|                 |          |                               |   |   | 2023 | ROW      | NDOT                | \$3,863            |  |
|                 |          |                               |   |   | 2024 | CONST/CE | Grand Island        | \$2,190            |  |
|                 |          |                               |   |   | 2024 | CONST/CE | NDOT                | \$23,054           |  |
| NDOT            | 2016-008 | In Grand Island Bridges       | Three US-30 Bridges in Grand Island (Jct US-30/US-281/N-2 bridge and from Old Lincoln Hwy to Grant St), RP - 313.66 | 3-bridge repair/overlays, sealing, approach slabs, mill, resurface roadway  | 2019 | PE       | NDOT                | \$290              | Project has been delivered to contracts and is currently scheduled for a 8/26/21 letting |
|                 |          |                               |   |   | 2020 | ROW      | NDOT                | \$27               |  |
|                 |          |                               |   |   | 2021 | CONST/CE | Grand Island        | \$197              |  |
|                 |          |                               |   |   | 2021 | CONST/CE | NHPP                | \$4,007            |  |
|                 |          |                               |   |   | 2021 | CONST/CE | NDOT                | \$969              |  |
| NDOT            | 2018-001 | Cairo - Grand Island          | N-2 from Cairo southeast to US-281 in Grand Island, RP - 343.73   | Resurfacing   | 2019 | PE       | NDOT                | \$380              | Project is scheduled for a 8/26/21 letting   |
|                 |          |                               |   |   | 2020 | ROW      | NDOT                | \$0                |  |
|                 |          |                               |   |   | 2021 | CONST/CE | Grand Island        | \$4,007            |  |
|                 |          |                               |   |   | 2021 | CONST/CE | NHPP                | \$9,356            |  |
|                 |          |                               |   |   | 2021 | CONST/CE | NDOT                | \$1,720            |  |
| NDOT            | 2020-001 | In Grand Island & South (SB)  | US-34 from 2.2 mi south of Grand Island north to N Jct US-281 / W Jct N-2, RP - 226.74                              | Resurfacing   | 2021 | PE       | NDOT                | \$418              | Project currently scheduled for 8/25/22 letting  |
|                 |          |                               |   |   | 2022 | CONST/CE | NHPP                | \$4,070            |  |
|                 |          |                               |   |   | 2022 | CONST/CE | NDOT                | \$1,018            |  |
| NDOT            | 2020-002 | District 4 Wetland Bank       | Adjacent to existing Mormon Island Mitigation Bank, RP - 0.00   | Survey, design, construct and monitor a wetland mitigation site             | 2021 | PE       | NDOT                | \$230              | Project currently scheduled for 08/26/21 letting. FY 2022                                |
|                 |          |                               |   |   | 2022 | CONST/CE | NDOT                | \$898              |  |
|                 |          |                               |   |   |      |          |                     |                    |  |
| NDOT            | 2020-003 | West Grand Island Interchange | I-80 at the Grand Island Interchange, RP - 311.50   | Build new high mast lighting towers, install buried cable & control boxes   | 2019 | PE       | NDOT                | \$27               | Project was let.   |
|                 |          |                               |   |   | 2020 | CONST/CE | NDOT                | \$1,018            |  |
|                 |          |                               |   |   |      |          |                     |                    |  |
| NDOT            | 2021-008 | Grand Island Area Bridges     | (13)Bridges on I80 near the Grand Island Interchange  | Add High Friction Surface Treatment to bridges and Horizontal curves on I80 | 2020 | PE       | NDOT                | \$8                | Project currently scheduled for a 2/25/21 letting  |
|                 |          |                               |   |   | 2021 | Const/CE | NDOT                | \$176              |  |
|                 |          |                               |   |   | 2021 | Const/CE | HSIP                | \$1,585            |  |



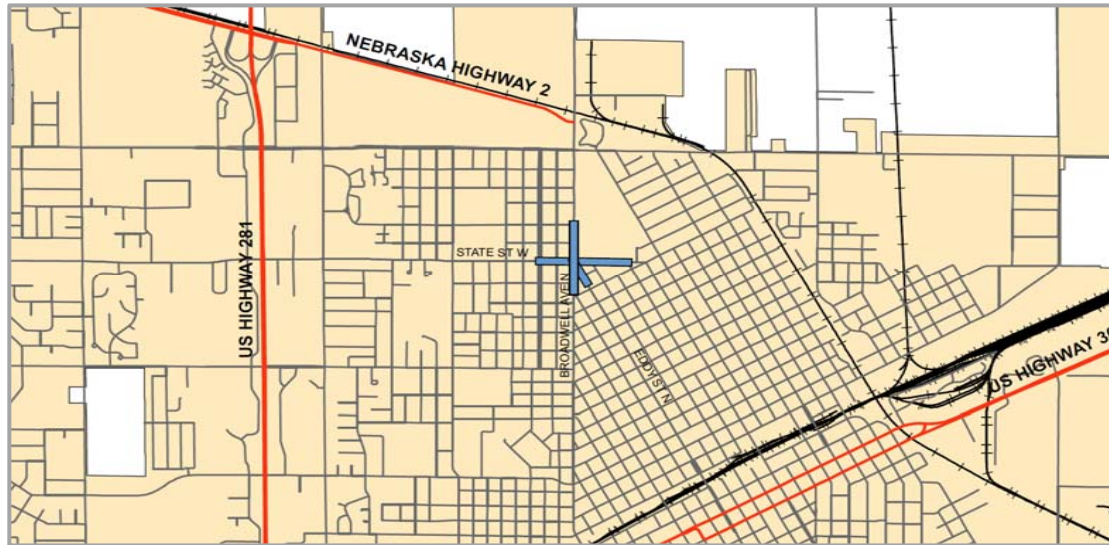
**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program for 2020-2024**

**TIP #:** 2018-003

**State ID:** 42863

**Project #:** HSIP-5409(3)

**Project Name:** 5-Points Intersection Improvements



**Description**

Intersection Improvements (Roundabout)

**HWY:** Broadwell Avenue

**Location:** Broadwell Avenue, State Street, and Eddy Street intersection

**Length (SLM):** 0.4

**Project Sponsor:** Grand Island

**District #:** 4

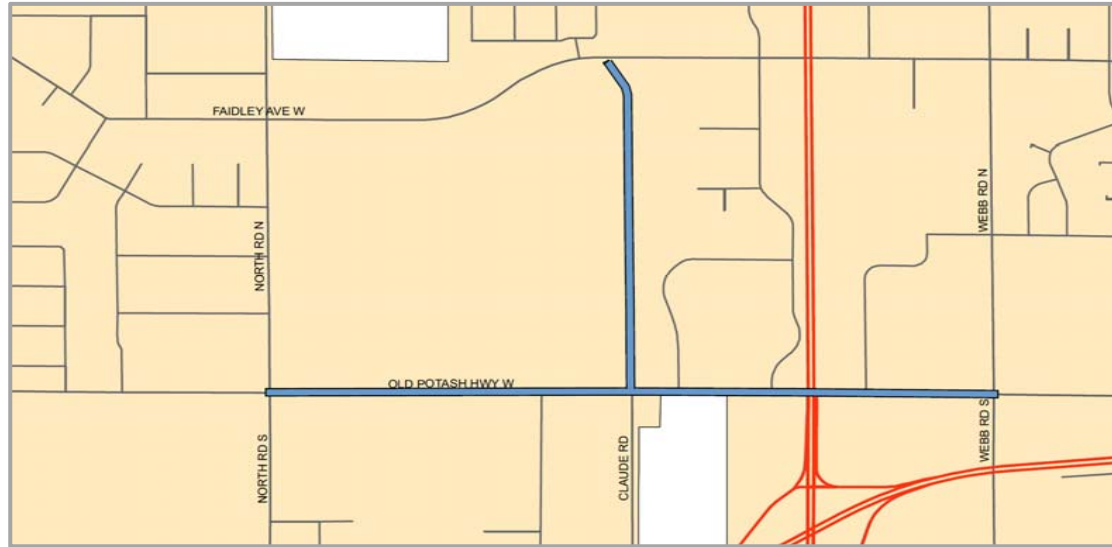
**A/Q Status:** Exempt

| <u>YOE</u>             | <u>Phase</u> | <u>Fund Type</u> | <u>Fund Description</u> | <u>Estimate (\$1,000)</u> |
|------------------------|--------------|------------------|-------------------------|---------------------------|
| 2019                   | PE           | Local            | Grand Island            | \$80                      |
| 2019                   | PE           | Federal          | HSIP                    | \$318                     |
| 2021                   | ROW          | Local            | Grand Island            | \$101                     |
| 2021                   | ROW          | Federal          | HSIP                    | \$406                     |
| 2021                   | CONST/CE     | Local            | Grand Island            | \$503                     |
| 2021                   | CONST/CE     | Federal          | HSIP                    | \$2,012                   |
| Total Project Estimate |              |                  |                         | <b>\$3,420</b>            |

**Notes:** PE in YOE 2019 is not reflected in Financial Constraint Table. This project is in progress.

**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program for 2020-2024**

**TIP #:** 2020-004      **State ID:**      **Project #:**      **Project Name:** Old Potash Highway Improvements



**Description**

Widening and Intersection Improvements, including an extension of Claude Road

**HWY:** Old Potash Highway

**Location:** Old Potash Highway from North Road to Webb Road and Claude Road from Old Potash Highway to Faidley Ave

**Length (SLM):** 1.8

**Project Sponsor:** Grand Island

**District #:** 4

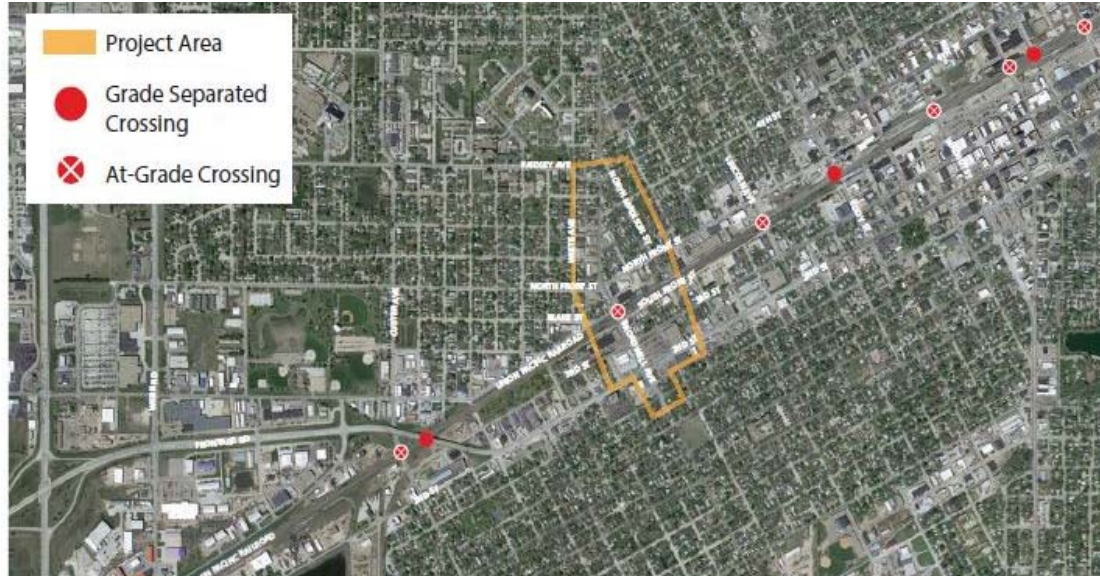
**A/Q Status:** Exempt

| <u>YOE</u>             | <u>Phase</u> | <u>Fund Type</u> | <u>Fund Description</u> | <u>Estimate (\$1,000)</u> |
|------------------------|--------------|------------------|-------------------------|---------------------------|
| 2019                   | PE           | Local            | Grand Island            | \$1,713                   |
| 2020                   | ROW          | Local            | Grand Island            | \$2,080                   |
| 2021                   | CONST/CE     | Local            | Grand Island            | \$9,162                   |
| 2022                   | CONST/CE     | Local            | Grand Island            | \$4,975                   |
| Total Project Estimate |              |                  |                         | <b>\$17,930</b>           |

**Notes:** PE in YOE 2019 and 2020 is not reflected in Financial Constraint Table. This project is in progress.

**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program for 2020-2024**

**TIP #:** 2021-004      **State ID:**      **Project #:**      **Project Name:** Broadwell Ave./ UPRR - Planning & Environmental



**Description**

Broadwell Ave./ UPRR - Planning & Environmental Study.

**HWY:** Broadwell Avenue

**Location:** Broadwell Ave. - Faidley Ave. to Anna St.

**Length (SLM):** 1.0

**Project Sponsor:** Grand Island

**District #:** 4

**A/Q Status:** Exempt

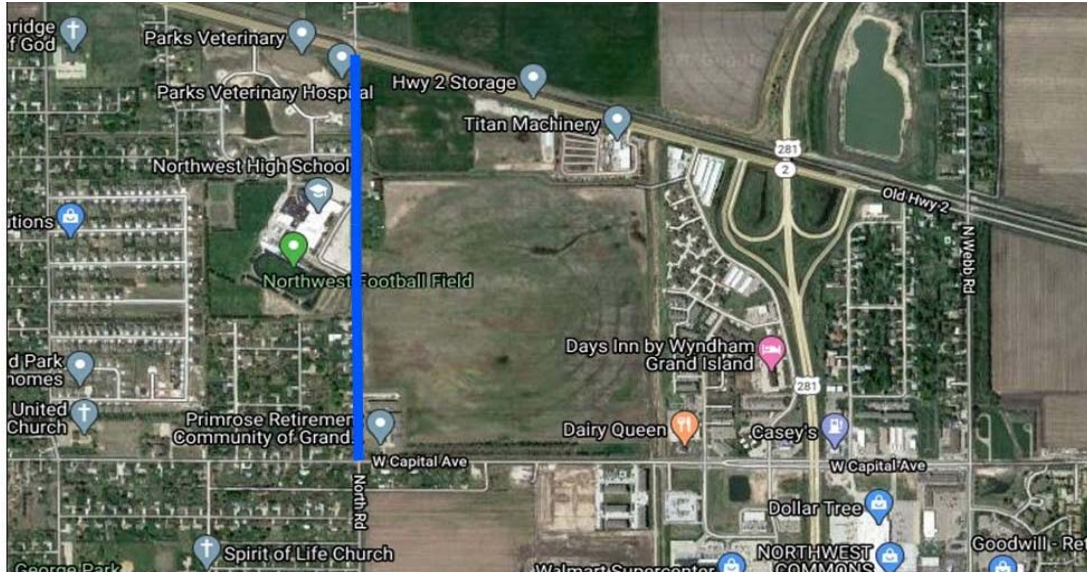
| <u>YOE</u>             | <u>Phase</u> | <u>Fund Type</u> | <u>Fund Description</u> | <u>Estimate (\$1,000)</u> |
|------------------------|--------------|------------------|-------------------------|---------------------------|
| 2019                   | Planning     | Local            | Grand Island            | \$88                      |
| 2020                   | Planning     | Local            | Grand Island            | \$284                     |
| 2021                   | Planning     | Local            | Grand Island            | \$40                      |
| Total Project Estimate |              |                  |                         | <b>\$412</b>              |

**Notes:** Planning in YOE 2019 and 2020 is not reflected in Financial Constraint Table. This project is in progress.



**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program for 2020-2024**

**TIP #:** 2021-005      **State ID:**      **Project #:**      **Project Name:** North Road Improv. - Highway 2 to Capital Ave



**Description**

Curb and gutter roadway section with associated sidewalk, traffic control, drainage improvements.

**HWY:** North Road

**Location:** North - Highway 2 to Capital Ave.

**Length (SLM):** .75

**Project Sponsor:** Grand Island

**District #:** 4

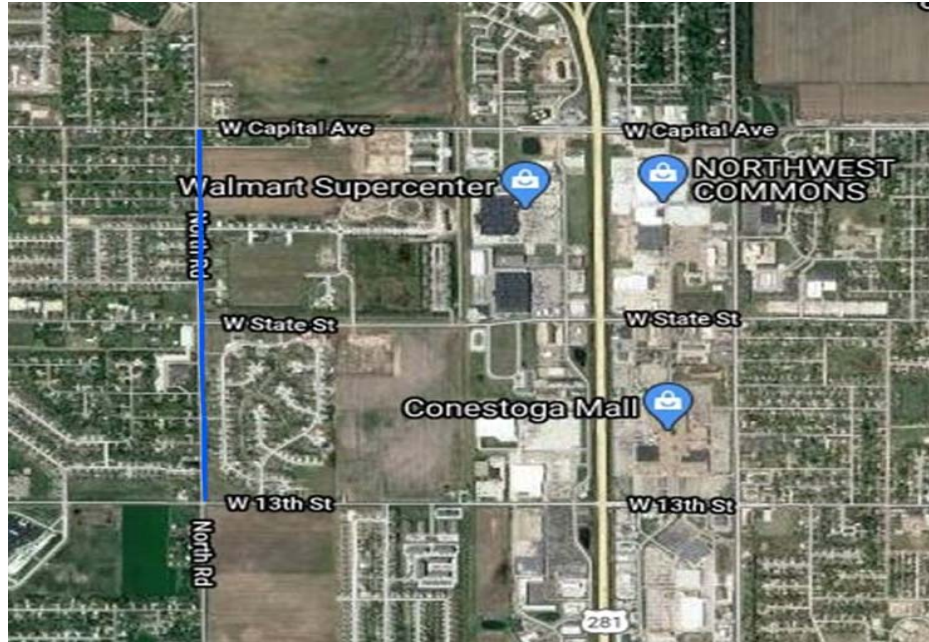
**A/Q Status:** Exempt

| <u>YOE</u>             | <u>Phase</u> | <u>Fund Type</u> | <u>Fund Description</u> | <u>Estimate (\$1,000)</u> |
|------------------------|--------------|------------------|-------------------------|---------------------------|
| 2019                   | PE           | Local            | Grand Island            | \$473                     |
| 2019                   | ROW          | Local            | Grand Island            | \$40                      |
| 2020                   | PE           | Local            | Grand Island            | \$288                     |
| 2020                   | CONST/CE     | Local            | Grand Island            | \$2,835                   |
| 2021                   | PE           | Local            | Grand Island            | \$51                      |
| 2021                   | CONST/CE     | Local            | Grand Island            | \$500                     |
| Total Project Estimate |              |                  |                         | <b>\$4,188</b>            |

**Notes:** PE and ROW in YOE 2019 and PE and Construction in YOE 2020 is not reflected in Financial Constraint Table. This project is in progress.

**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program for 2020-2024**

**TIP #:** 2021-006      **State ID:**      **Project #:**      **Project Name:** North Road Improv. - Capital Ave. to 13th St.



**Description**

Curb and gutter roadway section with associated sidewalk, traffic control, drainage improvements.

**HWY:** North Road

**Location:** North - Capital Ave. to 13th St.

**Length (SLM):** 1.0

**Project Sponsor:** Grand Island

**District #:** 4

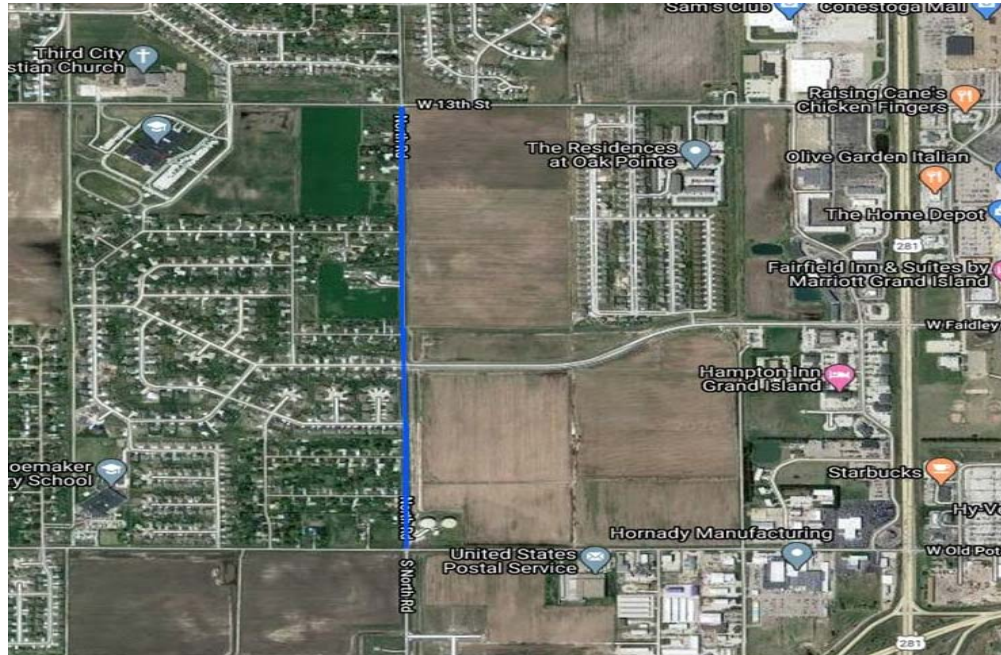
**A/Q Status:** Exempt

| <u>YOE</u>             | <u>Phase</u> | <u>Fund Type</u> | <u>Fund Description</u> | <u>Estimate (\$1,000)</u> |
|------------------------|--------------|------------------|-------------------------|---------------------------|
| 2019                   | PE           | Local            | Grand Island            | \$100                     |
| 2020                   | PE           | Local            | Grand Island            | \$200                     |
| 2020                   | ROW          | Local            | Grand Island            | \$80                      |
| 2021                   | PE           | Local            | Grand Island            | \$636                     |
| 2021                   | CONST/CE     | Local            | Grand Island            | \$2,854                   |
| 2022                   | CONST/CE     | Local            | Grand Island            | \$2,854                   |
| Total Project Estimate |              |                  |                         | <b>\$6,724</b>            |

**Notes:** YOE 2019 and 2020 is not reflected in Financial Constraint Table. This project is in progress.

**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program for 2020-2024**

**TIP #:** 2021-007      **State ID:**      **Project #:**      **Project Name:** North Road Improv. - 13th St. to Old Potash HWY



**Description**

Curb and gutter roadway section with associated sidewalk, traffic control, drainage improvements.

**HWY:** North Road

**Location:** North - 13th St. to Old Potash HWY

**Length (SLM):** 1.0

**Project Sponsor:** Grand Island

**District #:** 4

**A/Q Status:** Exempt

| <u>YOE</u>             | <u>Phase</u> | <u>Fund Type</u> | <u>Fund Description</u> | <u>Estimate (\$1,000)</u> |
|------------------------|--------------|------------------|-------------------------|---------------------------|
| 2019                   | PE           | Local            | Grand Island            | \$90                      |
| 2020                   | PE           | Local            | Grand Island            | \$100                     |
| 2021                   | PE           | Local            | Grand Island            | \$530                     |
| 2021                   | ROW          | Local            | Grand Island            | \$100                     |
| 2022                   | PE           | Local            | Grand Island            | \$538                     |
| 2022                   | CONST/CE     | Local            | Grand Island            | \$3,000                   |
| 2023                   | CONST/CE     | Local            | Grand Island            | \$1,800                   |
| Total Project Estimate |              |                  |                         | <b>\$6,158</b>            |

**Notes:** YOE 2019 and 2020 is not reflected in Financial Constraint Table. This project is in progress.

### Status of Previous Years for Local Agency Sponsored Projects

| Project Sponsor | TIP ID   | Project Name                                | Location   | Description  | YOE  | Phase    | Funding Description | Federal (\$1,000) | Status                                       |
|-----------------|----------|---|--|--|------|----------|---------------------|-------------------|--|
| Grand Island    | 2016-010 | Grand Island - Stolley Park Reconfiguration | From Webb Road to S. Locust Street                           | Reconfigure Stolley Park Road to 3, 4, and 5 lane sections - FHWA Road Diet Initiative | 2017 | PE       | Grand Island        | \$16              | Construction Completed on October 2019       |
|                 |          |   |  |  | 2017 | PE       | HSIP                | \$144             |  |
|                 |          |   |  |  | 2018 | CONST/CE | Grand Island        | \$1,115           |  |
|                 |          |   |  |  | 2018 | CONST/CE | HSIP                | \$124             |  |
| Grand Island    | 2018-003 | 5-Points Intersection Improvements          | Broadwell Avenue, State Street, and Eddy Street intersection | Intersection Improvements  | 2019 | PE       | Grand Island        | \$80              | Letting was scheduled for September 30, 2021 |
|                 |          |   |  |  | 2019 | PE       | HSIP                | \$318             |  |
|                 |          |   |  |  | 2020 | ROW      | Grand Island        | \$101             |  |
|                 |          |   |  |  | 2020 | ROW      | HSIP                | \$406             |  |
|                 |          |   |  |  | 2021 | CONST/CE | Grand Island        | \$503             |  |
|                 |          |   |  |  | 2021 | CONST/CE | HSIP                | \$2,012           |  |

**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program  
FY 2021-2025**

**Appendix B – Transit Projects**



**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program for FY 2021-2025  
Local Agency Sponsored Projects  
(Includes the Program of Projects for the City of Grand Transit Program)**

|                        |  |  |                           |
|------------------------|--|--|---------------------------|
| <b>TIP #:</b> 2021-001 | <b>State ID:</b> N/A                         | <b>Project Name:</b> Operations - Urban Transit Operating Assistance | <b>Length (SLM):</b> N/A  |
| <b>Project #:</b>      |  | <b>Project Sponsor:</b> Grand Island                                 | <b>District #:</b> 4      |
| <b>HWY:</b> N/A        | <b>Location:</b> Grand Island Urbanized Area |  | <b>A/Q Status:</b> Exempt |

| <u>YOE</u>             | <u>Phase</u> | <u>Fund Type</u> | <u>Fund Description</u> | <u>Estimate (\$1,000)</u> | <u>Description:</u>   |
|------------------------|--------------|------------------|-------------------------|---------------------------|---|
| 2021                   | OPR          | Federal          | 5307                    | \$497                     | Operating assistance for transit services in the Grand Island Urbanized Area. Includes costs associated with operating, bus support equipment/facilities (i.e., rideshare, vehicle equipment), and other capital items relating to bus activities (i.e., preventative maintenance, third-party contracting, federal administration (City Transit Program Manager), training expenses) |
| 2021                   | OPR          | Local            | Grand island            | \$374 *                   |   |
| 2022                   | OPR          | Federal          | 5307                    | \$599                     |   |
| 2022                   | OPR          | Local            | Grand island            | \$385 *                   |   |
| 2023                   | OPR          | Federal          | 5307                    | \$538                     |   |
| 2023                   | OPR          | Local            | Grand island            | \$376 *                   |   |
| 2024                   | OPR          | Federal          | 5307                    | \$554                     |   |
| 2024                   | OPR          | Federal          | Grand island            | \$388 *                   |   |
| Total Project Estimate |              |                  |                         | \$3,711                   |   |

**Notes:** YOE 2021: FTA 5307 - \$497 (Operating - \$304, Bus Support Equipment/Facilities - \$36, Other Capital Items (Bus) - \$157) and Local - \$374 (Operating - \$304, Bus Support Equipment/Facilities - \$9, Other Capital Items (Bus) - \$61).

YOE 2022: FTA 5307 - \$599 (Operating - \$313, Bus Support Equipment/Facilities - \$37, Other Capital Items (Bus) - \$249) and Local - \$385 (Operating - \$313, Bus Support Equipment/Facilities - \$9, Other Capital Items (Bus) - \$62)

YOE 2023: FTA 5307 - \$538 (Operating - \$323, Bus Support Equipment/Facilities - \$38, Other Capital Items (Bus) - \$177) and Local - \$376 (Operating - \$323, Bus Support Equipment/Facilities - \$10, Other Capital Items (Bus) - \$44)

YOE 2024: FTA 5307 - \$554 (Operating - \$348, Bus Support Equipment/Facilities - \$39, Other Capital Items (Bus) - \$167) and Local - \$388 (Operating - \$336, Bus Support Equipment/Facilities - \$10, Other Capital Items (Bus) - \$42)

\* This amount is subject to decrease because the City of Grand Island may receive state funds from the Nebraska Public Transportation Assistance Program.

**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program for FY 2021-2025  
Local Agency Sponsored Projects  
(Includes the Program of Projects for the City of Grand Transit Program)**

|                            |                      |  |                           |
|----------------------------|----------------------|--|---------------------------|
| <b>TIP #:</b> 2021-002     | <b>State ID:</b> N/A | <b>Project Name:</b> Operations - Rural Transit Operating Assistance             | <b>Length (SLM):</b> N/A  |
| <b>Project #:</b> 2018-005 |                      | <b>Project Sponsor:</b> Hall County  | <b>District #:</b> 4      |
| <b>HWY:</b> N/A            |                      | <b>Location:</b> Areas outside of the Grand Island Urbanized Area in Hall County | <b>A/Q Status:</b> Exempt |

| <u>YOE</u>                    | <u>Phase</u> | <u>Fund Type</u> | <u>Fund Description</u> | <u>Estimate (\$1,000)</u> | <b>Description:</b> Operating assistance for transit services in<br>areas outside of the Grand Island<br>Urbanized Area |
|-------------------------------|--------------|------------------|-------------------------|---------------------------|---|
| 2021                          | OPR          | Federal          | 5311                    | \$20                      |   |
| 2021                          | OPR          | State            | NDOT                    | \$9                       |   |
| 2021                          | OPR          | Local            | Hall County             | \$9                       |   |
| 2022                          | OPR          | Federal          | 5311                    | \$26                      |   |
| 2022                          | OPR          | State            | NDOT                    | \$9                       |   |
| 2022                          | OPR          | Local            | Hall County             | \$9                       |   |
| 2023                          | OPR          | Federal          | 5311                    | \$22                      |   |
| 2023                          | OPR          | State            | NDOT                    | \$9                       |   |
| 2023                          | OPR          | Local            | Hall County             | \$9                       |   |
| 2024                          | OPR          | Federal          | 5311                    | \$23                      |   |
| 2024                          | OPR          | State            | NDOT                    | \$9                       |   |
| 2024                          | OPR          | Local            | Hall County             | \$9                       |   |
| <b>Total Project Estimate</b> |              |                  |                         | <b>\$164</b>              |   |

**Notes:**

**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program for FY 2021-2025  
Local Agency Sponsored Projects  
(Includes the Program of Projects for the City of Grand Transit Program)**

|                        |  |                                       |                           |
|------------------------|--|---------------------------------------|---------------------------|
| <b>TIP #:</b> 2021-003 | <b>State ID:</b> N/A                         | <b>Project Name:</b> Transit Facility | <b>Length (SLM):</b>      |
| <b>Project #:</b>      |  | <b>Project Sponsor:</b> Grand Island  | <b>District #:</b> 4      |
| <b>HWY:</b> N/A        | <b>Location:</b> Grand Island Urbanized Area |                                       | <b>A/Q Status:</b> Exempt |

| <u>YOE</u>                    | <u>Phase</u> | <u>Fund Type</u> | <u>Fund Description</u> | <u>Estimate (\$1,000)</u> | <b>Description:</b>   |
|-------------------------------|--------------|------------------|-------------------------|---------------------------|---|
| 2021                          | PLANNING     | Federal          | 5307                    | \$100                     | Facility planning and acquisition of fa<br>for transit operations and vehicle sto |
| 2021                          | PLANNING     | Local            | Grand Island            | \$0                       |   |
| 2021                          | DESIGN       | Federal          | 5307                    | \$0                       |   |
| 2021                          | DESIGN       | Local            | Grand Island            | \$0                       |   |
| 2021                          | CAP          | Federal          | 5307                    | \$1,500                   |   |
| 2021                          | CAP          | Local            | Grand Island            | \$18                      |   |
| 2021                          | CAP          | Federal          | 5311                    | \$0                       |   |
| 2021                          | CAP          | State            | 5339                    | \$90                      |   |
| 2021                          | CAP          | Local            | Hall County             | \$0                       |   |
| <b>Total Project Estimate</b> |              |                  |                         | <b>\$1,708</b>            |   |

**Notes:**



## Status of Previous Years for Local Agency Sponsored Projects

| Project Sponsor | TIP ID   | Project Name                                    | Location  | Description   | YOE  | Phase    | Funding Description | Federal (\$1,000) | Status   |
|-----------------|----------|---|---|---|------|----------|---------------------|-------------------|--|
| Grand Island    | 2021-001 | Operations - Urban Transit Operating Assistance | Grand Island Urbanized Area                                     | Operating assistance for transit services in the Grand Island Urbanized Area                  | 2021 | OPR      | 5307                | \$497             | Estimate revised for YOE 2021. Estimate added for YOE 2022 - 2024. |
|                 |          |   |   |   | 2021 | OPR      | Grand island        | \$374             |  |
|                 |          |   |   |   | 2022 | OPR      | 5307                | \$599             |  |
|                 |          |   |   |   | 2022 | OPR      | Grand island        | \$385             |  |
|                 |          |   |   |   | 2023 | OPR      | 5307                | \$538             |  |
|                 |          |   |   |   | 2023 | OPR      | Grand island        | \$376             |  |
|                 |          |   |   |   | 2024 | OPR      | 5307                | \$554             |  |
| Grand Island    | 2021-002 | Operations - Rural Transit Operating Assistance | Areas outside of the Grand Island Urbanized Area in Hall County | Operating assistance for transit services in areas outside of the Grand Island Urbanized Area | 2021 | OPR      | 5311                | \$20              | Estimate revised for YOE 2021. Estimate added for YOE 2022 - 2024. |
|                 |          |   |   |   | 2021 | OPR      | NDOT                | \$9               |  |
|                 |          |   |   |   | 2021 | OPR      | Hall County         | \$9               |  |
|                 |          |   |   |   | 2022 | OPR      | 5311                | \$26              |  |
|                 |          |   |   |   | 2022 | OPR      | NDOT                | \$9               |  |
|                 |          |   |   |   | 2022 | OPR      | Hall County         | \$9               |  |
|                 |          |   |   |   | 2023 | OPR      | 5311                | \$22              |  |
|                 |          |   |   |   | 2023 | OPR      | NDOT                | \$9               |  |
|                 |          |   |   |   | 2023 | OPR      | Hall County         | \$9               |  |
|                 |          |   |   |   | 2024 | OPR      | 5311                | \$23              |  |
|                 |          |   |   |   | 2024 | OPR      | NDOT                | \$9               |  |
| Grand Island    | 2021-003 | Transit Facility                                | Grand Island Urbanized Area                                     | Facility planning and acquisition of facility for transit operations and vehicle storage      | 2021 | PLANNING | 5307                | \$100             | Estimate added for YOE 2021  |
|                 |          |   |   |   | 2021 | PLANNING | Grand Island        | \$0               |  |
|                 |          |   |   |   | 2021 | DESIGN   | 5307                | \$0               |  |
|                 |          |   |   |   | 2021 | DESIGN   | Grand Island        | \$0               |  |
|                 |          |   |   |   | 2021 | CAP      | 5307                | \$1,500           |  |
|                 |          |   |   |   | 2021 | CAP      | Grand Island        | \$18              |  |
|                 |          |   |   |   | 2021 | CAP      | 5311                | \$0               |  |
|                 |          |   |   |   | 2021 | CAP      | 5339                | \$90              |  |
|                 |          |   |   |   | 2021 | CAP      | Hall County         | \$0               |  |

---

# Technical Advisory Committee

Monday, October 19, 2020

Regular Session

## Item H2

### Approval Recommendation of MPO Targets for Safety Performance Measures

Staff Contact: Andres Gomez, MPO Program Manager

**ISSUE**

VOTE: MPO 2021 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 five (5) performance measures for traffic safety (see attached fact sheet). State DOTs are required to establish safety (HSIP) targets for all five performance measures by August 31 of each year. MPOs have the option of supporting the statewide targets, or establishing their own regional targets within 180 days of the establishment of state targets. Therefore, all Nebraska MPOs must adopt safety targets by February 27 of each year.

GIAMPO adopted the state's 2020 safety performance targets set in August 2019.

GIAMPO staff recommends the support of the Nebraska Department of Transportation (NDOT) 2020 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:

- Regarding midway progress towards the state's 2019 safety targets, each of the five targets was either "met" or was "better than baseline"
- Need to determine the methodology to estimate annual vehicle miles traveled (VMT) for all public roads within the GIAMPO metropolitan planning area from 2015 to 2019, if GIAMPO would establish rate targets
- Need to process the accident data within the GIAMPO metropolitan planning area from 2011 to 2014 to determine the 5-year rolling average for 2015, 2016, 2017, and 2018 on the five performance measures for comparative purposes and to determine a baseline, if GIAMPO would establish targets

**POLICY CONSIDERATIONS/DISCUSSION**

With supporting the statewide 2021 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 2021 safety performance targets for the GIAMPO metropolitan planning area.

**STAFF CONTACTS**

Andres Gomez

| NEBRASKA HSIP PERFORMANCE MEASURES - Baseline 2019 Target Year 2021 |                                |                                  |                            |                            |                           |                      |                        |                       |                       |                                   |
|---|--------------------------------|----------------------------------|----------------------------|----------------------------|---------------------------|----------------------|------------------------|-----------------------|-----------------------|-----------------------------------|
| HSIP PERFORMANCE MEASURE  | Projected 2017-2021 Actual Avg | Projected 2017-2021 Rolling Avg. | 2019 Yearend Actual Values | 2021 Yearend Actual Values | 5-Year Rolling Average    |                      |                        | 2021 Target Achieved? | Better Than Baseline? | Met or Made Significant Progress? |
|   |                                |                                  |                            |                            | NDOT Target 2016-2021 (A) | Actual 2016-2021 (B) | Baseline 2014-2019 (C) |                       |                       |                                   |
| Number of Fatalities  | 240.4                          | 243.3                            | 248.0                      |                            | 241.0 *                   |                      | 234.0                  |                       |                       |                                   |
| Fatality Rate   | 1.098                          | 1.138                            | 1.167                      |                            | 1.130 *                   |                      | 1.126                  |                       |                       |                                   |
| Number of Serious Injuries  | 1,302.4                        | 1,408.1                          | 1,400.0                    |                            | 1,408.0                   |                      | 1,476.0                |                       |                       |                                   |
| Serious Injury Rate   | 5.914                          | 6.502                            | 6.591                      |                            | 6.507                     |                      | 7.102                  |                       |                       |                                   |
| Number of Non-motorized Fatalities and Serious Injuries             | 120.6                          | 126.6                            | 129.0                      |                            | 126.6                     |                      | 134.2                  |                       |                       |                                   |

\*Selected targets based on a 1% reduction of projected outcome of the current increasing trend.

(A) Calendar Year (CY) 2021 Targets are established and reported in the August 31, 2020 HSIP Annual Report. 0.005 added to targets for fatality rate and serious injury rate to offset rounding issues in FHWA calculations.

Nebraska HSO shares 3 targets with HSIP. Nebraska HSO submits number targets rounded to the nearest integer and rate targets rounded to the nearest hundredth. The 3 shared targets have been rounded to match the Nebraska HSO method.

Baseline Year 2019

(B) Actual performance is the 5-year rolling average ending in the year for which the targets were established.

Calendar Years: 2017 Through 2021

(C) Baseline performance is the 5-year rolling average that ends prior to the year in which the targets were established. Baseline performance is calculated in order to compare whether the actual outcome was better than the baseline performance

Calendar Years: 2015 Through 2019

If a State has not met or made significant progress toward meeting its targets, the State must comply with the provisions set forth in 23 USC 148(i) for the subsequent fiscal year. The State shall:

1. Use obligation authority equal to the HSIP apportionment for the year prior to the target year, only for HSIP projects.
2. Submit an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward meeting its targets. The HSIP Implementation Plan should guide the State's project decisions so that the combined 148(i) provisions lead to the State meeting or making significant progress toward meeting its safety performance targets in subsequent years.

If the State is determined to have not met or made significant progress toward meeting its CY targets, the State will have to use obligation authority equal to the defined HSIP apportionment year only for HSIP projects in the defined implementation year and submit an HSIP Implementation Plan for the same year.

| HSIP Apport. | Target        | Implementation |
|--------------|---------------|----------------|
| Year         | Calendar Year | Year           |
| 2020         | 2021          | 2024           |

CONFIDENTIAL INFORMATION: Federal Law, 23 U.S.C. §409, prohibits the production of this document or its contents in discovery or its use in evidence in a State or Federal Court. The State of Nebraska has not waived any privilege it may assert as provided by that law through the dissemination of this document and has not authorized further distribution of this document or its contents to anyone other than the original recipient.

**Number of Fatalities**

| <b>Year</b> | <b>State</b> | <b>Hall County</b> | <b>Hall County - MPA</b> | <b>Merrick County - MPA</b> | <b>Total MPA</b> |
|-------------|--------------|--------------------|--------------------------|-----------------------------|------------------|
| 2012        | 212          | 6                  | 3                        | 0                           | 3                |
| 2013        | 211          | 6                  | 4                        | 0                           | 4                |
| 2014        | 225          | 5                  | 1                        | 1                           | 2                |
| 2015        | 246          | 5                  | 3                        | 0                           | 3                |
| 2016        | 218          | 5                  | 2                        | 0                           | 2                |
| 2017        | 228          | 11                 | 8                        | 0                           | 8                |
| 2018        | 230          | 5                  | 3                        | 0                           | 3                |
| 2019        | 248          | 8                  | 2                        | 0                           | 2                |

**Number of Serious Injuries**

| <b>Year</b> | <b>State</b> | <b>Hall County</b> | <b>Hall County - MPA</b> | <b>Merrick County - MPA</b> | <b>Total MPA</b> |
|-------------|--------------|--------------------|--------------------------|-----------------------------|------------------|
| 2012        | 1661         | 61                 | 49                       | 0                           | 49               |
| 2013        | 1536         | 40                 | 31                       | 0                           | 31               |
| 2014        | 1620         | 55                 | 38                       | 4                           | 42               |
| 2015        | 1520         | 43                 | 33                       | 0                           | 33               |
| 2016        | 1588         | 64                 | 50                       | 1                           | 51               |
| 2017        | 1478         | 54                 | 40                       | 1                           | 41               |
| 2018        | 1394         | 55                 | 45                       | 0                           | 45               |
| 2019        | 1400         | 47                 | 35                       | 0                           | 35               |

**Number of Non-Motorized Fatalities and Serious Injuries**

| <b>Year</b> | <b>State</b> | <b>Hall County</b> | <b>Hall County - MPA</b> | <b>Merrick County - MPA</b> | <b>Total MPA</b> |
|-------------|--------------|--------------------|--------------------------|-----------------------------|------------------|
| 2012        | 152          | 4                  | 4                        | 0                           | 4                |
| 2013        | 141          | 2                  | 2                        | 0                           | 2                |
| 2014        | 137          | 5                  | 5                        | 0                           | 5                |
| 2015        | 147          | 3                  | 3                        | 0                           | 3                |
| 2016        | 125          | 3                  | 2                        | 0                           | 2                |
| 2017        | 143          | 5                  | 5                        | 0                           | 5                |
| 2018        | 127          | 3                  | 3                        | 0                           | 3                |
| 2019        | 129          | 3                  | 3                        | 0                           | 3                |

# 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"> <li>■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area</li> <li>■ 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)</li> <li>■ 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</li> <li>■ 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</li> </ul> | <ul style="list-style-type: none"> <li>■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State</li> <li>■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets</li> <li>■ Include safety (HSIP) performance measures and HSIP targets in the MTP</li> <li>■ 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</li> <li>■ 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</li> </ul> |



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](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>



---

# Technical Advisory Committee

Monday, October 19, 2020

Regular Session

## Item H3

### Approval Recommendation of MPO Targets for Pavement and Bridge Condition Performance Measures

Staff Contact: Andres Gomez, MPO Program Manager

**ISSUE**

VOTE: MPO Targets for NHS Pavement and Bridge Condition 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 performance measures to assess the condition of pavements and bridges on the National Highway System (NHS). There are four performance measures for pavement condition and two performance measures for bridge condition (see attached TPM fact sheets). State DOTs were required to establish performance targets for these measures by May 20, 2018. MPOs have the option of supporting the statewide targets, or establishing their own regional targets within 180 days of the establishment of state targets. Therefore, all Nebraska MPOs must adopt targets for NHS Pavement and Bridge Condition performance measures by November 17, 2018. After two years there will be a mid-point review, at which point the targets could be adjusted for NDOT and MPOs based on collected data. State DOTs will establish targets every four years.

GIAMPO staff recommends the support of the NDOT NHS Pavement and Bridge Condition performance targets (see attached NDOT's Statewide Performance Measure Targets (PM2)) as the most prudent alternative. The transportation performance management state biennial performance report for performance period 2018-2021 is included. The core reasons for not establishing regional targets include the following:

- The Interstate and Non-Interstate NHS routes in the GIAMPO metropolitan planning area are State NHS routes.
- Statewide, 80.3% of pavements of the Interstate System are in Good condition.
- Statewide, 0.01% of pavements of the Interstate System are in Poor condition.
- Statewide, 58.1% of pavements of the Non-Interstate System are in Good condition.
- Statewide, 2.1% of pavements of the Non-Interstate System are in Poor condition.
- State is the owner of the NHS bridges in the GIAMPO region.
- Statewide, 56.5% of NHS bridges are classified as Good condition.
- Statewide, 1.9% of NHS bridges are classified as Poor condition.

**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 NHS Pavement and Bridge Condition performance 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 NHS Pavement and Bridge Condition performance targets for the GIAMPO metropolitan planning area.

**STAFF CONTACT**

Andres Gomez

# PAVEMENT

## PERFORMANCE MEASURES



### Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal Register* (82 FR 5886) a [final rule](#) establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

#### Performance Measures

- |   |   |
|---|---|
| ✓ | % of Interstate pavements in Good condition         |
| ✓ | % of Interstate pavements in Poor condition         |
| ✓ | % of non-Interstate NHS pavements in Good condition |
| ✓ | % of non-Interstate NHS pavements in Poor condition |

#### About Condition

- **Good condition:** Suggests no major investment is needed.
- **Poor condition:** Suggests major reconstruction investment is needed.

#### Penalty Provisions

If FHWA determines the State DOT's Interstate pavement condition falls below the minimum level for the most recent year, the State DOT must obligate a portion of National Highway Performance Program (NHPP) and transfer a portion of Surface Transportation Program (STP) funds to address Interstate pavement condition.

#### Target Setting

##### State DOTs:

- Must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets for the non-Interstate NHS and 4-year targets for the Interstate by May 20, 2018, and report by October 1, 2018.
- May adjust targets at the Mid Performance Period Progress Report (October 1, 2020).

##### Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.



U.S. Department of Transportation  
Federal Highway Administration

# PAVEMENT

## PERFORMANCE MEASURES



### Key Dates

|  |   |
|--|---|
| <b>May 20, 2017</b>  | Final rule effective date.  |
| <b>January 1, 2018</b>   | 1st 4-year performance period begins.   |
| <b>May 20, 2018</b>  | State DOT targets must be established.  |
| <b>January 1, 2018</b>   | State DOTs collect data for Interstate pavements that conform to the final rule (IRI, Rutting, Cracking %, Faulting, and Inventory).  |
| <b>Within 180 days of relevant State DOT(s) target establishment</b> | MPOs must commit to support state target or establish separate quantifiable target.   |
| <b>October 1, 2018</b>   | Baseline Performance Period Report for 1 <sup>st</sup> Performance Period due. State DOTs report 4-year targets for Interstate and 2-year and 4-year targets for non-Interstate NHS; etc.   |
| <b>April 15, 2019, and each April 15 thereafter</b>                  | State DOTs submit first Interstate data that conform to the final rule.   |
| <b>January 1, 2020</b>   | State DOTs collect data for non-Interstate NHS pavements that conform to the final rules.   |
| <b>October 1, 2020</b>   | Mid Performance Period Progress Report for the 1st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.   |
| <b>June 15, 2021, and each June 15 thereafter</b>                    | State DOTs submit non-Interstate NHS data that conform to the final rule.   |
| <b>December 31, 2021</b>   | 1st 4-year performance period ends.   |
| <b>October 1, 2022</b>   | Full Performance Period Progress Report for 1 <sup>st</sup> Performance Period due. State DOTs reports 4-year condition/performance; progress toward achieving 4-year targets, etc.<br>Baseline Performance Period Report for 2 <sup>nd</sup> Performance Period due. State DOTs report 2-year and 4-year targets for Interstate and non-Interstate NHS; baseline condition; etc. |

Visit [www.fhwa.dot.gov/tpm/](http://www.fhwa.dot.gov/tpm/) to learn about training, guidance, and other implementation-related information.



U.S. Department of Transportation  
Federal Highway Administration

### Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal Register* (82 FR5886) a [final rule](#) establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

#### Performance Measures

- ✓ % of NHS bridges by deck area classified as in Good condition
- ✓ % of NHS bridges by deck area classified as in Poor condition

#### Condition-Based Performance Measures

- Measures are based on deck area.
- The classification is based on National Bridge Inventory (NBI) condition ratings for item 58 - Deck, 59 - Superstructure, 60 - Substructure, and 62 - Culvert.
- Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if is less than or equal to 4, the classification is poor. (Bridges rated below 7 but above 4 will be classified as fair; there is no related performance measure.)
- Deck area is computed using NBI item 49 - Structure Length, and 52 - Deck Width or 32 - Approach Roadway Width (for some culverts).

#### Target Setting

##### State DOTs:

- Must establish targets for all bridges carrying the NHS, which includes on- and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership.
- Must establish statewide 2- and 4-year targets by May 20, 2018, and report targets by October 1, 2018, in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).

##### Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.



# BRIDGE

## PERFORMANCE MEASURES



### Key Dates

|  |  |
|--|--|
| <b>May 20, 2017</b>  | Final rule effective date.   |
| <b>January 1, 2018</b>   | 1st 4- year performance period begins.   |
| <b>May 20, 2018</b>  | Initial 2- and 4-year targets established.   |
| <b>October 1, 2018</b>   | Baseline Performance Period Report for the 1 <sup>st</sup> Performance Period due. State DOTs report 2-year and 4-year targets; etc.   |
| <b>Within 180 days of relevant State DOT(s) target establishment</b> | MPOs must commit to support State target or establish separate quantifiable target.  |
| <b>October 1, 2020</b>   | Mid Performance Period Progress Report for the 1 <sup>st</sup> Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.  |
| <b>December 31, 2021</b>   | 1st 4-year performance period ends.  |
| <b>October 1, 2022</b>   | Full Performance Period Progress Report for 1 <sup>st</sup> performance period due. State DOTs report 4-year condition/performance; progress toward achieving 4-year targets; etc. Baseline report due for 2 <sup>nd</sup> performance period due. State DOTs report 2- and 4-year targets; baseline condition, etc. |

### Other Specifics

- State DOT targets should be determined from asset management analyses and procedures and reflect investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost. State DOTs may establish additional measures and targets that reflect asset management objectives.
- The rule applies to bridges carrying the NHS, including bridges on on- and off-ramps connected to the NHS.
- If for 3 consecutive years more than 10.0% of a State DOT's NHS bridges' total deck area is classified as Structurally Deficient, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds for eligible projects on bridges on the NHS.
- Deck area of all border bridges counts toward both States DOTs' totals.

Visit [www.fhwa.dot.gov/tpm/](http://www.fhwa.dot.gov/tpm/) to learn about training, guidance, and other implementation-related information.



U.S. Department of Transportation  
Federal Highway Administration

## **NDOT's Statewide Performance Measure Targets (PM2)**

The Nebraska Department of Transportation (NDOT) recommends the following pavement and bridge condition targets for the state. Pavement and bridge condition performance measures are defined in accordance with the final USDOT rule on Pavement and Bridge Condition Performance Measures, authorized by 23 CFR Part 490.

- At least 50% of pavements of the Interstate System in Good condition.
- No more than 5% of pavements of the Interstate System in Poor condition.
- At least 40% of the Non-Interstate National Highway System (NHS) in Good condition.
- No more than 10% of the Non-Interstate National Highway System in Poor condition.
- No more than 10% of the total deck area of bridges in the state on the National Highway System is located on bridges that have been classified as structurally deficient.
- At least 95% of bridges on the State system and NHS in Good or Fair condition.

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.



# Transportation Performance Management State Biennial Performance Report for Performance Period 2018-2021

**2020**

## **MID PERFORMANCE PERIOD (MPP) PROGRESS REPORT**

**Nebraska**

Report Due: 10/1/2020  
Report Status: Submitted  
Report Updated On:  
Report Exported on 9/28/2020

This document is exported from the Federal Highway Administration's (FHWA)  
web-based Performance Management Form (PMF)  
of the Policy Information Data Portal (PIDP).

The web-based PMF is the State's official report to FHWA.

**State Contact:**

**Name** : Korey Donahoo  
**Phone number** : 4024794619  
**Email** : korey.donahoo@nebraska.gov

## Summary of Performance Measures and Targets

| Performance Measures  | Baseline | 2-Year Condition/<br>Performance | 2-Year Target | 4-Year Target | 4-Year Adjustment |
|---|----------|----------------------------------|---------------|---------------|-------------------|
| Percentage of Pavements of the Interstate System in Good Condition                        |          | 80.3%                            |               | 50.0%         |                   |
| Percentage of Pavements of the Interstate System in Poor Condition                        |          | 0.1%                             |               | 5.0%          |                   |
| Percentage of Pavements of the Non-Interstate NHS in Good Condition                       | 63.4%    | 63.0%                            |               |               |                   |
| Percentage of Pavements of the Non-Interstate NHS in Good Condition (Full Distress + IRI) |          | 58.1%                            | 40.0%         | 40.0%         |                   |
| Percentage of Pavements of the Non-Interstate NHS in Poor Condition                       | 11.5%    | 12.2%                            |               |               |                   |
| Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Full Distress + IRI) |          | 2.1%                             | 10.0%         | 10.0%         |                   |
| Percentage of NHS Bridges Classified as in Good Condition                                 | 61.0%    | 56.5%                            | 55.0%         | 55.0%         |                   |
| Percentage of NHS Bridges Classified as in Poor Condition                                 | 1.9%     | 1.9%                             | 10.0%         | 10.0%         |                   |
| Percent of the Person-Miles Traveled on the Interstate That Are Reliable                  | 98.9%    | 97.5%                            | 98.9%         | 98.9%         | 94.0%             |
| Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable          |          | 91.3%                            |               | 92.6%         | 88.0%             |
| Truck Travel Time Reliability (TTTR) Index  | 1.10     | 1.15                             | 1.10          | 1.10          | 1.25              |
| Total Emission Reductions: PM2.5  |          |                                  |               |               |                   |
| Total Emission Reductions: NOx  |          |                                  |               |               |                   |
| Total Emission Reductions: VOC  |          |                                  |               |               |                   |
| Total Emission Reductions: PM10   |          |                                  |               |               |                   |
| Total Emission Reductions: CO   |          |                                  |               |               |                   |

## Overview

### OVERVIEW SECTION 1

| Question No | Description   | Field Type   |
|-------------|---|--|
| O1          | Please provide a discussion on the effectiveness of the investment strategies developed and documented in the State asset management plan for the National Highway System (NHS) required under [23 CFR 490.107(b)(2)(ii)(C)].   | NDOT's investment strategies emphasizing pavement preservation have been very effective in not only meeting but exceeding performance measure targets as well as maintaining the NHS system in a state of good repair as seen below. |
| O2          | Please use this space to provide any general comments that may assist FHWA in its review of your submission. You can use this space to provide greater context for your targets and current condition/performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional) |  |

### OVERVIEW SECTION 2

| Question No | Description   | Field Type                 |
|-------------|---|----------------------------|
| O3          | Who should FHWA contact with questions?   | Korey Donahoo              |
| O4          | What is the phone number for this contact?<br><br><i>Please provide 10-digit number (area code and phone number) without formatting. (e.g., 1234567890)</i> | 4024794619                 |
| O5          | What is the email address for this contact?   | korey.donahoo@nebraska.gov |

# Pavement

## Pavement Performance Overview

| Question No | Description   | Field Type |
|-------------|---|------------|
| P1          | Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional) |            |

## Statewide Performance Target for the Percentage of Pavements on the Interstate System in Good Condition

| Question No | Description  | Field Type |
|-------------|--|------------|
| P2          | The 2-year statewide percentage of pavements on the Interstate System in Good condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]<br><br><i>For the 2018-2021 Performance Period, this 2-year condition value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)]</i>   | 80.3       |
| P3          | The 4-year target for the statewide percentage of pavements on the Interstate System in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]  | 50.0       |
| P4          | Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Interstate System in Good condition? [23 CFR 490.105(e)(6)]   | No         |
| P4a         | Please provide the adjusted 4-year target for the statewide percentage of pavements on the Interstate System in Good condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]<br><br><i>The adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(2)]</i> |            |
| P4b         | Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Interstate System in Good condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]   |            |

## Statewide Performance Target for the Percentage of Pavements on the Interstate System in Poor Condition

| Question No | Description   | Field Type |
|-------------|---|------------|
| P5          | <p>The 2-year statewide percentage of pavements on the Interstate System in Poor condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p><i>For the 2018-2021 Performance Period, this 2-year condition value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)]</i></p>   | 0.1        |
| P6          | The 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]   | 5.0        |
| P7          | Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition? [23 CFR 490.105(e)(6)]  | No         |
| P7a         | <p>Please provide the adjusted 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(3)]</i></p> |            |
| P7b         | Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]  |            |

**Statewide Performance Target for the Percentage of Pavements on the Non-Interstate NHS in Good Condition.**

| Question No | Description   | Field Type |
|-------------|---|------------|
| P8          | <p>The baseline statewide percentage of pavements on the Non-Interstate NHS in Good condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p><i>For the first performance period, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</i></p> | 63.4       |
| P9          | The 2-year statewide percentage of pavements on the Non-Interstate NHS in Good condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]  | 63.0       |

|            |   |   |
|------------|---|---|
|            | <i>For the first performance period, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</i>   |   |
| <b>P10</b> | <p>If the State DOT reported its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition based on "Full Distress + IRI" data in the 2018 Baseline Performance Period Report, FHWA has calculated an actual condition level using "Full Distress + IRI" data. [23 CFR 490.313 (c) and (d)]</p> <p><i>When a State DOT reported the 2-year target based on "Full Distress + IRI" data, FHWA will use this value to determine whether the actual condition level is equal to or better than the established 2-year target as part of the 2-year significant progress determination. [23 CFR 490.109(e)(2)(ii)]</i></p>   | 58.1  |
| <b>P11</b> | The 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]  | 40.0  |
| <b>P12</b> | <p>Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</p> <p><i>For State DOTs that established a 2-year target using IRI only, the baseline value (P17), actual condition calculated with IRI only (P18), and the 2-year target (P20) all use the same metrics and can be compared to each other.</i></p> <p><i>State DOTs that established a 2-year target using "Full Distress + IRI" will see an actual condition value in both P18 and P19. These values must be used correctly in order to provide a meaningful discussion of progress. [23 CFR 490.107(b)(2)(ii)(B)]</i></p> <p><i>-The actual condition calculated with IRI only (P18) is ONLY comparable to the baseline value calculated with IRI only (P17).</i></p> <p><i>-The actual condition calculated with "Full Distress + IRI" (P19) is ONLY comparable to the State DOT's 2-year target established based on "Full distress + IRI" (P20).</i></p> | <p>NDOT's 2-year target using full distress + IRI was achieved and exceeded. The initial target was set based on historical condition data and projected funding. The target was initially set somewhat conservatively due to limited data. Due to a change in how cracking is measured (previously a cracking index vs. wheel path cracking) historical cracking data is limited to two years. As additional data is obtained to establish a reliable trend, the target will be re-evaluated. In addition, NDOT is currently experiencing unusual financial instability due to impacts of historic flooding in 2019, reduced revenues resulting from the Covid 19 Epidemic, and significant construction inflation pricing. Projected funding levels are expected to result in a decrease in system performance. Given limited data and financial uncertainty, NDOT chose to keep the same target.</p> |
| <b>P13</b> | The 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]  | 40.0  |
| <b>P14</b> | Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition? [23 CFR 490.105(e)(6)]   | No  |

|             |   |   |
|-------------|---|---|
| <b>P14a</b> | <p>Please provide the adjusted 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(4)]</i></p> |   |
| <b>P14b</b> | Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]   |   |
| <b>P15</b>  | Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition. [23 CFR 490.107(b)(2)(ii)(F)]  | NDOT's 2-year target using full distress + IRI was achieved and exceeded. NDOT will continue to employ the investment strategies emphasizing pavement preservation in accordance with the approved Transportation Asset Management Plan to meet performance targets, maintain the system in a state of good repair, and make the most of scarce taxpayer dollars. |
| <b>P16</b>  | Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition? [23 CFR 490.107(b)(2)(ii)(G)]   | No  |
| <b>P16a</b> | Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]  |   |
| <b>P16b</b> | Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]  |   |

**Statewide Performance Target for the Percentage of Pavements on the Non-Interstate NHS in Poor Condition.**

| <b>Question No</b> | <b>Description</b>  | <b>Field Type</b> |
|--------------------|---|-------------------|
| <b>P17</b>         | <p>The baseline statewide percentage of pavements on the Non-Interstate NHS in Poor condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p><i>For the first performance period, FHWA calculated this value</i></p> | 11.5              |



|            |   |   |
|------------|---|---|
|            | <i>using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</i>  |   |
| <b>P18</b> | <p>The 2-year statewide percentage of pavements on the Non-Interstate NHS in Poor condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p><i>For the first performance period, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</i></p>  | 12.2  |
| <b>P19</b> | <p>If the State DOT reported its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition based on "Full Distress + IRI" data in the 2018 Baseline Performance Period Report, FHWA has calculated an actual condition level using "Full Distress + IRI" data. [23 CFR 490.313 (c) and (d)]</p> <p><i>When a State DOT reported the 2-year target based on "Full Distress + IRI" data, FHWA will use this value to determine whether the actual condition level is equal to or better than the established 2-year target as part of the 2-year significant progress determination. [23 CFR 490.109(e)(2)(ii)]</i></p>   | 2.1   |
| <b>P20</b> | The 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]  | 10.0  |
| <b>P21</b> | <p>Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</p> <p><i>For State DOTs that established a 2-year target using IRI only, the baseline value (P17), actual condition calculated with IRI only (P18), and the 2-year target (P20) all use the same metrics and can be compared to each other.</i></p> <p><i>State DOTs that established a 2-year target using "Full Distress + IRI" will see an actual condition value in both P18 and P19. These values must be used correctly in order to provide a meaningful discussion of progress. [23 CFR 490.107(b)(2)(ii)(B)]</i></p> <p><i>-The actual condition calculated with IRI only (P18) is ONLY comparable to the baseline value calculated with IRI only (P17).</i></p> <p><i>-The actual condition calculated with "Full Distress + IRI" (P19) is ONLY comparable to the State DOT's 2-year target established based on "Full distress + IRI" (P20).</i></p> | NDOT's 2-year target using full distress + IRI was achieved. The initial target was set based on historical condition data and projected funding. The target was initially set somewhat conservatively due to limited data. Due to a change in how cracking is measured (previously a cracking index vs. wheel path cracking) historical cracking data is limited to two years. As additional data is obtained to establish a reliable trend, the target will be re-evaluated. In addition, NDOT is currently experiencing unusual financial instability due to impacts of historic flooding in 2019, reduced revenues resulting from the Covid 19 Epidemic, and significant construction inflation pricing. Projected funding levels are expected to result in a decrease in system performance. Given limited data and financial uncertainty, NDOT chose to keep the same target. |
| <b>P22</b> | The 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]  | 10.0  |

|             |  |  |
|-------------|--|--|
|             |  |  |
| <b>P23</b>  | Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition? [23 CFR 490.105(e)(6)]  | No   |
| <b>P23a</b> | <p>Please provide the adjusted 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(5)]</i></p> |  |
| <b>P23b</b> | Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]  |  |
| <b>P24</b>  | Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition. [23 CFR 490.107(b)(2)(ii)(F)]   | NDOT's 2-year target using full distress + IRI was achieved. NDOT will continue to employ the investment strategies emphasizing pavement preservation in accordance with the approved Transportation Asset Management Plan to meet performance targets, maintain the system in a state of good repair, and make the most of scarce taxpayer dollars. |
| <b>P25</b>  | Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition for the 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]   | No   |
| <b>P25a</b> | Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]   |  |
| <b>P25b</b> | Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]   |  |

## Bridge

### Bridge Performance Overview

| Question No | Description   | Field Type  |
|-------------|---|---|
| B1          | Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional) | Targets for bridge conditions have been met. No change to performance targets is proposed for the next review period. |

### Statewide Performance Target for Bridges on the NHS Classified as in Good Condition

| Question No | Description  | Field Type   |
|-------------|--|--|
| B2          | The baseline statewide percentage of deck area of bridges on the NHS classified as in Good condition.<br><br><i>This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>  | 61.0   |
| B3          | The 2-year statewide percentage of deck area of bridges on the NHS classified as in Good condition.<br><br><i>This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i>   | 56.5   |
| B4          | The 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]   | 55.0   |
| B5          | Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition.<br><br><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition achieved (based on data contained within the National Bridge Inventory as of June 15, 2020, and made available by FHWA) with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i> | Combined State and Local system NHS bridges are currently at 57.0% Good condition. It is anticipated that some large bridges could impact this measure if deck transitions from 7 to 6 in the next inspection cycle. |
| B6          | The 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]   | 55.0   |
| B7          | Does the State DOT wish to adjust the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition? [23 CFR 490.105(e)(6)]  | No   |

|            |  |   |
|------------|--|---|
|            |  |   |
| <b>B7a</b> | <p>Please provide the adjusted 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition.</p> <p><i>The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.409(c)(1)]</i></p> |   |
| <b>B7b</b> | Please provide the basis for adjustment of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]  |   |
| <b>B8</b>  | Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition. [23 CFR 490.107(b)(2)(ii)(F)]   | The scheduled bridge construction program has been delivered as anticipated with an emphasis on strategies that slow deterioration and minimize future costs. |
| <b>B9</b>  | Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition for the 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]   | No  |
| <b>B9a</b> | Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]   |   |
| <b>B9b</b> | Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]   |   |

#### Statewide Performance Target for Bridges on the NHS Classified as in Poor Condition

| Question No | Description  | Field Type |
|-------------|--|------------|
| <b>B10</b>  | <p>The baseline statewide percentage of deck area of bridges on the NHS classified as in Poor condition.</p> <p><i>This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance</i></p> | 1.9        |

|             |  |   |
|-------------|--|---|
|             | <i>period. [23 CFR 490.107(b)(1)(ii)(B)]</i>   |   |
| <b>B11</b>  | The 2-year statewide percentage of deck area of bridges on the NHS classified as in Poor condition.<br><br><i>This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i>   | 1.9   |
| <b>B12</b>  | The 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]   | 10.0  |
| <b>B13</b>  | Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition.<br><br><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition achieved (based on data contained within the National Bridge Inventory as of June 15, 2020, and made available by FHWA) with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i> | Performance Targets for percent Poor on the NHS have been met.  |
| <b>B14</b>  | The 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]   | 10.0  |
| <b>B15</b>  | Does the State DOT wish to adjust the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition? [23 CFR 490.105(e)(6)]  | No  |
| <b>B15a</b> | Please provide the adjusted 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition.<br><br><i>The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i><br><br><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.409(c)(2)]</i>  |   |
| <b>B15b</b> | Please provide the basis for adjustment of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]  |   |
| <b>B16</b>  | Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder   | The scheduled bridge construction program has been delivered as |

|             |  |   |
|-------------|--|---|
|             | of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition. [23 CFR 490.107(b)(2)(ii)(F)]  | anticipated with an emphasis on strategies that slow deterioration and minimize future costs. |
| <b>B17</b>  | Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]                                 | No  |
| <b>B17a</b> | Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]   |   |
| <b>B17b</b> | Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)] |   |

## Reliability

### Travel Time Reliability Performance Overview

| Question No | Description   | Field Type |
|-------------|---|------------|
| R1          | Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional) |            |

### Statewide Performance Target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable

| Question No | Description   | Field Type  |
|-------------|---|---|
| R2          | The baseline statewide percent of the person-miles traveled on the Interstate that are reliable.<br><br><i>This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>  | 98.9  |
| R3          | The 2-year statewide percent of the person-miles traveled on the Interstate that are reliable.<br><br><i>This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i>   | 97.5  |
| R4          | The 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]   | 98.9  |
| R5          | Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable.<br><br><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i> | Nebraska's 2-year performance was 97.5 compared to a target of 98.9. The target of 98.9 was based on performance in 2017 alone, as a trendline had not yet been established when the target was set. The 2 year performance of 97.5 shows strong reliability while not achieving the target. The nominal difference can be explained by traffic congestion variability, variable weather impacts, etc. Nebraska has managed to maintain its strong reliability rate through existing high levels of performance and scheduled roadway improvements. |
| R6          | The 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]   | 98.9  |



|            |  |  |
|------------|--|--|
|            |  |  |
| <b>R7</b>  | Does the State DOT wish to adjust the 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable? [23 CFR 490.105(e)(6)]   | Yes  |
| <b>R7a</b> | <p>Please provide the adjusted 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable.</p> <p><i>The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.513(b)]</i></p> | 94.0   |
| <b>R7b</b> | Please provide the basis for adjustment of the 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]   | Nebraska's adjustment to 94.0 is based on trend analysis of performance in 2017-2019. The 2017 performance was 98.9 and was utilized to set the baseline since NDOT had no previous reliability data from which to draw a trend. The 2018 performance was also 98.9 before dropping to 97.4 in 2019. This drop suggests a slight negative trend in performance, though existing high levels of performance and planned improvements as part of NDOT's ongoing project selection process will enable NDOT to maintain strong performance levels. A projection of 94.0 is consistent with this trendline while still setting a goal of strong reliability. |
| <b>R8</b>  | Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable. [23 CFR 490.107(b)(2)(ii)(F)]  | NDOT continues to include reliability performance in its design and project selection processes and is exploring options for investing in intermodal sites, which could result in reduced freight congestion.  |
| <b>R9</b>  | Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(G)]  | No   |
| <b>R9a</b> | Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]   |  |
| <b>R9b</b> | Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide  |  |



|  |   |  |
|--|---|--|
|  | percent of the person-miles traveled on the Interstate that are reliable and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)] |  |
|--|---|--|

**Statewide Performance Target for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable**

| Question No | Description  | Field Type  |
|-------------|--|---|
| <b>R10</b>  | <p>The 2-year statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable.</p> <p><i>This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i></p> <p><i>For the 2018-2021 Performance Period, this 2-year performance value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)]</i></p>  | 91.3  |
| <b>R11</b>  | The 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]  | 92.6  |
| <b>R12</b>  | Does the State DOT wish to adjust the 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable? [23 CFR 490.105(e)(6)]   | Yes   |
| <b>R12a</b> | <p>Please provide the adjusted 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable.</p> <p><i>The adjusted target should reflect expected performance by the end of the Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.513(c)]</i></p> | 88.0  |
| <b>R12b</b> | Please provide the basis for adjustment of the 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]   | Nebraska's adjustment to 88.0 is based on trend analysis of performance in 2017-2019. The 2017 performance was 92.6, 2018 was 92.2, and 2019 was 91.3. This trend suggests a slight decline in performance, though existing high levels of performance and planned improvements as part of asset management and capital improvement projects will enable NDOT to maintain strong performance levels. A projection of 88.0 is consistent with this trendline while still setting a goal of strong reliability. |



## Freight

### Freight Reliability (Movement) Performance Overview

| Question No | Description  | Field Type   |
|-------------|--|--|
| F1          | Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)  |  |
| F2          | <p>Please discuss progress of the State DOT's efforts in addressing congestion at truck freight bottlenecks within the State (described in § 490.107(b)(1)(ii)(E)) through comprehensive freight improvement efforts of State Freight Plan or MPO freight plans; the Statewide Transportation Improvement Program and Transportation Improvement Program; regional or corridor level efforts; other related planning efforts; and operational and capital activities targeted to improve freight movement on the Interstate System.</p> <p><i>If the State has prepared a State Freight Plan under 49 U.S.C. 70202, within the previous 2 years, then it may serve as the basis for addressing congestion at truck freight bottlenecks. If the State Freight Plan has not been updated since the previous State Biennial Performance Report, then an updated analysis of congestion at truck freight bottlenecks must be completed. [23 CFR 490.107(b)(2)(ii)(D)]</i></p> <p><i>Please upload related document(s) in the "Attachment" tab.</i></p> | <p>In 2017, the NDOT finalized its first state freight plan. At that time, certain aspects of the freight plan highlighted the opportunity to mitigate freight bottlenecks and limit truck congestion on the state highway system. In addition, the mitigation of bottlenecks was identified by freight stakeholders as a priority for NDOT and its freight project evaluation criteria. Subsequently, the NDOT identified and reported a variety of bottlenecks to the FHWA reporting portal in 2018, based on 1 years' worth of data. Subsequently, the NDOT utilized the data from 2017 to identify a variety of bottlenecks which were provided via attachment to the FHWA reporting portal in 2018.</p> <p>Beyond this, bottlenecks were one of many "needs and opportunities" identified and prioritized through the planning process. Other opportunities included, "Support Freight Related Development", "Prepare for Future Growth", and "Preserve the Highway Condition", to name a few. Based on these things, the State Freight Plan's associated Freight Investment Plan was developed to address these high priority opportunities. This investment plan includes projects along I-80, which is a prominent freight corridor in Nebraska and is listed as part of the National Freight Network. . These projects are large reconstruction projects that maintain the existing asset and ensure continued freight flows across the country.</p> <p>Since the reach of the freight investment plan was limited to I-80,</p> |

|  |  |   |
|--|--|---|
|  |  | <p>the NDOT routinely assesses whether bottlenecks exist by reviewing travel times and truck travel reliability performance data. These reviews include a high-level review of the State (as a whole) and its MPOs. For example, the state's largest MPO, which encompasses the Omaha metropolitan area, had a TTTR of 1.37 in 2019. As a state, TTTR was 1.15 in 2019. In either case, the TTTR performance was still well below 1.5, which is considered to be the national threshold for reliable truck travel.</p> <p>With this in mind, the NDOT has revised its definition of a bottleneck to reflect the national threshold. This change is based on a comparison of Nebraska's reliability to performance in other states. As a result, this has caused the NDOT to conclude there are no bottlenecks in the state. Despite this, the NDOT will continue to monitor performance data for bottlenecks. In addition, this definition of bottlenecks will be revisited with stakeholders as part of the 2022 update of the Nebraska State Freight Plan and full Biennial Performance Report.</p> |
|--|--|---|

## Peak Hour Excess Delay (PHED)

### Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Performance Overview

| Question No | Description   | Field Type |
|-------------|---|------------|
| D1          | Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional) |            |
| D2          | The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:  |            |

| Question No | Description   | Field Type |
|-------------|---|------------|
| E11         | <p>The baseline emissions reductions (total daily kilograms) of PM2.5.</p> <p><i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i></p> <p><i>This value is carried over from the 2018 Baseline Performance Period Report.</i></p>  |            |
| E12         | <p>Please provide the current estimated emissions reductions (total daily kilograms) of PM2.5. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p><i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i></p> <p><i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).]</i></p> <p><i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> <p><i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i></p> |            |
| E13         | <p>The 2-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>   |            |
| E14         | <p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of PM2.5.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>   |            |
| E15         | <p>The 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>   |            |
| E16         | <p>Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5? [23 CFR 490.105(e)(6)]</p>  |            |

|             |  |  |
|-------------|--|--|
| <b>E16a</b> | <p>Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5. The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> |  |
| <b>E16b</b> | <p>Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)]</p>   |  |

#### Statewide Total Emission Reductions NOx Target #2

| Question No | Description   | Field Type |
|-------------|---|------------|
| <b>E17</b>  | <p>The baseline emissions reductions (total daily kilograms) of NOx.</p> <p><i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i></p>   |            |
| <b>E18</b>  | <p>Please provide the current estimated emissions reductions (total daily kilograms) of NOx. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p><i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i></p> <p><i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).]</i></p> <p><i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> <p><i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i></p> |            |
| <b>E19</b>  | <p>The 2-year target for cumulative emissions reduction (total daily kilograms) of NOx for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>   |            |
| <b>E20</b>  | <p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of NOx. At a minimum, this discussion should address overall progress as of the</p>   |            |

|             |  |  |
|-------------|--|--|
|             | midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]  |  |
| <b>E21</b>  | The 4-year target for cumulative emissions reduction (total daily kilograms) of NOx established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]   |  |
| <b>E22</b>  | Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of NOx? [23 CFR 490.105(e)(6)]  |  |
| <b>E22a</b> | <p>Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of NOx.</p> <p><i>The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> |  |
| <b>E22b</b> | Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of NOx established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].   |  |

### Statewide Total Emission Reductions VOC Target #3

| Question No | Description  | Field Type |
|-------------|--|------------|
| <b>E23</b>  | <p>The baseline emissions reductions (total daily kilograms) of VOC.</p> <p><i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i></p>  |            |
| <b>E24</b>  | <p>Please provide the current estimated emissions reductions (total daily kilograms) of VOC. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p><i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i></p> <p><i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).</i></p> <p><i>The data must be reported to the nearest one</i></p> |            |



|             |  |  |
|-------------|--|--|
|             | <p><i>thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> <p><i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i></p>  |  |
| <b>E25</b>  | The 2-year target for cumulative emissions reduction (total daily kilograms) of VOC for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]   |  |
| <b>E26</b>  | <p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of VOC.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>  |  |
| <b>E27</b>  | The 4-year target for cumulative emissions reduction (total daily kilograms) of VOC established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]   |  |
| <b>E28</b>  | Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of VOC? [23 CFR 490.105(e)(6)]  |  |
| <b>E28a</b> | <p>Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of VOC.</p> <p><i>The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> |  |
| <b>E28b</b> | Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of VOC established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and [23 CFR 490.107(c)(3)(ii)(B)].  |  |

#### Statewide Total Emission Reductions PM10 Target #4

| Question No | Description  | Field Type |
|-------------|--|------------|
| <b>E29</b>  | The baseline emissions reductions (total daily kilograms) of PM10. |            |

|             |  |  |
|-------------|--|--|
|             | <i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>  |  |
| <b>E30</b>  | <p>Please provide the current estimated emissions reductions (total daily kilograms) of PM10. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p><i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i></p> <p><i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).]</i></p> <p><i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> <p><i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i></p> |  |
| <b>E31</b>  | The 2-year target for cumulative emissions reduction (total daily kilograms) of PM10 for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]  |  |
| <b>E32</b>  | <p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of PM10.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>   |  |
| <b>E33</b>  | The 4-year target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]  |  |
| <b>E34</b>  | Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of PM10? [23 CFR 490.105(e)(6)]   |  |
| <b>E34a</b> | <p>Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of PM10.</p> <p><i>The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p>  |  |

|             |   |  |
|-------------|---|--|
|             | <i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i>  |  |
| <b>E34b</b> | Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)]. |  |

#### Statewide Total Emission Reductions CO Target #5

| Question No | Description  | Field Type |
|-------------|--|------------|
| <b>E35</b>  | <p>The baseline emissions reductions (total daily kilograms) of CO.</p> <p><i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i></p>   |            |
| <b>E36</b>  | <p>Please provide the current estimated emissions reductions (total daily kilograms) of CO. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p><i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i></p> <p><i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).]</i></p> <p><i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> <p><i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i></p> |            |
| <b>E37</b>  | <p>The 2-year target for cumulative emissions reduction (total daily kilograms) of CO for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>   |            |
| <b>E38</b>  | <p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of CO.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>   |            |

|             |   |  |
|-------------|---|--|
|             | (total daily kilograms) of CO established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]  |  |
| <b>E39</b>  | The 4-year target for cumulative emissions reduction (total daily kilograms) of CO established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]   |  |
| <b>E40</b>  | Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of CO? [23 CFR 490.105(e)(6)]  |  |
| <b>E40a</b> | <p>Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of CO.</p> <p><i>The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> |  |
| <b>E40b</b> | Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of CO established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].   |  |

## Attachments

| S.No | Section | Attachment Detail                      |
|------|---------|--|
|      |         | Filename:<br>Notes:<br>Attachment Url: |

There are no attachments.

---

# **Technical Advisory Committee**

**Monday, October 19, 2020**

**Regular Session**

## **Item H4**

### **Approval Recommendation of MPO Targets for NHS Travel Time Reliability and Freight Reliability Performance Measures**

Staff Contact: Andres Gomez, MPO Program Manager

**ISSUE**

VOTE: MPO Targets for NHS Travel Time Reliability and Freight Reliability 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 performance measures for system performance and freight (PM3), which are two performance measures for NHS Travel Time Reliability and one performance measure for Freight Reliability (see attached TPM fact sheet). State DOTs were required to establish performance targets for these measures by May 20, 2018. MPOs have the option of supporting the statewide targets, or establishing their own regional targets within 180 days of the establishment of state targets. Therefore, all Nebraska MPOs must adopt targets for NHS Travel Time Reliability and Freight Reliability performance measures by November 17, 2018. After two years there will be a mid-point review, at which point the targets could be adjusted for NDOT and MPOs based on collected data. State DOTs will establish targets every four years.

GIAMPO staff recommends the support of the NDOT NHS Travel Time Reliability and Freight Reliability performance targets (see attached Mid Performance Period Progress Report) as the most prudent alternative. The core reasons to not establishing regional targets include the following:

- GIAMPO region outperforms the State on all performance measures.
- The Interstate and Non-Interstate NHS routes in the GIAMPO metropolitan planning area are State NHS routes.

**Nebraska PM3 Performance Measures and Target Setting**

The Nebraska DOT completed their mid- performance period progress report on October 1, 2020. NDOT adjusted the targets based on data collection. The original and adjusted targets are in the table below.

| Performance Measures                                  | Baseline | 2-Year Target | Original 4-Year Target | Updated 4-Year Target | % Change |
|---|----------|---------------|------------------------|-----------------------|----------|
| % of Reliable Person Miles Traveled on Interstate     | 98.6     | 98.6          | 98.6                   | 94.0                  | (-) 4.6  |
| % of Reliable Person Miles Traveled on Non-Interstate |          |               | 92.6                   | 88.0                  | (-) 4.6  |
| Truck Travel Time Reliability                         | 1.10     | 1.10          | 1.10                   | 1.25                  | (+) .15  |

#### **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 NHS Travel Time Reliability and Freight Reliability performance 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 NHS Travel Time Reliability and Freight Reliability performance targets for the GIAMPO metropolitan planning area.

#### **STAFF CONTACTS**

Andres Gomez



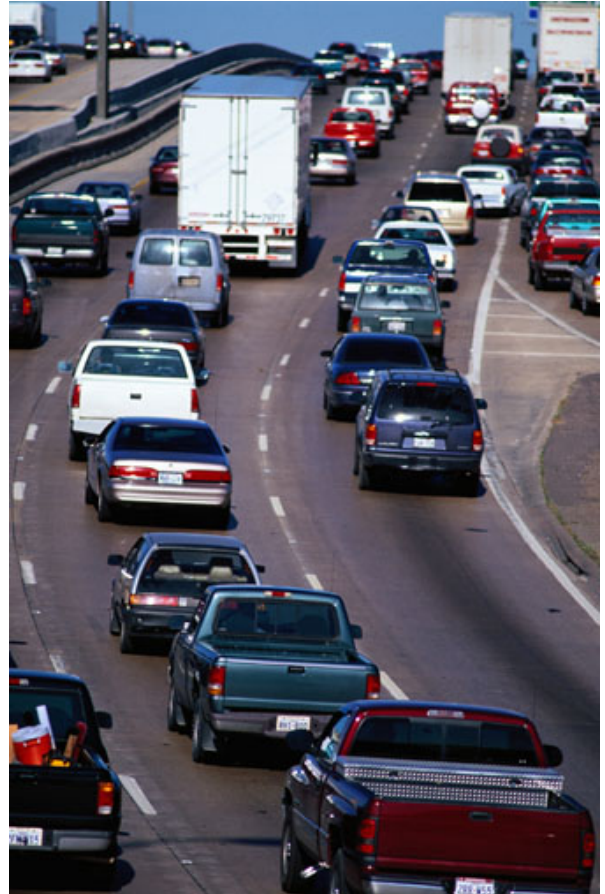
# TRANSPORTATION PERFORMANCE MANAGEMENT

The Federal Highway Administration (FHWA) has finalized six interrelated performance rulemakings to implement the TPM framework established by the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act.

Collectively, the rules address challenges facing the U.S. transportation system, including:

- improving safety
- maintaining infrastructure condition
- reducing traffic congestion
- improving efficiency of the system and freight movement
- protecting the environment and
- reducing delays in project delivery.

The rules establish national performance measures; State Departments of Transportation (DOTs)



and metropolitan planning organizations (MPOs) will establish targets for applicable measures. New and existing plans will document the strategies and investments used to achieve the targets; progress toward the targets will be reported through new and existing mechanisms.

Learn more at the FHWA TPM web site:  
(<http://www.fhwa.dot.gov/tpm/>)



U.S. Department of Transportation  
**Federal Highway Administration**

# NHS Travel Time Reliability Measures



**WHAT:** Measurement of travel time reliability on the Interstate and non-Interstate National Highway System (NHS). Read the final rule in the [Federal Register](#) [82 FR 5970 (January 18, 2017)].

**WHO:** State DOTs, as well as MPOs with Interstate and/or non-Interstate NHS within their metropolitan planning area.

**WHY:** Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including performance on the Interstate and non-Interstate NHS. [See 23 CFR 490.507(a)]

**WHEN:** Implementation differs for the Interstate and non-Interstate NHS measures for the first performance period. State DOTs must establish 2- and 4-year targets for the Interstate, but only a 4-year target for the non-Interstate NHS, by **May 20, 2018**. Those targets will be reported in the State's baseline performance period report due by **October 1, 2018**. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due **October 1, 2020**. For the first performance period only, there is no requirement for States to report baseline condition/performance or 2-year targets for the non-Interstate NHS before the mid performance period progress report. This will allow State DOTs to consider more complete data. The process will align for both Interstate and non-Interstate measures with the beginning of the second performance period on **January 1, 2022**.

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

**HOW:** Level of Travel Time Reliability (LOTTR) is defined as the ratio of the longer travel times (80<sup>th</sup> percentile) to a "normal" travel time (50<sup>th</sup> percentile), using data from FHWA's National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles take into account the users of the NHS. Data to reflect the users can include bus, auto, and truck occupancy levels.

**Note: The FHWA is preparing guidance on how all rules should be implemented.**



U.S. Department of Transportation  
**Federal Highway Administration**

# Freight Reliability Measure



**WHAT:** Measurement of travel time reliability on the Interstate System (Truck Travel Time Reliability (TTTR) Index). Read the final rule in the [Federal Register](#) [82 FR 5970 (January 18, 2017)].

**WHO:** State DOTs and MPOs.

**WHY:** Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including freight movement on the Interstate. The measure considers factors that are unique to this industry, such as the use of the system during all hours of the day and the need to consider more extreme impacts to the system in planning for on-time arrivals. [23 CFR 490.607]

**WHEN:** State DOTs must establish 2- and 4-year targets by **May 20, 2018**. Those targets will be reported in the State's baseline performance period report due by **October 1, 2018**. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due **October 1, 2020**.

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

**HOW:** Freight movement will be assessed by the TTTR Index. Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTTR ratio will be generated by dividing the 95<sup>th</sup> percentile time by the normal time (50<sup>th</sup> percentile) for each segment. The TTTR Index will be generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

State DOTs and MPOs will have the data they need in FHWA's National Performance Management Research Data Set (NPMRDS) as data set includes truck travel times for the full Interstate System. State DOTs and MPOs may use an equivalent data set if they prefer.

**Note: The FHWA is preparing guidance on how all rules should be implemented.**



U.S. Department of Transportation  
Federal Highway Administration

# Transportation Performance Management State Biennial Performance Report for Performance Period 2018-2021

**2020**

## **MID PERFORMANCE PERIOD (MPP) PROGRESS REPORT**

**Nebraska**

Report Due: 10/1/2020  
Report Status: Submitted  
Report Updated On:  
Report Exported on 9/28/2020

This document is exported from the Federal Highway Administration's (FHWA)  
web-based Performance Management Form (PMF)  
of the Policy Information Data Portal (PIDP).

The web-based PMF is the State's official report to FHWA.

**State Contact:**

**Name** : Korey Donahoo  
**Phone number** : 4024794619  
**Email** : korey.donahoo@nebraska.gov

## Summary of Performance Measures and Targets

| Performance Measures  | Baseline | 2-Year Condition/<br>Performance | 2-Year Target | 4-Year Target | 4-Year Adjustment |
|---|----------|----------------------------------|---------------|---------------|-------------------|
| Percentage of Pavements of the Interstate System in Good Condition                        |          | 80.3%                            |               | 50.0%         |                   |
| Percentage of Pavements of the Interstate System in Poor Condition                        |          | 0.1%                             |               | 5.0%          |                   |
| Percentage of Pavements of the Non-Interstate NHS in Good Condition                       | 63.4%    | 63.0%                            |               |               |                   |
| Percentage of Pavements of the Non-Interstate NHS in Good Condition (Full Distress + IRI) |          | 58.1%                            | 40.0%         | 40.0%         |                   |
| Percentage of Pavements of the Non-Interstate NHS in Poor Condition                       | 11.5%    | 12.2%                            |               |               |                   |
| Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Full Distress + IRI) |          | 2.1%                             | 10.0%         | 10.0%         |                   |
| Percentage of NHS Bridges Classified as in Good Condition                                 | 61.0%    | 56.5%                            | 55.0%         | 55.0%         |                   |
| Percentage of NHS Bridges Classified as in Poor Condition                                 | 1.9%     | 1.9%                             | 10.0%         | 10.0%         |                   |
| Percent of the Person-Miles Traveled on the Interstate That Are Reliable                  | 98.9%    | 97.5%                            | 98.9%         | 98.9%         | 94.0%             |
| Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable          |          | 91.3%                            |               | 92.6%         | 88.0%             |
| Truck Travel Time Reliability (TTTR) Index  | 1.10     | 1.15                             | 1.10          | 1.10          | 1.25              |
| Total Emission Reductions: PM2.5  |          |                                  |               |               |                   |
| Total Emission Reductions: NOx  |          |                                  |               |               |                   |
| Total Emission Reductions: VOC  |          |                                  |               |               |                   |
| Total Emission Reductions: PM10   |          |                                  |               |               |                   |
| Total Emission Reductions: CO   |          |                                  |               |               |                   |

## Overview

### OVERVIEW SECTION 1

| Question No | Description   | Field Type   |
|-------------|---|--|
| O1          | Please provide a discussion on the effectiveness of the investment strategies developed and documented in the State asset management plan for the National Highway System (NHS) required under [23 CFR 490.107(b)(2)(ii)(C)].   | NDOT's investment strategies emphasizing pavement preservation have been very effective in not only meeting but exceeding performance measure targets as well as maintaining the NHS system in a state of good repair as seen below. |
| O2          | Please use this space to provide any general comments that may assist FHWA in its review of your submission. You can use this space to provide greater context for your targets and current condition/performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional) |  |

### OVERVIEW SECTION 2

| Question No | Description   | Field Type                 |
|-------------|---|----------------------------|
| O3          | Who should FHWA contact with questions?   | Korey Donahoo              |
| O4          | What is the phone number for this contact?<br><br><i>Please provide 10-digit number (area code and phone number) without formatting. (e.g., 1234567890)</i> | 4024794619                 |
| O5          | What is the email address for this contact?   | korey.donahoo@nebraska.gov |

## Pavement

### Pavement Performance Overview

| Question No | Description   | Field Type |
|-------------|---|------------|
| P1          | Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional) |            |

### Statewide Performance Target for the Percentage of Pavements on the Interstate System in Good Condition

| Question No | Description  | Field Type |
|-------------|--|------------|
| P2          | The 2-year statewide percentage of pavements on the Interstate System in Good condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]<br><br><i>For the 2018-2021 Performance Period, this 2-year condition value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)]</i>   | 80.3       |
| P3          | The 4-year target for the statewide percentage of pavements on the Interstate System in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]  | 50.0       |
| P4          | Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Interstate System in Good condition? [23 CFR 490.105(e)(6)]   | No         |
| P4a         | Please provide the adjusted 4-year target for the statewide percentage of pavements on the Interstate System in Good condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]<br><br><i>The adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(2)]</i> |            |
| P4b         | Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Interstate System in Good condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]   |            |

### Statewide Performance Target for the Percentage of Pavements on the Interstate System in Poor Condition



| Question No | Description  | Field Type |
|-------------|--|------------|
| P5          | The 2-year statewide percentage of pavements on the Interstate System in Poor condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]<br><br><i>For the 2018-2021 Performance Period, this 2-year condition value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)]</i>   | 0.1        |
| P6          | The 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]  | 5.0        |
| P7          | Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition? [23 CFR 490.105(e)(6)]   | No         |
| P7a         | Please provide the adjusted 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]<br><br><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(3)]</i> |            |
| P7b         | Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]   |            |

**Statewide Performance Target for the Percentage of Pavements on the Non-Interstate NHS in Good Condition.**

| Question No | Description  | Field Type |
|-------------|--|------------|
| P8          | The baseline statewide percentage of pavements on the Non-Interstate NHS in Good condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]<br><br><i>For the first performance period, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</i> | 63.4       |
| P9          | The 2-year statewide percentage of pavements on the Non-Interstate NHS in Good condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]   | 63.0       |

|            |   |   |
|------------|---|---|
|            | <i>For the first performance period, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</i>   |   |
| <b>P10</b> | <p>If the State DOT reported its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition based on "Full Distress + IRI" data in the 2018 Baseline Performance Period Report, FHWA has calculated an actual condition level using "Full Distress + IRI" data. [23 CFR 490.313 (c) and (d)]</p> <p><i>When a State DOT reported the 2-year target based on "Full Distress + IRI" data, FHWA will use this value to determine whether the actual condition level is equal to or better than the established 2-year target as part of the 2-year significant progress determination. [23 CFR 490.109(e)(2)(ii)]</i></p>   | 58.1  |
| <b>P11</b> | The 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]  | 40.0  |
| <b>P12</b> | <p>Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</p> <p><i>For State DOTs that established a 2-year target using IRI only, the baseline value (P17), actual condition calculated with IRI only (P18), and the 2-year target (P20) all use the same metrics and can be compared to each other.</i></p> <p><i>State DOTs that established a 2-year target using "Full Distress + IRI" will see an actual condition value in both P18 and P19. These values must be used correctly in order to provide a meaningful discussion of progress. [23 CFR 490.107(b)(2)(ii)(B)]</i></p> <p><i>-The actual condition calculated with IRI only (P18) is ONLY comparable to the baseline value calculated with IRI only (P17).</i></p> <p><i>-The actual condition calculated with "Full Distress + IRI" (P19) is ONLY comparable to the State DOT's 2-year target established based on "Full distress + IRI" (P20).</i></p> | <p>NDOT's 2-year target using full distress + IRI was achieved and exceeded. The initial target was set based on historical condition data and projected funding. The target was initially set somewhat conservatively due to limited data. Due to a change in how cracking is measured (previously a cracking index vs. wheel path cracking) historical cracking data is limited to two years. As additional data is obtained to establish a reliable trend, the target will be re-evaluated. In addition, NDOT is currently experiencing unusual financial instability due to impacts of historic flooding in 2019, reduced revenues resulting from the Covid 19 Epidemic, and significant construction inflation pricing. Projected funding levels are expected to result in a decrease in system performance. Given limited data and financial uncertainty, NDOT chose to keep the same target.</p> |
| <b>P13</b> | The 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]  | 40.0  |
| <b>P14</b> | Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition? [23 CFR 490.105(e)(6)]   | No  |

|             |   |   |
|-------------|---|---|
| <b>P14a</b> | <p>Please provide the adjusted 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(4)]</i></p> |   |
| <b>P14b</b> | Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]   |   |
| <b>P15</b>  | Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition. [23 CFR 490.107(b)(2)(ii)(F)]  | NDOT's 2-year target using full distress + IRI was achieved and exceeded. NDOT will continue to employ the investment strategies emphasizing pavement preservation in accordance with the approved Transportation Asset Management Plan to meet performance targets, maintain the system in a state of good repair, and make the most of scarce taxpayer dollars. |
| <b>P16</b>  | Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition? [23 CFR 490.107(b)(2)(ii)(G)]   | No  |
| <b>P16a</b> | Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]  |   |
| <b>P16b</b> | Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]  |   |

**Statewide Performance Target for the Percentage of Pavements on the Non-Interstate NHS in Poor Condition.**

| <b>Question No</b> | <b>Description</b>  | <b>Field Type</b> |
|--------------------|---|-------------------|
| <b>P17</b>         | <p>The baseline statewide percentage of pavements on the Non-Interstate NHS in Poor condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p><i>For the first performance period, FHWA calculated this value</i></p> | 11.5              |

|            |   |  |
|------------|---|--|
|            | <i>using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</i>  |  |
| <b>P18</b> | <p>The 2-year statewide percentage of pavements on the Non-Interstate NHS in Poor condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p><i>For the first performance period, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</i></p>  | 12.2   |
| <b>P19</b> | <p>If the State DOT reported its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition based on "Full Distress + IRI" data in the 2018 Baseline Performance Period Report, FHWA has calculated an actual condition level using "Full Distress + IRI" data. [23 CFR 490.313 (c) and (d)]</p> <p><i>When a State DOT reported the 2-year target based on "Full Distress + IRI" data, FHWA will use this value to determine whether the actual condition level is equal to or better than the established 2-year target as part of the 2-year significant progress determination. [23 CFR 490.109(e)(2)(ii)]</i></p>   | 2.1  |
| <b>P20</b> | <p>The 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>   | 10.0   |
| <b>P21</b> | <p>Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</p> <p><i>For State DOTs that established a 2-year target using IRI only, the baseline value (P17), actual condition calculated with IRI only (P18), and the 2-year target (P20) all use the same metrics and can be compared to each other.</i></p> <p><i>State DOTs that established a 2-year target using "Full Distress + IRI" will see an actual condition value in both P18 and P19. These values must be used correctly in order to provide a meaningful discussion of progress. [23 CFR 490.107(b)(2)(ii)(B)]</i></p> <p><i>-The actual condition calculated with IRI only (P18) is ONLY comparable to the baseline value calculated with IRI only (P17).</i></p> <p><i>-The actual condition calculated with "Full Distress + IRI" (P19) is ONLY comparable to the State DOT's 2-year target established based on "Full distress + IRI" (P20).</i></p> | <p>NDOT's 2-year target using full distress + IRI was achieved. The initial target was set based on historical condition data and projected funding. The target was initially set somewhat conservatively due to limited data. Due to a change in how cracking is measured (previously a cracking index vs. wheel path cracking) historical cracking data is limited to two years. As additional data is obtained to establish a reliable trend, the target will be re-evaluated. In addition, NDOT is currently experiencing unusual financial instability due to impacts of historic flooding in 2019, reduced revenues resulting from the Covid 19 Epidemic, and significant construction inflation pricing. Projected funding levels are expected to result in a decrease in system performance. Given limited data and financial uncertainty, NDOT chose to keep the same target.</p> |
| <b>P22</b> | <p>The 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>   | 10.0   |

|             |  |  |
|-------------|--|--|
|             |  |  |
| <b>P23</b>  | Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition? [23 CFR 490.105(e)(6)]  | No   |
| <b>P23a</b> | <p>Please provide the adjusted 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(5)]</i></p> |  |
| <b>P23b</b> | Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]  |  |
| <b>P24</b>  | Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition. [23 CFR 490.107(b)(2)(ii)(F)]   | NDOT's 2-year target using full distress + IRI was achieved. NDOT will continue to employ the investment strategies emphasizing pavement preservation in accordance with the approved Transportation Asset Management Plan to meet performance targets, maintain the system in a state of good repair, and make the most of scarce taxpayer dollars. |
| <b>P25</b>  | Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition for the 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]   | No   |
| <b>P25a</b> | Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]   |  |
| <b>P25b</b> | Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]   |  |

## Bridge

### Bridge Performance Overview

| Question No | Description   | Field Type  |
|-------------|---|---|
| B1          | Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional) | Targets for bridge conditions have been met. No change to performance targets is proposed for the next review period. |

### Statewide Performance Target for Bridges on the NHS Classified as in Good Condition

| Question No | Description  | Field Type   |
|-------------|--|--|
| B2          | The baseline statewide percentage of deck area of bridges on the NHS classified as in Good condition.<br><br><i>This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>  | 61.0   |
| B3          | The 2-year statewide percentage of deck area of bridges on the NHS classified as in Good condition.<br><br><i>This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i>   | 56.5   |
| B4          | The 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]   | 55.0   |
| B5          | Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition.<br><br><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition achieved (based on data contained within the National Bridge Inventory as of June 15, 2020, and made available by FHWA) with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i> | Combined State and Local system NHS bridges are currently at 57.0% Good condition. It is anticipated that some large bridges could impact this measure if deck transitions from 7 to 6 in the next inspection cycle. |
| B6          | The 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]   | 55.0   |
| B7          | Does the State DOT wish to adjust the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition? [23 CFR 490.105(e)(6)]  | No   |



|            |  |   |
|------------|--|---|
|            |  |   |
| <b>B7a</b> | <p>Please provide the adjusted 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition.</p> <p><i>The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.409(c)(1)]</i></p> |   |
| <b>B7b</b> | Please provide the basis for adjustment of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]  |   |
| <b>B8</b>  | Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition. [23 CFR 490.107(b)(2)(ii)(F)]   | The scheduled bridge construction program has been delivered as anticipated with an emphasis on strategies that slow deterioration and minimize future costs. |
| <b>B9</b>  | Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition for the 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]   | No  |
| <b>B9a</b> | Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]   |   |
| <b>B9b</b> | Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]   |   |

#### Statewide Performance Target for Bridges on the NHS Classified as in Poor Condition

| Question No | Description  | Field Type |
|-------------|--|------------|
| <b>B10</b>  | <p>The baseline statewide percentage of deck area of bridges on the NHS classified as in Poor condition.</p> <p><i>This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance</i></p> | 1.9        |

|             |  |   |
|-------------|--|---|
|             | <i>period. [23 CFR 490.107(b)(1)(ii)(B)]</i>   |   |
| <b>B11</b>  | The 2-year statewide percentage of deck area of bridges on the NHS classified as in Poor condition.<br><br><i>This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i>   | 1.9   |
| <b>B12</b>  | The 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]   | 10.0  |
| <b>B13</b>  | Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition.<br><br><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition achieved (based on data contained within the National Bridge Inventory as of June 15, 2020, and made available by FHWA) with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i> | Performance Targets for percent Poor on the NHS have been met.  |
| <b>B14</b>  | The 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]   | 10.0  |
| <b>B15</b>  | Does the State DOT wish to adjust the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition? [23 CFR 490.105(e)(6)]  | No  |
| <b>B15a</b> | Please provide the adjusted 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition.<br><br><i>The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i><br><br><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.409(c)(2)]</i>  |   |
| <b>B15b</b> | Please provide the basis for adjustment of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]  |   |
| <b>B16</b>  | Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder   | The scheduled bridge construction program has been delivered as |



|             |  |   |
|-------------|--|---|
|             | of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition. [23 CFR 490.107(b)(2)(ii)(F)]  | anticipated with an emphasis on strategies that slow deterioration and minimize future costs. |
| <b>B17</b>  | Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]                                 | No  |
| <b>B17a</b> | Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]   |   |
| <b>B17b</b> | Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)] |   |

## Reliability

### Travel Time Reliability Performance Overview

| Question No | Description   | Field Type |
|-------------|---|------------|
| R1          | Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional) |            |

### Statewide Performance Target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable

| Question No | Description   | Field Type  |
|-------------|---|---|
| R2          | The baseline statewide percent of the person-miles traveled on the Interstate that are reliable.<br><br><i>This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>  | 98.9  |
| R3          | The 2-year statewide percent of the person-miles traveled on the Interstate that are reliable.<br><br><i>This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i>   | 97.5  |
| R4          | The 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]   | 98.9  |
| R5          | Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable.<br><br><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i> | Nebraska's 2-year performance was 97.5 compared to a target of 98.9. The target of 98.9 was based on performance in 2017 alone, as a trendline had not yet been established when the target was set. The 2 year performance of 97.5 shows strong reliability while not achieving the target. The nominal difference can be explained by traffic congestion variability, variable weather impacts, etc. Nebraska has managed to maintain its strong reliability rate through existing high levels of performance and scheduled roadway improvements. |
| R6          | The 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]   | 98.9  |

|            |  |  |
|------------|--|--|
|            |  |  |
| <b>R7</b>  | Does the State DOT wish to adjust the 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable? [23 CFR 490.105(e)(6)]   | Yes  |
| <b>R7a</b> | <p>Please provide the adjusted 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable.</p> <p><i>The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.513(b)]</i></p> | 94.0   |
| <b>R7b</b> | Please provide the basis for adjustment of the 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]   | Nebraska's adjustment to 94.0 is based on trend analysis of performance in 2017-2019. The 2017 performance was 98.9 and was utilized to set the baseline since NDOT had no previous reliability data from which to draw a trend. The 2018 performance was also 98.9 before dropping to 97.4 in 2019. This drop suggests a slight negative trend in performance, though existing high levels of performance and planned improvements as part of NDOT's ongoing project selection process will enable NDOT to maintain strong performance levels. A projection of 94.0 is consistent with this trendline while still setting a goal of strong reliability. |
| <b>R8</b>  | Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable. [23 CFR 490.107(b)(2)(ii)(F)]  | NDOT continues to include reliability performance in its design and project selection processes and is exploring options for investing in intermodal sites, which could result in reduced freight congestion.  |
| <b>R9</b>  | Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(G)]  | No   |
| <b>R9a</b> | Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]   |  |
| <b>R9b</b> | Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide  |  |

|  |   |  |
|--|---|--|
|  | percent of the person-miles traveled on the Interstate that are reliable and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)] |  |
|--|---|--|

**Statewide Performance Target for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable**

| Question No | Description  | Field Type  |
|-------------|--|---|
| <b>R10</b>  | <p>The 2-year statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable.</p> <p><i>This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i></p> <p><i>For the 2018-2021 Performance Period, this 2-year performance value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)]</i></p>  | 91.3  |
| <b>R11</b>  | The 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]  | 92.6  |
| <b>R12</b>  | Does the State DOT wish to adjust the 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable? [23 CFR 490.105(e)(6)]   | Yes   |
| <b>R12a</b> | <p>Please provide the adjusted 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable.</p> <p><i>The adjusted target should reflect expected performance by the end of the Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.513(c)]</i></p> | 88.0  |
| <b>R12b</b> | Please provide the basis for adjustment of the 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]   | Nebraska's adjustment to 88.0 is based on trend analysis of performance in 2017-2019. The 2017 performance was 92.6, 2018 was 92.2, and 2019 was 91.3. This trend suggests a slight decline in performance, though existing high levels of performance and planned improvements as part of asset management and capital improvement projects will enable NDOT to maintain strong performance levels. A projection of 88.0 is consistent with this trendline while still setting a goal of strong reliability. |



## Freight

### Freight Reliability (Movement) Performance Overview

| Question No | Description  | Field Type   |
|-------------|--|--|
| F1          | Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)  |  |
| F2          | <p>Please discuss progress of the State DOT's efforts in addressing congestion at truck freight bottlenecks within the State (described in § 490.107(b)(1)(ii)(E)) through comprehensive freight improvement efforts of State Freight Plan or MPO freight plans; the Statewide Transportation Improvement Program and Transportation Improvement Program; regional or corridor level efforts; other related planning efforts; and operational and capital activities targeted to improve freight movement on the Interstate System.</p> <p><i>If the State has prepared a State Freight Plan under 49 U.S.C. 70202, within the previous 2 years, then it may serve as the basis for addressing congestion at truck freight bottlenecks. If the State Freight Plan has not been updated since the previous State Biennial Performance Report, then an updated analysis of congestion at truck freight bottlenecks must be completed. [23 CFR 490.107(b)(2)(ii)(D)]</i></p> <p><i>Please upload related document(s) in the "Attachment" tab.</i></p> | <p>In 2017, the NDOT finalized its first state freight plan. At that time, certain aspects of the freight plan highlighted the opportunity to mitigate freight bottlenecks and limit truck congestion on the state highway system. In addition, the mitigation of bottlenecks was identified by freight stakeholders as a priority for NDOT and its freight project evaluation criteria. Subsequently, the NDOT identified and reported a variety of bottlenecks to the FHWA reporting portal in 2018, based on 1 years' worth of data. Subsequently, the NDOT utilized the data from 2017 to identify a variety of bottlenecks which were provided via attachment to the FHWA reporting portal in 2018.</p> <p>Beyond this, bottlenecks were one of many "needs and opportunities" identified and prioritized through the planning process. Other opportunities included, "Support Freight Related Development", "Prepare for Future Growth", and "Preserve the Highway Condition", to name a few. Based on these things, the State Freight Plan's associated Freight Investment Plan was developed to address these high priority opportunities. This investment plan includes projects along I-80, which is a prominent freight corridor in Nebraska and is listed as part of the National Freight Network. . These projects are large reconstruction projects that maintain the existing asset and ensure continued freight flows across the country.</p> <p>Since the reach of the freight investment plan was limited to I-80,</p> |

|  |  |   |
|--|--|---|
|  |  | <p>the NDOT routinely assesses whether bottlenecks exist by reviewing travel times and truck travel reliability performance data. These reviews include a high-level review of the State (as a whole) and its MPOs. For example, the state's largest MPO, which encompasses the Omaha metropolitan area, had a TTTR of 1.37 in 2019. As a state, TTTR was 1.15 in 2019. In either case, the TTTR performance was still well below 1.5, which is considered to be the national threshold for reliable truck travel.</p> <p>With this in mind, the NDOT has revised its definition of a bottleneck to reflect the national threshold. This change is based on a comparison of Nebraska's reliability to performance in other states. As a result, this has caused the NDOT to conclude there are no bottlenecks in the state. Despite this, the NDOT will continue to monitor performance data for bottlenecks. In addition, this definition of bottlenecks will be revisited with stakeholders as part of the 2022 update of the Nebraska State Freight Plan and full Biennial Performance Report.</p> |
|--|--|---|

## Peak Hour Excess Delay (PHED)

### Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Performance Overview

| Question No | Description   | Field Type |
|-------------|---|------------|
| D1          | Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional) |            |
| D2          | The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:  |            |



| Question No | Description   | Field Type |
|-------------|---|------------|
| E11         | <p>The baseline emissions reductions (total daily kilograms) of PM2.5.</p> <p><i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i></p> <p><i>This value is carried over from the 2018 Baseline Performance Period Report.</i></p>  |            |
| E12         | <p>Please provide the current estimated emissions reductions (total daily kilograms) of PM2.5. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p><i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i></p> <p><i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).]</i></p> <p><i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> <p><i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i></p> |            |
| E13         | <p>The 2-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>   |            |
| E14         | <p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of PM2.5.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>   |            |
| E15         | <p>The 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>   |            |
| E16         | <p>Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5? [23 CFR 490.105(e)(6)]</p>  |            |

|             |  |  |
|-------------|--|--|
| <b>E16a</b> | <p>Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5. The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> |  |
| <b>E16b</b> | <p>Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)]</p>   |  |

#### Statewide Total Emission Reductions NOx Target #2

| Question No | Description   | Field Type |
|-------------|---|------------|
| <b>E17</b>  | <p>The baseline emissions reductions (total daily kilograms) of NOx.</p> <p><i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i></p>   |            |
| <b>E18</b>  | <p>Please provide the current estimated emissions reductions (total daily kilograms) of NOx. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p><i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i></p> <p><i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).]</i></p> <p><i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> <p><i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i></p> |            |
| <b>E19</b>  | <p>The 2-year target for cumulative emissions reduction (total daily kilograms) of NOx for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>   |            |
| <b>E20</b>  | <p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of NOx. At a minimum, this discussion should address overall progress as of the</p>   |            |

|             |  |  |
|-------------|--|--|
|             | midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]  |  |
| <b>E21</b>  | The 4-year target for cumulative emissions reduction (total daily kilograms) of NOx established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]   |  |
| <b>E22</b>  | Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of NOx? [23 CFR 490.105(e)(6)]  |  |
| <b>E22a</b> | <p>Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of NOx.</p> <p><i>The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> |  |
| <b>E22b</b> | Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of NOx established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].   |  |

### Statewide Total Emission Reductions VOC Target #3

| Question No | Description  | Field Type |
|-------------|--|------------|
| <b>E23</b>  | <p>The baseline emissions reductions (total daily kilograms) of VOC.</p> <p><i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i></p>  |            |
| <b>E24</b>  | <p>Please provide the current estimated emissions reductions (total daily kilograms) of VOC. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p><i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i></p> <p><i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).</i></p> <p><i>The data must be reported to the nearest one</i></p> |            |

|             |  |  |
|-------------|--|--|
|             | <p><i>thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> <p><i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i></p>  |  |
| <b>E25</b>  | The 2-year target for cumulative emissions reduction (total daily kilograms) of VOC for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]   |  |
| <b>E26</b>  | <p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of VOC.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>  |  |
| <b>E27</b>  | The 4-year target for cumulative emissions reduction (total daily kilograms) of VOC established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]   |  |
| <b>E28</b>  | Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of VOC? [23 CFR 490.105(e)(6)]  |  |
| <b>E28a</b> | <p>Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of VOC.</p> <p><i>The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> |  |
| <b>E28b</b> | Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of VOC established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and [23 CFR 490.107(c)(3)(ii)(B)].  |  |

#### Statewide Total Emission Reductions PM10 Target #4

| Question No | Description  | Field Type |
|-------------|--|------------|
| <b>E29</b>  | The baseline emissions reductions (total daily kilograms) of PM10. |            |

|             |  |  |
|-------------|--|--|
|             | <i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>  |  |
| <b>E30</b>  | <p>Please provide the current estimated emissions reductions (total daily kilograms) of PM10. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p><i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i></p> <p><i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).]</i></p> <p><i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> <p><i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i></p> |  |
| <b>E31</b>  | The 2-year target for cumulative emissions reduction (total daily kilograms) of PM10 for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]  |  |
| <b>E32</b>  | <p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of PM10.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>   |  |
| <b>E33</b>  | The 4-year target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]  |  |
| <b>E34</b>  | Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of PM10? [23 CFR 490.105(e)(6)]   |  |
| <b>E34a</b> | <p>Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of PM10.</p> <p><i>The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p>  |  |

|             |   |  |
|-------------|---|--|
|             | <i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i>  |  |
| <b>E34b</b> | Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)]. |  |

#### Statewide Total Emission Reductions CO Target #5

| Question No | Description  | Field Type |
|-------------|--|------------|
| <b>E35</b>  | <p>The baseline emissions reductions (total daily kilograms) of CO.</p> <p><i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i></p>   |            |
| <b>E36</b>  | <p>Please provide the current estimated emissions reductions (total daily kilograms) of CO. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p><i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i></p> <p><i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).]</i></p> <p><i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> <p><i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i></p> |            |
| <b>E37</b>  | <p>The 2-year target for cumulative emissions reduction (total daily kilograms) of CO for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>   |            |
| <b>E38</b>  | <p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of CO.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>   |            |

|             |   |  |
|-------------|---|--|
|             | (total daily kilograms) of CO established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]  |  |
| <b>E39</b>  | The 4-year target for cumulative emissions reduction (total daily kilograms) of CO established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]   |  |
| <b>E40</b>  | Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of CO? [23 CFR 490.105(e)(6)]  |  |
| <b>E40a</b> | <p>Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of CO.</p> <p><i>The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> |  |
| <b>E40b</b> | Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of CO established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].   |  |

## Attachments

| S.No | Section | Attachment Detail                      |
|------|---------|--|
|      |         | Filename:<br>Notes:<br>Attachment Url: |

There are no attachments.



---

# Technical Advisory Committee

Monday, October 19, 2020

Regular Session

## Item H5

### Long Range Transportation Plan Project Priorities

Staff Contact: Andres Gomez, MPO Program Manager

# L RTP Update

## GIAMPO TAC

### October 19, 2020



# Agenda

---

- Public Priorities Exercise Results
- Working Draft of Plan Projects
- Next Steps

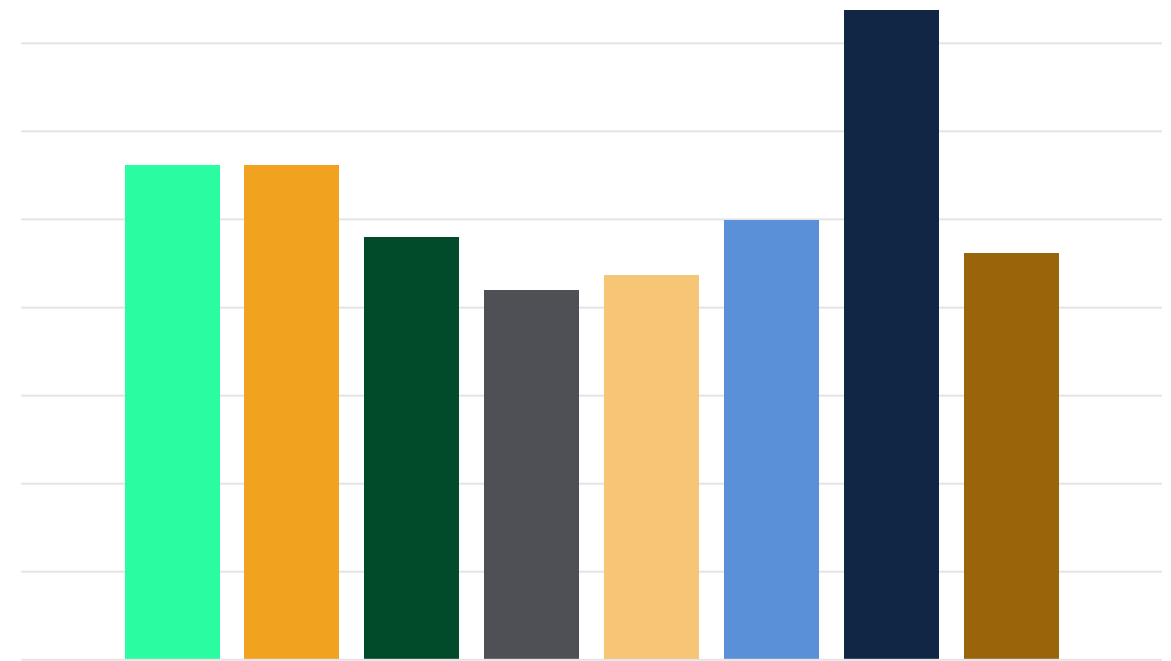
# Online Project Prioritization Exercise

|                           |   |
|---------------------------|---|
| <b>Exercise Objective</b> | <i>Get feedback from public on their top roadway, bicycle &amp; pedestrian, and transit projects. Provide public education on transportation funding.</i> |
| <b>Exercise Dates</b>     | <i>September 14 – 30, 2020</i>  |
| <b>Exercise Responses</b> | 669   |

The screenshot displays the online project prioritization exercise interface. At the top, there are tabs for 'ROADWAY', 'BIKE/PED', and 'TRANSIT'. The current project is 'US-281 Intersection Improvements' with a cost of \$12M. Below the project name, there is a 'Type' section (Intersection Improvements) and a 'Description' section. A 'View a map' button is located below the description. To the right of the project details, there are two callout boxes: 'Drag your top 3 projects here in order of preference' and 'Then rank the rest of the projects by your preference'. On the right side of the interface, there is a 'Rank all eight projects and choose your top three projects.' section. It shows a 'Project Budget' of \$30M and 'Your Projects' totaling \$102.0M. A list of eight projects is shown, ranked by preference, with their respective costs. The projects are: 1. US-281 Intersection Improvements (\$12M), 2. East Bypass (\$60M), 3. West US-30 Bypass (\$30M), 4. Broadwell Avenue Widening & Extension (\$5.5M), 5. Stuhr Road / Sky Park Road Corridor and Grade Separation (\$18M), 6. Claude Road Extension (\$5M), 7. Stuhr Road Widening (\$12M), and 8. Broadwell & UPRR Grade Separation (\$25M). At the bottom right, there is a 'Submit your projects' button.

# Public Roadway Ranking

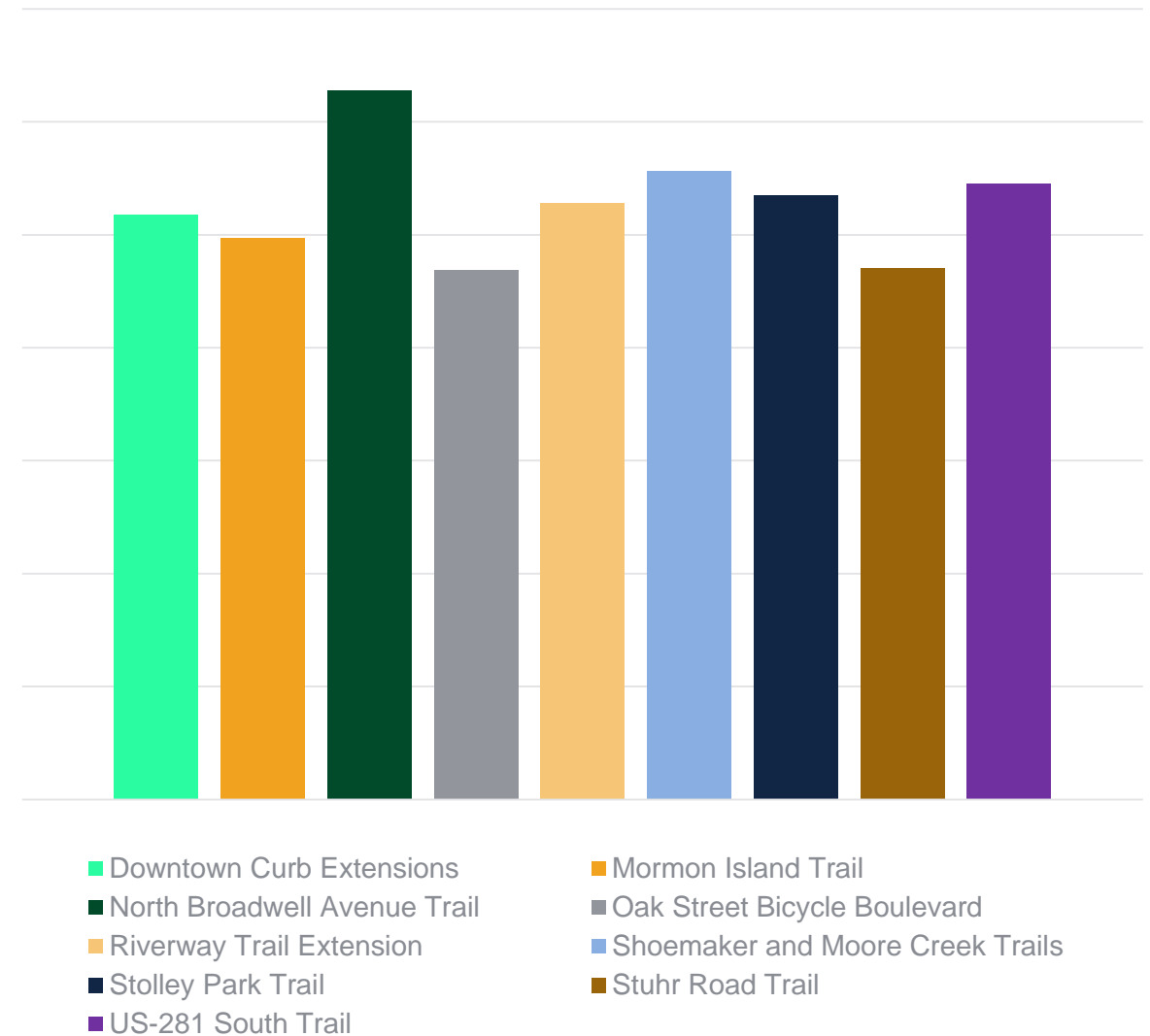
1. US-281 Intersection Improvements
2. Tied:
  - \* Broadwell & UPRR Grade Separation
  - \* Broadwell Avenue Widening & Extension
3. Stuhr Road Widening
4. Claude Road Extension
5. West US-30 Bypass
6. Stuhr Road / Sky Park Road Corridor & Grade Separation
7. East Bypass



- Broadwell & UPRR Grade Separation
- Broadwell Avenue Widening & Extension
- Claude Road Extension
- East Bypass
- Stuhr Road / Sky Park Road Corridor & Grade Separation
- Stuhr Road Widening
- US-281 Intersection Improvements
- West US-30 Bypass

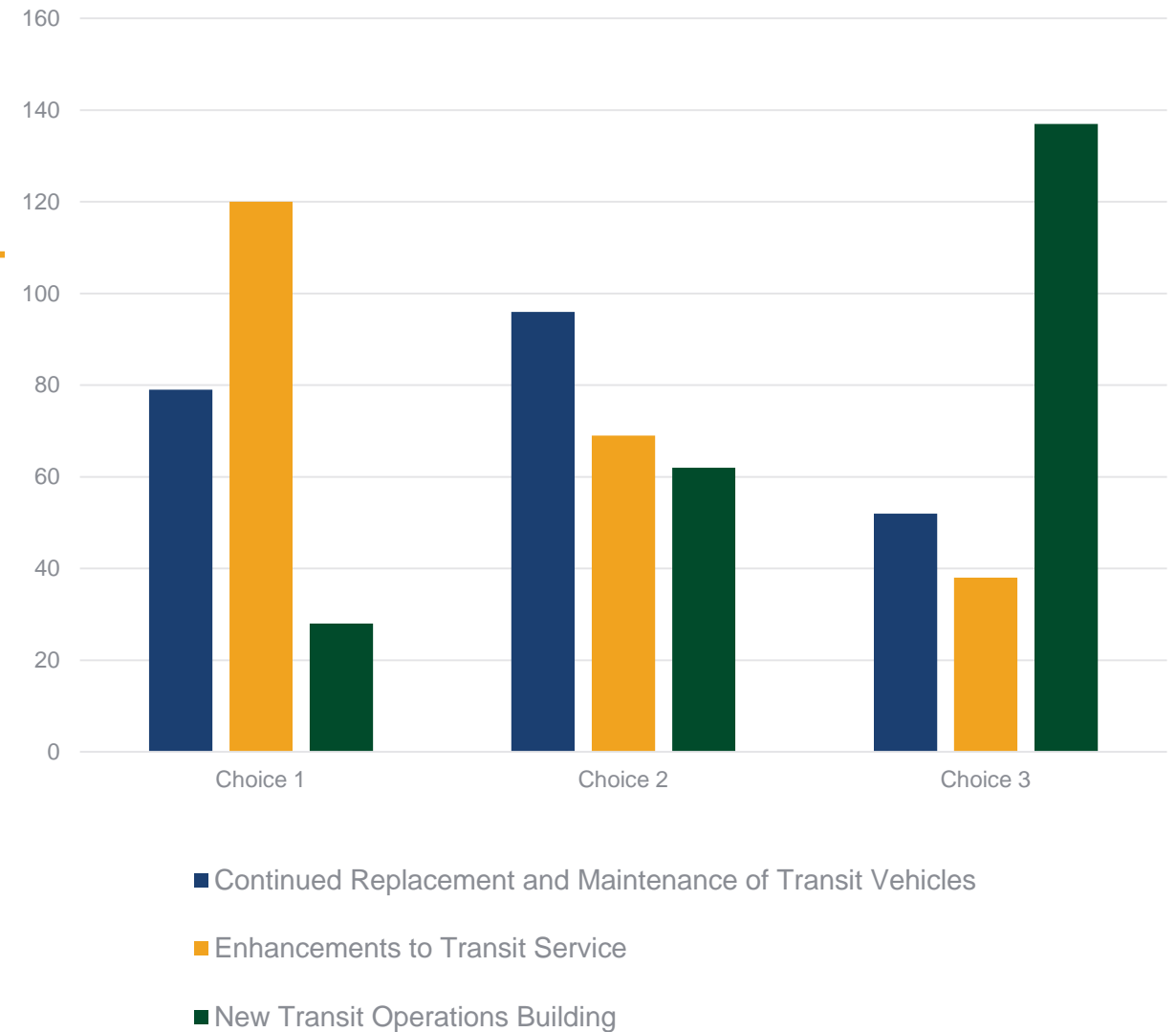
# Public Bike and Pedestrian Ranking

1. North Broadwell Avenue Trail
2. Shoemaker and Moore Creek Trails
3. US-281 South Trail
4. Stolley Park Trail
5. Riverway Trail Extension
6. Downtown Curb Extensions
7. Mormon Island Trail
8. Stuhr Road Trail
9. Oak Street Bicycle Boulevard



# Public Transit Ranking

1. Enhancements to Transit Service
2. Vehicle Replacement and Maintenance
3. New Transit Operations Building





# Draft Plan Project List

- Is “Fiscally-Constrained”
  - Based on what we can reasonably afford through 2045
- Draft Projects Selected Through:
  - Goals and Objectives
  - Identified System Needs
  - Public Input
  - Costs / Revenue











# Performance-Based Plan: Project Prioritization



# Goals and Objectives

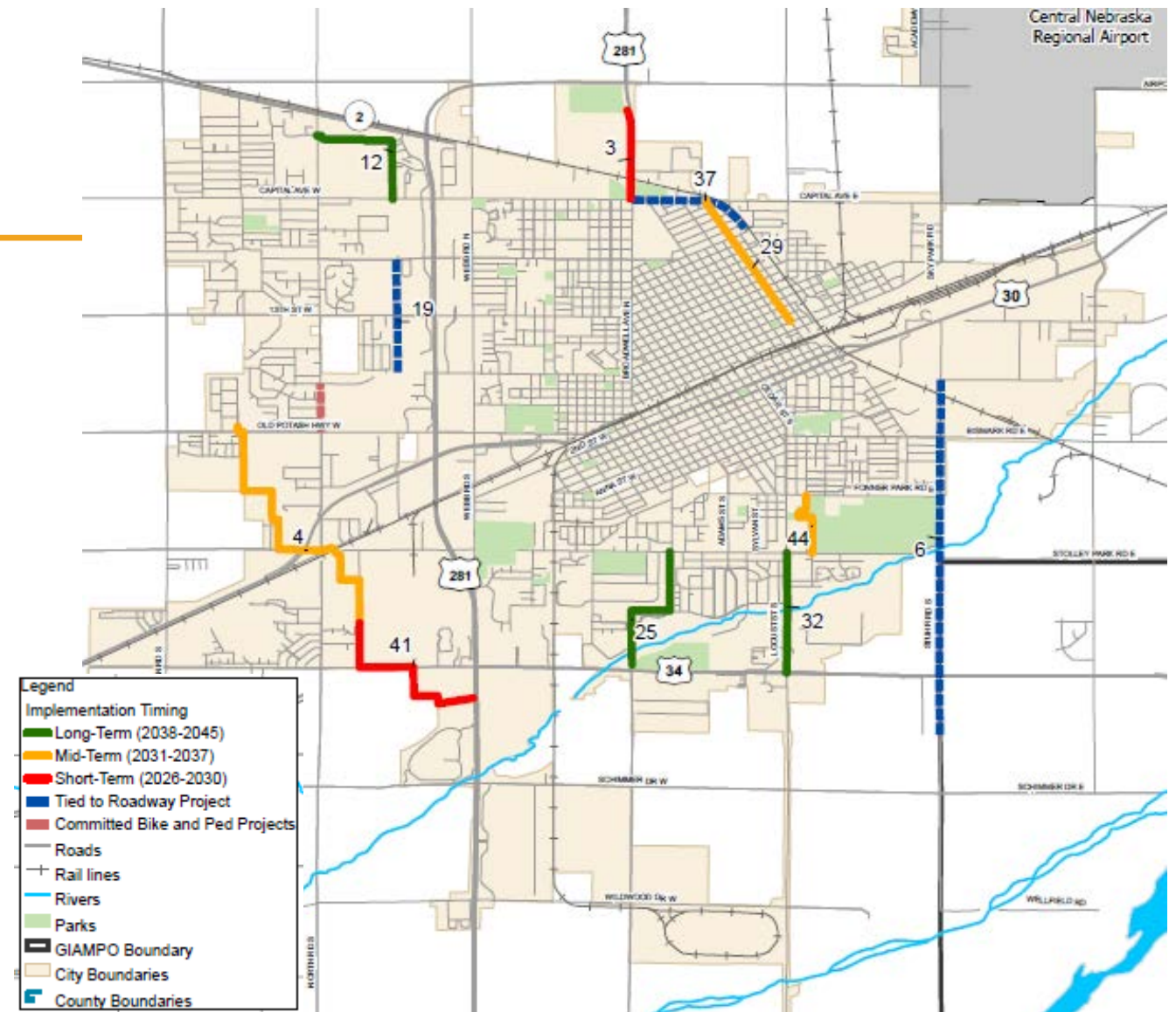
| Goal Area  |  | Objectives  |
|--|--|---|
|   | System Safety                              | <ul style="list-style-type: none"> <li>• Reduce the incidence and rate of crashes</li> <li>• Reduce severe injury and fatal crashes</li> <li>• Reduce bicycle and pedestrian crashes</li> <li>• Maintain safety on transit vehicles</li> </ul>  |
|   | Multi-modal Connectivity and Accessibility | <ul style="list-style-type: none"> <li>• Provide improved connections to key destinations across the community</li> <li>• Reduce regional freight impediments</li> <li>• Increase the connectivity of the bicycle and pedestrian system</li> <li>• Continue to provide quality public transit services</li> </ul>   |
|  | Economic Vitality                          | <ul style="list-style-type: none"> <li>• Identify transportation strategies that support economic development projects</li> <li>• Identify transportation strategies that provide enhanced access to jobs for low income residents</li> <li>• Provide active transportation options that promote the health and well-being of residents</li> <li>• Provide access to tourist destinations</li> <li>• Identify how transportation can support affordable housing</li> <li>• Promote freight connectivity and access</li> </ul> |

# Goals and Objectives

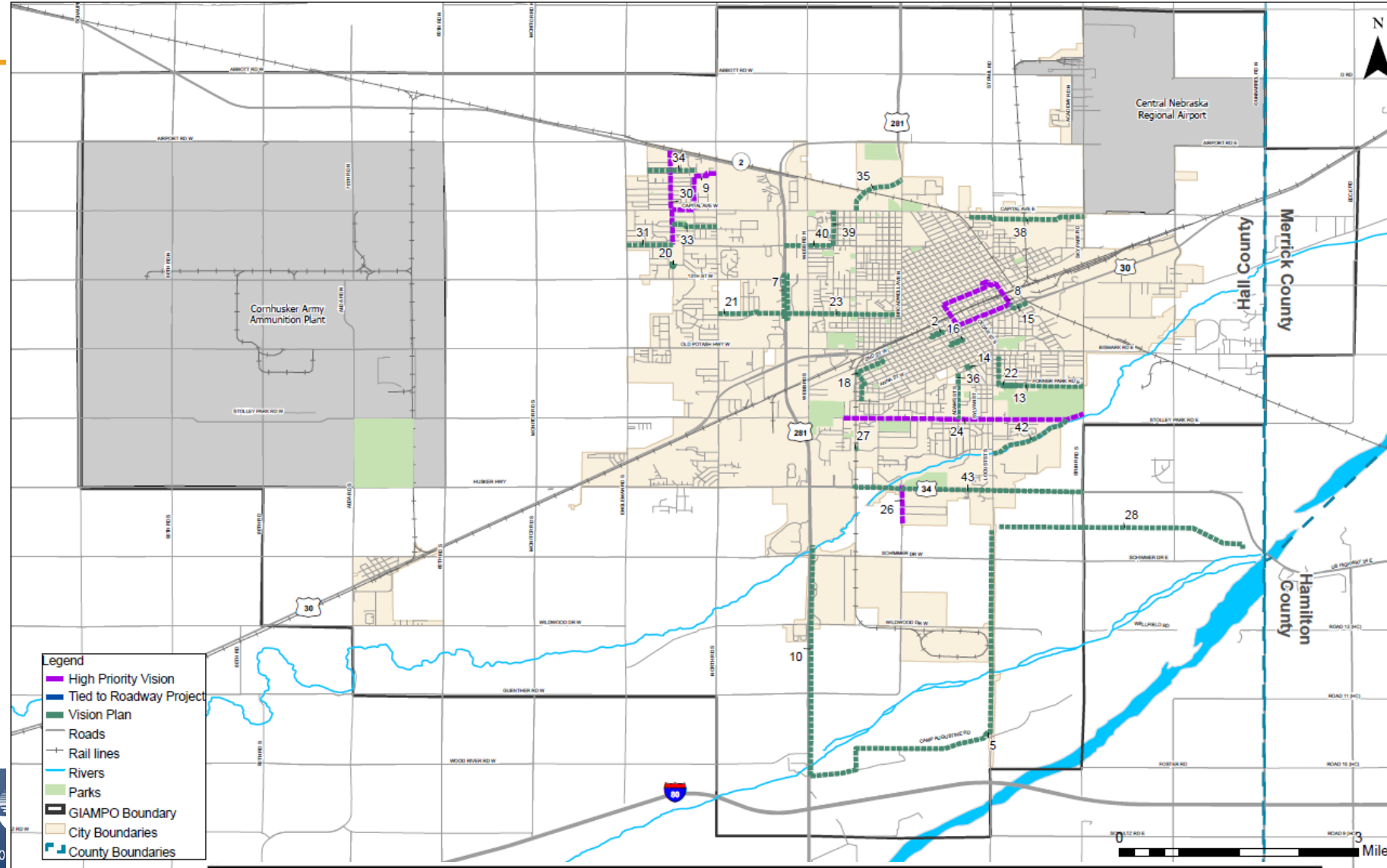
| Goal Area  |   | Objectives   |
|--|---|--|
|   | System Preservation                       | <ul style="list-style-type: none"> <li>Identify sufficient financial resources to maintain all Federal-Aid streets and bridges in fair or good condition</li> </ul>  |
|   | Environment and System Resiliency         | <ul style="list-style-type: none"> <li>Promotes energy conservation, especially for non-renewable energy sources</li> <li>Transportation projects should limit impacts to the natural and build environment</li> <li>Invest in alternative and renewable fuel infrastructure when practical</li> <li>Identify strategies to make transportation infrastructure more resilient to natural and manmade events</li> </ul> |
|  | Traffic Operations and System Reliability | <ul style="list-style-type: none"> <li>Limit the emergence of recurring congestion</li> <li>Improve travel reliability on arterial roadways</li> <li>Support high-levels of freight reliability on the state highway system</li> <li>Promote development outside of flood prone areas</li> </ul>   |

# Bicycle and Pedestrian Projects - Draft List

| Time Frame                | Project ID | Project Description  |
|---------------------------|------------|--|
| Short-Term<br>(2026-2030) | 3          | Capital Ave Trail to Eagle Scout Park Connection   |
|                           | 41         | Trail between Cedar Hills Park and the new medical center, Stuhr Trail and Riverway Trail. |
| Mid-Term<br>(2031-2037)   | 4          | Connection between Shoemaker Trail and Cedar Hills Park.                                   |
|                           | 44         | State Fair Boulevard / Bellwood Drive Trails   |
|                           | 29         | Oak Street Bike Boulevard  |
| Long-Term<br>(2038-2045)  | 12         | NW High School to State Street Trail Connection  |
|                           | 25         | Stolley Park to LE Ray Park Trail  |
|                           | 32         | South Locust Street Trails   |



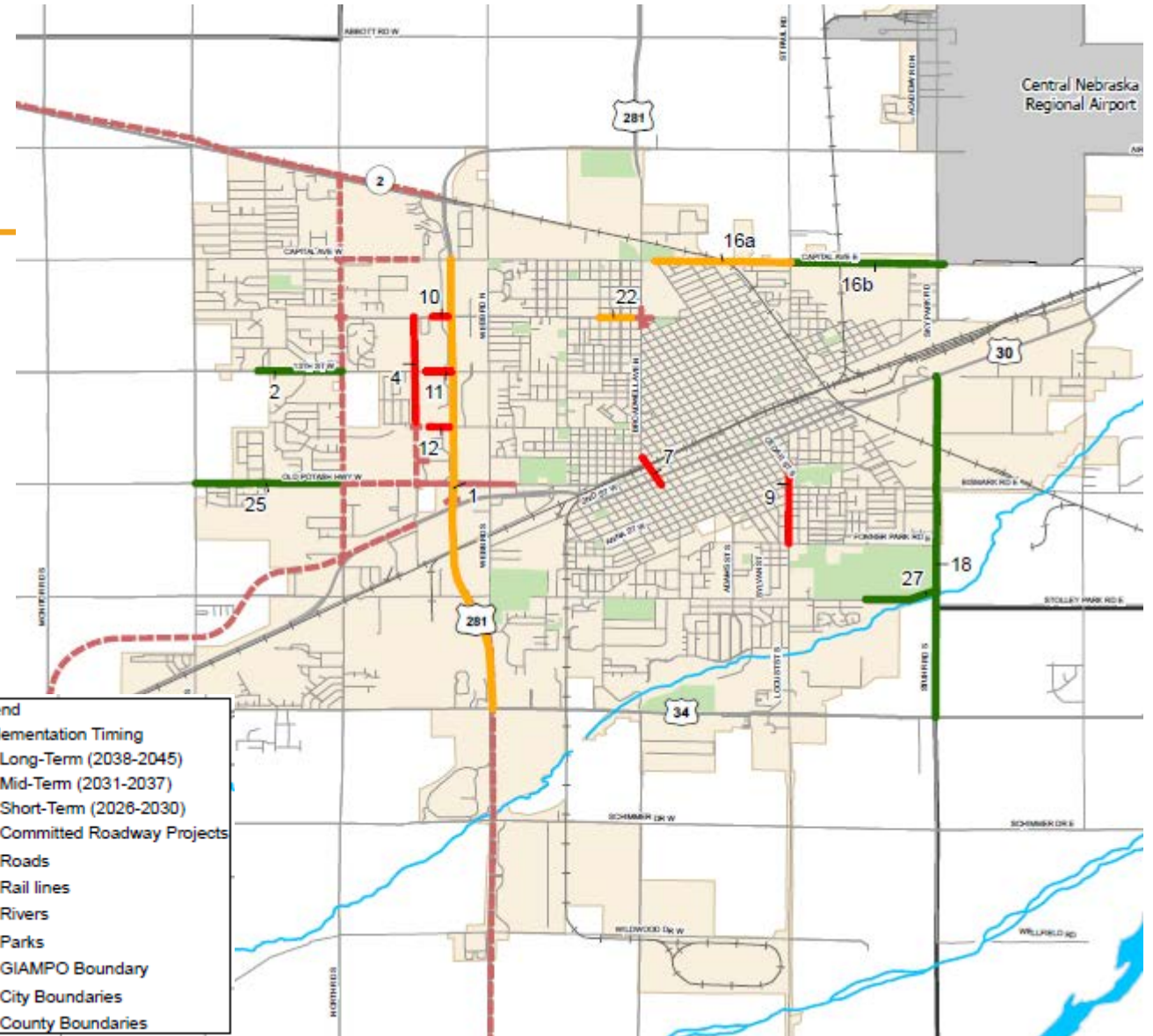
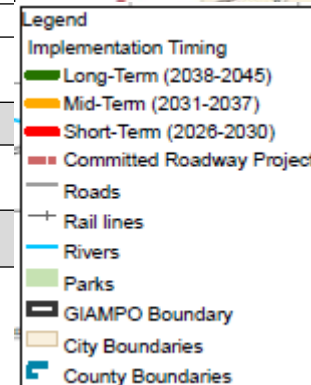
# Bike and Pedestrian - Vision Plan



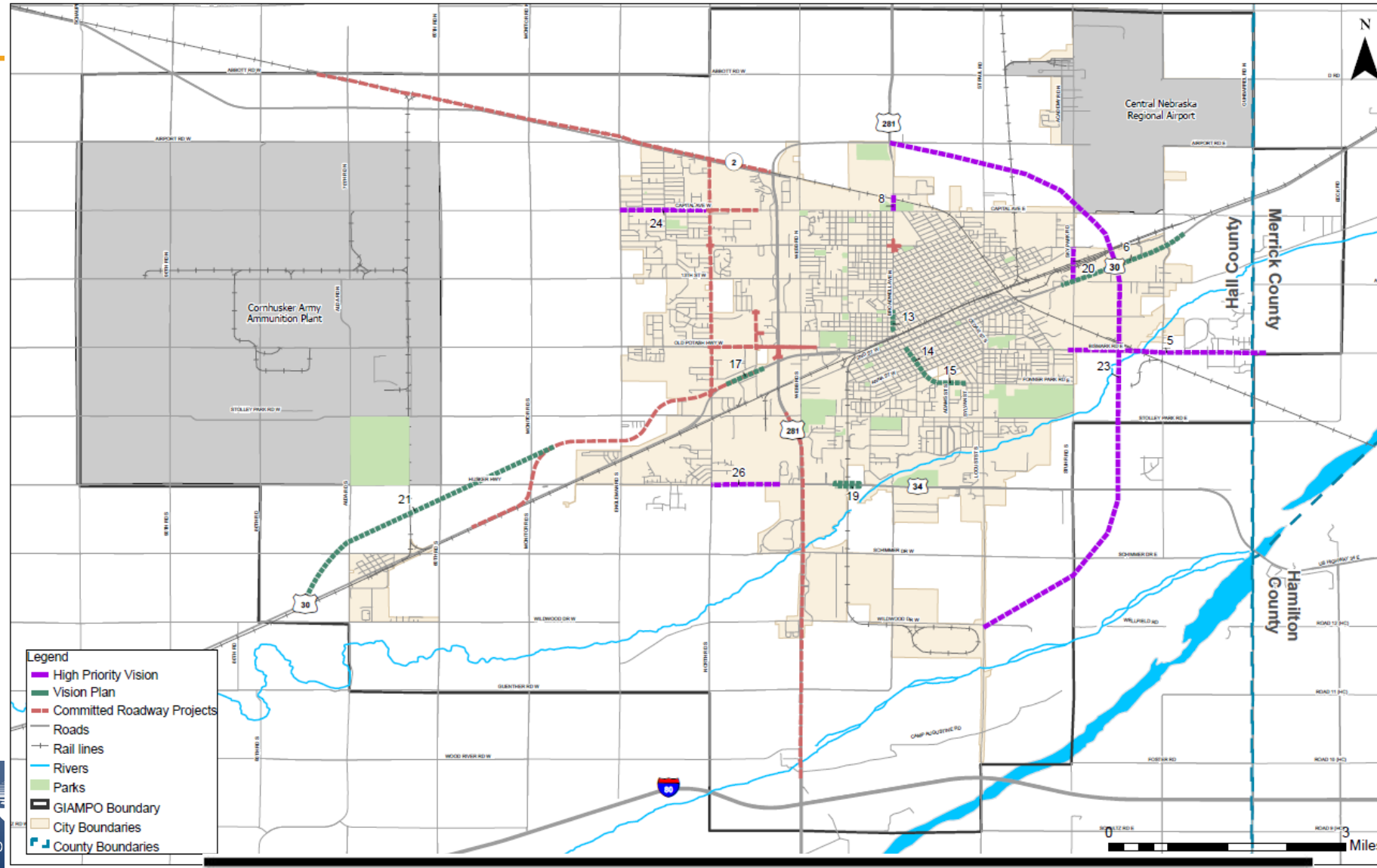


# Roadway Projects - Draft List

| Time Frame             | Project ID | Project Description   | Improvement Type                            |
|------------------------|------------|---|---|
| Short-Term (2026-2030) | 4          | Claude Rd, Faidley to State   | New Corridor                                |
|                        | 7          | Broadwell Ave at UP railroad  | Grade Separation                            |
|                        | 9          | Locust St, Walnut to Fonner Park  | Reconstruction and Intersection Improvement |
|                        | 10         | State St west of US 281   | Access Management                           |
|                        | 11         | 13th St west of US 281  | Access Management                           |
|                        | 12         | Faidley Ave west of US 281  | Access Management                           |
| Mid-Term (2031-2037)   | 1          | US 281, US 34 to Capital Ave  | Intersection Improvements                   |
|                        | 16a        | Capital Ave, Broadwell to St Paul                                       | Widen                                       |
|                        | 22         | State St, Lafayette to Broadwell  | Widen                                       |
| Long-Term (2038-2045)  | 2          | 13th St, North Ave to Independence Ave                                  | Widen                                       |
|                        | 16b        | Capital Ave, St Paul to Sky Park  | Widen                                       |
|                        | 18         | Stuhr Road, Highway 30 to Highway 34                                    | Widen                                       |
|                        | 25         | Old Potash, Engelman to North   | Widen                                       |
|                        | 27         | Stolley Park Road widening to 3 lanes between Kingswood Dr and Stuhr Rd | Widen                                       |



# Roadway - Vision Plan



# Transit Projects – Draft List

---

- New Transit Facility
- Continued Funding of Transit Operations and Maintenance
- Updated Transit Development Plan
- Transit Service Enhancements





# Next Steps

---

- Get Your Feedback on Project Lists
- November 12 Open House
- Develop Draft Plan Document - December

# Thank You!

---

## Questions?