



GIAMPO – Technical Advisory Committee

Monday, October 18, 2021

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

AGENDA

1. Call to Order
This is a public meeting subject to the open meetings laws of the State of Nebraska. The requirements for an open meeting are posted on the wall in this room and anyone that wants to find out what those are is welcome to read through them.
2. Roll Call
3. Approval of Minutes from the April 12, 2021 Technical Advisory Committee Meeting
4. Approval Recommendation of Final Draft Limited English Proficiency Plan
5. Approval Recommendation of Final Draft TIP Amendment No. 1 to FY 2022-2026 TIP
6. Approval Recommendation of Final Draft LRTP Amendment No. 2
7. Approval Recommendation of MPO Targets for Safety Performance Measures
8. Transit Development Plan Update
9. Comprehensive Plan Update
10. Next Meeting
11. Adjournment

***Special Accommodations:** Please notify the City of Grand Island at 308-385-5455 if you require special accommodations to attend this meeting (i.e., interpreter services, large print, reader, hearing assistance). Para asistencia en español, por favor enviar un correo electrónico a giampo@grand-island.com.*

Technical Advisory Committee

Monday, October 18, 2021

Regular Session

Item C1

Approval of Minutes from the April 12, 2021 Technical Advisory Committee Meeting

Staff Contact: Chad Nabity, Regional Planning Director

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

April 12, 2021 at 10:00 am
Grand Island City Hall – Council Chambers
100 E 1st Street, Grand Island, NE 68801

Voting Members in Attendance:

Keith Kurz, City of Grand Island, Assistant Public Works Director	Present
John Collins, City of Grand Island, Public Works Director	Present
Jerry Janulewicz, City of Grand Island, City Administrator	Present
Chad Nabity, Hall County Regional Planning Director	Present
Steve Riehle, Hall County Public Works Director	Absent
Mike Meyer, Merrick County Hwy Superintendent	Absent
Wes Wahlgren, NDOT District 4 Engineer	Present
Craig Wacker, NDOT Highway Planning Manager	Present
Ramona Schafer, Village of Alda	Absent
Mike Olson, Central Nebraska Regional Airport	Present
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	Absent
Patrick Brown, City of Grand Island, Finance Director	Absent
Brian Schultz, City of Grand Island, Asst. Finance Director	Absent
Catrina DeLosh, City of Grand Island, Public Works Admin Coordinator	Present
Tim Golka, City of Grand Island, Project Manager	Absent
Stacy Nonhof, City of Grand Island, City Attorney (interim)	Present
Cindy Johnson, Grand Island Area Chamber of Commerce	Present
Mary Berlie, Grand Island Area Economic Development Corp.	Present
Justin Luther, FHWA, Transportation Planner, Realty, Civil Rights	Absent
Mark Bechtel, FTA, Community Planner	Absent
Logan Daniels, FTA, Region VII	Absent
Eva Steinman, FTA, Region VII Community Planner	Absent
Gerri Doyle, FTA, Region VII Planner	Present
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.

Roll Call

Roll call was taken.

Approval of Minutes from the December 14, 2020 Technical Advisory Committee Meeting

Motion by Janulewicz to approve the minutes of the December 14, 2020 meeting, seconded by Falmlen. Upon voice vote, all voted aye. Motion adopted.

Election of Chair and Vice-Chair

Wahlgren nominated Nabity as Chair and Riehle as Vice-Chair. With no other nominations Motion was made by Collins to approve Nabity as Chair and Riehle as Vice-Chair, seconded by Wahlgren. Upon voice vote, all voted aye. Motion adopted.

Approval Recommendation of MPO Self-Certification

Gomez explained that the GIAMPO must submit the Certification of the Planning Process to NDOT with the submittal of a new Transportation Improvement Program (TIP). Compliance with federal requirements is necessary to receive federal transportation funds.

Motion by Wahlgren to approve the Recommendation of MPO Self-Certification, seconded by Janulewicz. Upon voice vote, all voted aye. Motion adopted.

Approval Recommendation of Final Draft FY 2022-2026 Transportation Improvement Program

Gomez informed the committee that the TIP has been prepared for public review and comment for FY 2022-2026. The plan includes surface transportation projects of regional significance and has been developed to be in compliance with regulations contained in the FAST Act.

Motion by Falmlen to approve the Recommendation of Final Draft FY 2022-2026 Transportation Improvement Program, seconded by Wahlgren. Upon voice vote, all voted aye. Motion adopted.

Approval Recommendation of Final Draft Long Range Transportation Plan Amendment No. 1

In February 2021 the GIAMPO Policy Board approved the Grand Island metropolitan region's 2045 Long Range Transportation Plan (LRTP). An amendment to such plan is necessary to address changes to two (2) projects; Platte River- Phillips (State ID 42920, Project No. NH-80-6(118) and Grand Island-Phillips (State ID 42933, Project No. STP-34-4(135).

Motion by Collins to approve Recommendation of Final Draft Long Range Transportation Plan Amendment No. 1, seconded by Wahlgren. Upon voice vote, all voted aye. Motion adopted.

Approval Recommendation of Final Draft FY 2022 Unified Planning Work Program

Gomez notified the committee that the Draft FY2022 Unified Planning Work Program (UPWP) has been prepared for public review and comment. This plan identifies planning priorities and activities to be carried out within GIAMPO's metropolitan planning area.

Motion by Falmlen to approve Recommendation of Final Draft FY2022 Unified Planning Work Program, seconded by Wahlgren. Upon voice vote, all voted aye. Motion adopted.

Next Meeting Date

The next meeting of the TAC will be on June 14, 20201 at 10:00 am.

Adjournment

There being no further business, Nabity adjourned the meeting at 10:45 am.

Technical Advisory Committee

Monday, October 18, 2021

Regular Session

Item H1

Approval Recommendation of Final Draft Limited English Proficiency Plan

Staff Contact: Andres Gomez, MPO Program Manager

TAC Agenda Report
October 18th, 2021

Agenda Item No. H1

ISSUE

VOTE: Draft Limited English Proficiency Plan

BACKGROUND

Title VI is a Federal statute that mandates that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. The federally-required Title VI Plan is a comprehensive document that guides the Grand Island Area Metropolitan Planning Organization (GIAMPO) in the provision of information and services to the public.

POLICY CONSIDERATIONS/DISCUSSION

Title VI of the Civil Rights Act of 1964 is a federal statute that states the following: “No person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” As stated in the statute, Title VI prohibits recipients of Federal financial assistance from discriminating on the basis of race, color, or national origin in their programs or activities, and it obligates federal funding agencies to enforce statutory compliance.

Limited English Proficient (LEP) persons refer to persons for whom English is not their primary language and who have a limited ability to read, write, speak or understand English. It includes people who reported to the U.S. Census that they speak English less than very well, not well, or not at all. According to Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency, LEP persons are entitled to language assistance under Title VI of the Civil Rights Act of 1964, and federal assistance recipients shall take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of their programs and activities.

The Title VI Plan must comply with Federal Transit Administration on Circular 4702.1B. The Title VI Plan emphasizes the GIAMPO Title VI process and procedures, including the use of public outreach techniques and innovative strategies to specifically include Limited English Proficiency Populations within the region.

BUDGET CONSIDERATIONS

None

COMMITTEE ACTION

None

RECOMMENDATION

Approve Draft Limited English Proficiency Plan and release it for public review and comment.

STAFF CONTACT

Andres Gomez

Limited English Proficiency Plan



November 23, 2021

November 2021

Funding Note:

The preparation of this document was financed in part with funding from the United States Department of Transportation (USDOT), administered by the Nebraska Department of Transportation (NDOT). The opinions, findings, and conclusions expressed in this publication are those of the authors and do not necessarily represent USDOT or NDOT.

Title VI Notice: Grand Island Area Metropolitan Planning Organization (GIAMPO) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI complaint form, call the Title VI coordinator which is the City of Grand Island Administrator at 308-385-5444.

Americans with Disabilities Act (ADA) Information:

Individuals requiring reasonable accommodations may request written materials in alternate formats which include interpreter services, large print, readers, hearing assistance or other reasonable accommodations by contacting the City of Grand Island at 308-385-5455.

Additional copies of this document may be obtained by contacting:

City of Grand Island
Public Works Department
City Hall
100 East First Street
Grand Island, NE. 68802

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Introduction

The Grand Island Area Metropolitan Planning Organization (GIAMPO) is responsible for multimodal transportation planning and administering Federal and state transportation funds within the urbanized area of Grand Island. As the formal transportation planning body for the Grand Island Urbanized Area, GIAMPO defines the region's shared vision for the multimodal system and sets the policy direction to achieve it. GIAMPO facilitates collaboration between member jurisdictions, including the Nebraska Department of Transportation (NDOT) and Federal agencies, and residents so that transportation resources can be allocated in the most efficient way possible.

In carrying out the regional transportation planning work program, GIAMPO has a responsibility to ensure that there are meaningful opportunities for members of the public to participate in the process, including those who do not speak English as their primary language or who are limited in their ability to understand, speak, read or write English. Those individuals are described as having limited English proficiency (LEP), which can impose barriers to accessing important benefits or services, understanding and exercising certain rights, complying with applicable responsibilities, or understanding other information provided by federally-funded programs and activities. To address those barriers, GIAMPO takes reasonable steps to ensure that all people have meaningful access to its programs, services and information, and at no cost to them. To that end, GIAMPO has developed this Limited English Proficiency Plan.

Federal Laws and Policies Guiding Limited English Proficiency Plans

Title VI of the 1964 Civil Rights Act

This act states that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance (refer to 23 CFR 200.9 and 49 CFR 21). The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of the terms "programs or activities" to include all programs or activities of Federal Aid recipients, sub-recipients, and contractors, whether such programs and activities are federally assisted or not (Public Law 100259 [S. 557] March 22, 1988).

Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency

Clarifies the Title VI of the Civil Rights Act of 1964 with regards to accessibility of federal programs and services to persons who are not proficient in the English language. This executive order stated that individuals who do not speak, read, write, or understand English well are entitled to language assistance under Title VI of the Civil Rights Act of 1964 with respect to a particular type of service, benefit, or encounter.

Determination of Need

The U.S. Department of Transportation has outlined a four factor LEP analysis to determine the need for language assistance measures. The four factors are:

1. The number and proportion of LEP persons served or encountered in the eligible service population.
2. The frequency with which LEP persons come into contact with GIAMPO programs, activities, or services.
3. The importance to LEP persons of GIAMPO's program, activities, and services.
4. The resources available to GIAMPO and overall cost to provide LEP assistance.

Factor 1: Number and proportion of LEP persons in the service area

GIAMPO reviewed the American Community Survey data for people who speak English "less than very well" as Limited English Proficient persons. Table 1 shows the extent of limited English proficiency in the region.

Spanish is the largest non-English language group in the service area by a large margin and is the only LEP language group to exceed the Safe Harbor Threshold of 1,000 LEP persons or a 5% or greater proportion of LEP persons. Table 1 summarizes persons with limited English proficiency within the Grand Island planning area.

Table 1: Persons with Limited English Proficiency in the Region

	Total population age 5 and over		Limited English Proficiency									
			Persons with limited English proficiency		Language spoken at home other than or in addition to English							
					Spanish		Other Indo-European Languages		Asian and Pacific Island Languages		Other Languages	
	Estimate		Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent
Grand Island Area	57,247		6,143	10.7%	5,300	9.3%	72	0.1%	232	0.4%	539	0.9%
Hall County	56,561		6,134	10.8%	5,291	9.4%	72	0.1%	232	0.4%	539	1.0%
Merrick County	686		9	1.3%	9	1.3%	0	0.0%	0	0.0%	0	0.0%

Source: 2015-2019 American Community Survey 5 Year Estimates.

Notes: The estimates represent an approximation of the Metropolitan Planning Area.

This table shows that of the 57,247 people that are 5 years and older living in the Grand Island Area, and 6,143 had Limited English Proficiency.

Factor 2: Frequency of LEP populations' contact with programs, activities, services

Contact between the region's LEP population and GIAMPO staff is more likely through the development of the Long Range Transportation Plan (LRTP). GIAMPO has worked through consulting firms to conduct targeted outreach, including holding focus meetings, which included minority and low-income community group members during the LRTP development process. Also, written translated materials in Spanish were developed and Spanish interpreters were available at the public open house as part of the LRTP outreach effort. Although, GIAMPO expended considerable resources to prepare for Spanish participants with limited English proficiency during the LRTP plan development process, very few participated.

Factor 3: Importance to LEP population of programs, services, activities

GIAMPO programs use federal funds to plan for future transportation projects, and therefore, do not include any direct service or program that requires vital, immediate or emergency assistance, such as medical treatment or services for basic needs (like for shelter). Further, involvement by any citizen with the GIAMPO or its committees is voluntary. However, the

GIAMPO must ensure that all segments of the population, including LEP persons, are involved to have had the opportunity to be consistent with the goal of the Federal Environmental Justice program and policies.

The impact of proposed transportation investments on underserved and under-represented population groups is part of the evaluation process in use of Federal funds in three major areas for the GIAMPO:

1. Unified Planning Work Program (UPWP),
2. Transportation Improvement Program (TIP),
3. Long Range Transportation Plan (LRTP), covering 20+ years

Inclusive public participation is a priority consideration in other GIAMPO plans, studies, and programs as well. The impacts of transportation improvements resulting from these planning activities have an impact on all residents. Understanding and continued involvement are encouraged throughout the process. The GIAMPO is concerned with input from all stakeholders, and every effort is taken to make the planning process as inclusive as possible.

As a result of the LRTP process, selected projects receive approval for federal funding and progress towards project planning and construction under the responsibility of local jurisdictions or state transportation agencies. These state and local organizations have their own policies to ensure LEP individuals can participate in the process that shapes where, how and when a specific transportation project is implemented.

Factor 4: Resources available to GIAMPO and overall cost to provide LEP assistance

GIAMPO is committed to providing translation services to people who request them and translating its vital documents as needed to the region's Spanish LEP population. GIAMPO will seek creative, low-cost measures to assist LEP individuals and provide translation services when needed, particularly when GIAMPO is engaged in Title VI or Environmental Justice outreach as part of its major plan updates. GIAMPO will continue to monitor all requests for translation services and flexibly respond to such requests as they occur. GIAMPO will log and analyze all requests for translation services to more accurately budget for those services in subsequent LEP plans.

Language Assistance Measures

GIAMPO uses Language Assistance Measures to provide meaningful, early and continuous opportunities for all interested residents to participate in the dialogue that informs key decisions, regardless of language barriers.

These include:

Staff

The City of Grand Island has Spanish speaking staff that are tested every year for their language skills. These staff have agreed to be on call for assistance when immediate language needs arise.

Online Translation

GIAMPO uses Google Translate tools for its website. This tool will prompt anyone looking at GIAMPO's website from a computer that is not set to English that the translation tool is available.

Visualization Techniques

GIAMPO uses visualization techniques such as maps, charts, graphs, illustrations, presentations at the meetings and in all types of print materials to explain concepts behind actions and decision-making. Visualization techniques can be helpful when communicating with LEP or low-literacy persons. GIAMPO may also use handouts and posters to display visual information. GIAMPO will hire a consulting firm to translate handouts in Spanish during the LRTP public involvement process, which is updated every five years.

Notification Techniques

GIAMPO notifies the media when there are opportunities for public comment or new information is available. This includes non-English media sources.

Agendas

The agendas for all GIAMPO board meetings include instruction on how to get materials in alternative formats. The notification reads:

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Mailing List Improvements

GIAMPO continuously updates its mailing lists and databases to maintain and initiate contact with interested parties, targeting those traditionally underserved and/or gaps in existing databases. GIAMPO's mailing lists include community groups, Title VI relevant populations, businesses, membership, and local governments. To join GIAMPO's mailing list, contact the MPO Program Manager at 308-389-0273.

Focus Groups

GIAMPO convenes project-specific public information sessions to solicit input from members of the community. At all GIAMPO public outreach events, comment forms in Spanish will be available. Additionally, based on the nature of the project or the specific location of the public information session, where it can reasonably be expected that members of the Spanish LEP community might be in attendance, GIAMPO will provide a Spanish interpreter for the meeting. The reasonableness of an LEP population to attend a public meeting is tied to the American Community Survey (ACS) data for project location, or to potential project effects to LEP persons.

Monitoring and Updating the Language Assistance Plan

GIAMPO will monitor requests for translations and adjust practices to meet demand and will periodically update this plan as needed to reflect changes.

Technical Advisory Committee

Monday, October 18, 2021

Regular Session

Item H2

Approval Recommendation of Final Draft TIP Amendment No. 1 to FY 2022-2026 TIP

Staff Contact: Andres Gomez, MPO Program Manager

TAC Agenda Report

October 18th, 2021

Agenda Item No. H2

ISSUE

VOTE: Amendment No. 1 to the 2022-2026 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 2022-2026 TIP includes changes to one transit and seven roadway projects:

- 1 revised transit project (multiple years):
 - TIP No. 2022-003, Year 2023 – change the capital cost (Local) from \$16,000 to \$50,000, change the capital cost (Federal) from \$64,000 to \$200,000, change federal funding from FTA 5339 to FTA 5307.
 - TIP No. 2022-003, Year 2024 – change the capital cost (Local) from \$17,000 to \$60,000, change the capital cost (Federal) from \$68,000 to \$240,000, change federal funding from FTA 5339 to FTA 5307.
 - TIP No. 2022-003, Year 2025 – change the capital cost (Local) from \$18,000 to \$60,000, change the capital cost (Federal) from \$72,000 to \$240,000, change federal funding from FTA 5339 to FTA 5307.
- 7 revised roadway projects:
 - TIP No. 2018-001, HWY-2, Project Name is Cairo – Grand Island – project was obligated in FY 2021 and can be removed from the TIP.
 - TIP No. 2020-001, US-34, Project Name is In Grand Island & South (SB) – change the year of expenditure for construction/ CE from FY 2023 to FY 2022.
 - TIP No. 2022-001, I-80, Project Name is Platte River – Phillips - change the year of expenditure for construction/ CE from FY 2023 to FY 2022.
 - TIP No. 2022-002, US-34, Project Name is Grand Island – Phillips - change the year of expenditure for construction/ CE from FY 2023 to FY 2025.
 - TIP No. 2022-005, I-80, Project Name is Wood River – Platte River – this is a new project and was added to the TIP.
 - TIP No. 2022-006, US-30, Project Name is Chapman West – this is a new project and was added to the TIP.
 - TIP No. 2022-007, US-34, Project Name is Doniphan – I-80 – this is a new project and was added to the TIP.

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 2022-2026 Transportation Improvement Program and release this amendment for public review and comment.

STAFF CONTACT

Andres Gomez

Transportation Improvement Program
Fiscal Years 2022 – 2026 Amendment No. 1
Grand Island Area Metropolitan Planning Organization



November 23, 2021



November 2021

Funding Note:

The preparation of this document was financed in part with funding from the United States Department of Transportation (USDOT), administered by the Nebraska Department of Transportation (NDOT). The opinions, findings, and conclusions expressed in this publication are those of the authors and do not necessarily represent USDOT or NDOT.

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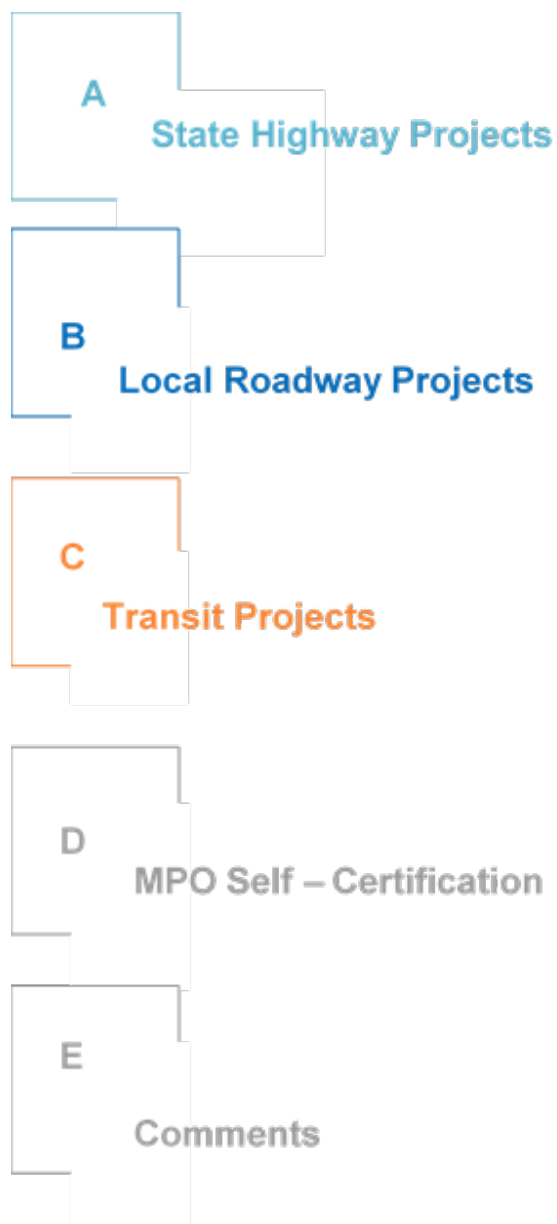
City of Grand Island
Public Works Department
City Hall
100 East First Street
Grand Island, NE. 68802

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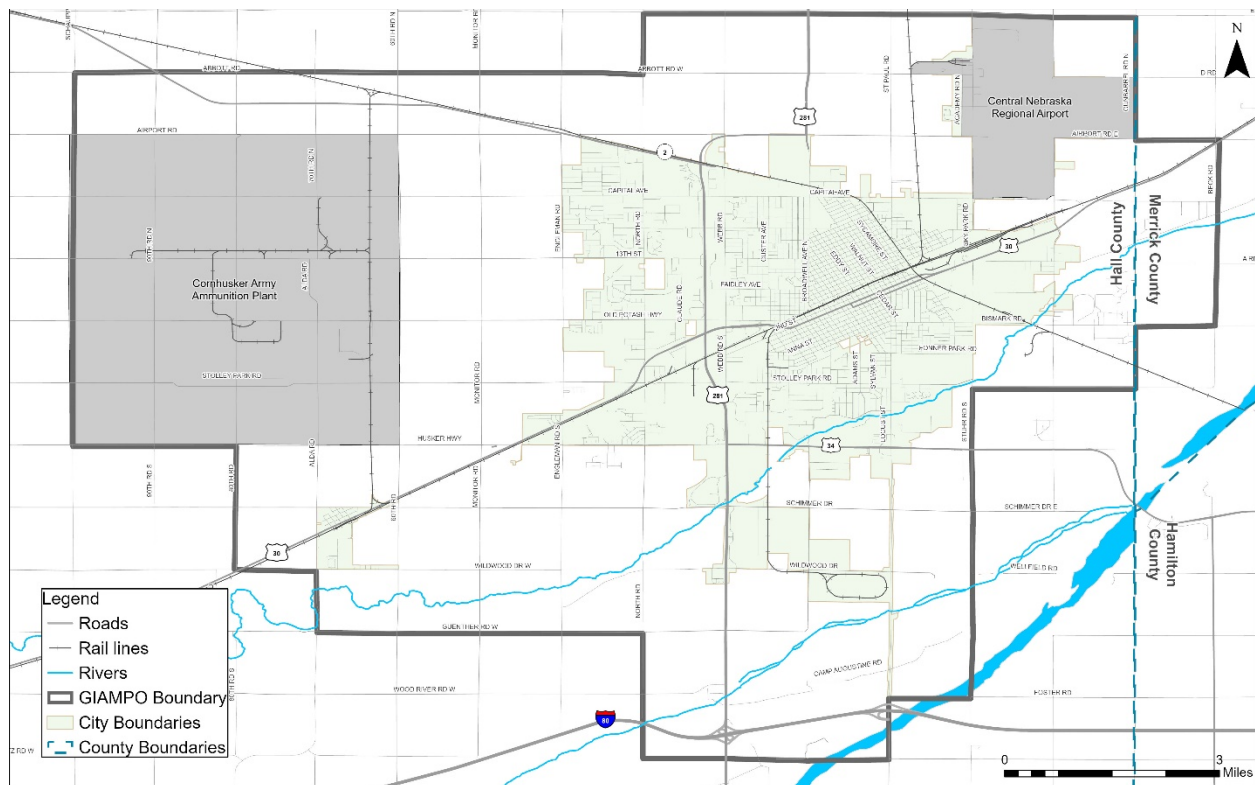
Abbreviations and Acronyms

AC	Advanced Construction
CMAQ	Congestion Mitigation and Air Quality Program
DOT	Department of Transportation
EA	Earmark
GIAMPO	Grand Island Area Metropolitan Planning Organization
HSIP	Highway Safety Improvement Program
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPO	Metropolitan Planning Organization
NDOT	Nebraska Department of Transportation
NHPP	National Highway Performance Program
STIP	Statewide Transportation Improvement Program
TAM	Transit Asset Management
TIP	Transportation Improvement Program
TPM	Transportation Performance Management
USDOT	United States Department of Transportation
YOE	Year of Expenditure
3-C	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 2022–2026. 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
Jason Conley, Councilman	City of Grand Island
Mike Paulick, 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
John Selmer, Director	Nebraska Department of Transportation
Joseph Werning, Division Administrator	FHWA Nebraska Division (Ex-Facto)
Mokhtee Ahmad, Regional Administrator	FTA Region VII (Ex-Facto)

Current Membership of the Technical Advisory Committee

Voting

Jerom Janulewicz, City Administrator	City of Grand Island
Chad Nabity, Director	Hall County Regional Planning Dept.
John Collins, Public Works Director	City of Grand Island
Keith Kurz, Director of Engineering Services	City of Grand Island
Charley Falmlen, Transit Program Manager	City of Grand Island
Craig Wacker, Highway Planning Manager	Nebraska Department of Transportation
Wes Wahlgren, District 4 Engineer	Nebraska Department of Transportation
Steve Riehle, Public Works Director	Hall County
Mike Meyer, Highway Superintendent	Merrick County
Romana Schafer, Clerk/Treasurer	Village of Alda
Mike Olson, Executive Director	Central Nebraska Regional Airport

Non-Voting

Justin Luther, Trans. Planner, Realty, Civil Rights	Federal Highway Administration
Logan Daniels, Transportation Program Specialist	Federal Transit Administration - VII
Daniel Nguyen, Community Planner	Federal Transit Administration - VII
Jodi Gibson, Local Projects Engineer	Nebraska Department of Transportation
VACANT, Assistant Planning Engineer	Nebraska Department of Transportation
Sara Thompson Cassidy	Union Pacific Railroad
Bentley Tomlin	Burlington Northern Santa Fe Railroad
Cindy Johnson	Grand Island Chamber of Commerce
Mary Berlie	Grand Island Area Economic Development Corporation
Patrick Brown, Finance Director	City of Grand Island
Shannon Callahan, Street Superintendent	City of Grand Island

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 2021-2022, 2022-2023, 2023-2024, 2024-2025 and 2025-2026. 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 2045 Long Range Transportation Plan, 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 February 23, 2021. 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 or 2026 and 2045. 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 three (3) projects for highway resurfacing, two (2) project for repairs/overlays, one (1) project for wetlands mitigation and one (1) project to construct a 4-lane divided roadway on a 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, four (4) projects to widen sections of North Road, one (1) project to widen a section of Capital Avenue and a (1) Planning and Environmental on Broadwell Avenue/ 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 2021) safety performance targets set in August 2020. The targets are:

Performance Measure	Target
Number of Fatalities	241
Rate of Fatalities per 100 million vehicle miles traveled (VMT)	1.130
Number of Serious Injuries	1,408
Rate of Serious Injuries per 100 million VMT	6.507
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	126.6

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	94.0%
% of Person-Miles Traveled on the non-Interstate NHS that are Reliable	88.0%
Freight Reliability	1.25

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.

Financial Constraint Summary

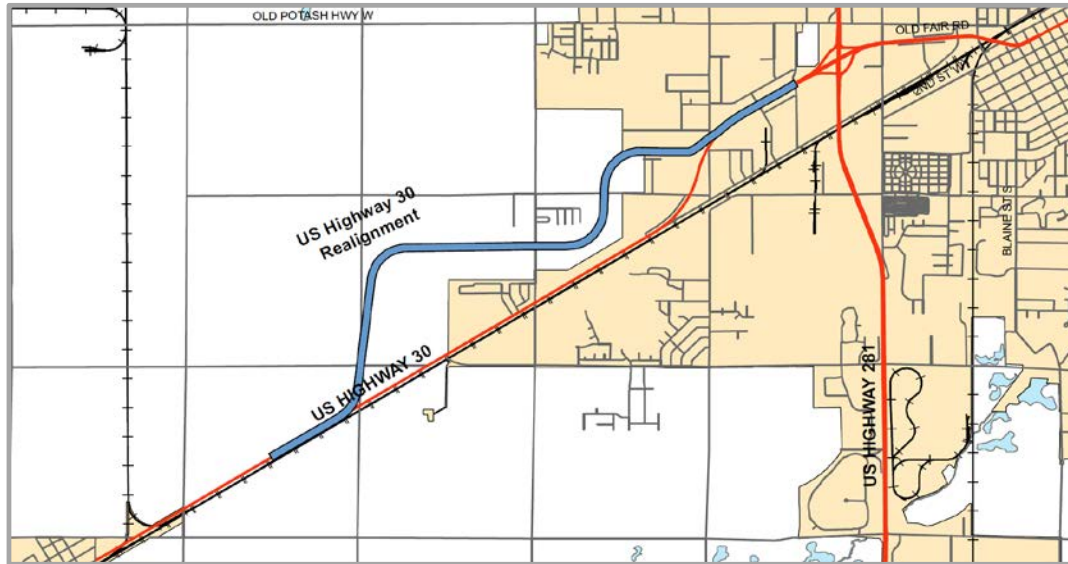
Federal Highway Administration	2022	2023	2024	2025	2026	Total
National Highway Performance Program (NHPP)	\$9,715	\$254	\$0	\$6,796	\$0	\$16,765
Highway Safety Improvement Program (HSIP)	\$2,164	\$0	\$0	\$0	\$0	\$2,164
Surface Transportation Program (STP)	\$0	\$0	\$0	\$2,134	\$0	\$2,134
Nebraska Department of Transportation	\$5,492	\$3,891	\$29,043	\$2,232	\$0	\$40,658
City of Grand Island	\$11,495	\$5,808	\$6,051	\$0	\$0	\$23,354
	\$28,866	\$9,953	\$35,094	\$11,162	\$0	\$85,075

Federal Transit Administration	2022	2023	2024	2025	2026	Total
Section 5307 and 5305	\$4,248	\$820	\$793	\$809	\$0	\$6,670
Section 5311	\$32	\$42	\$36	\$37	\$0	\$146
Section 5339	\$590	\$0	\$0	\$0	\$0	\$590
Nebraska Department of Transportation	\$14	\$15	\$15	\$15	\$0	\$60
City of Grand Island	\$813	\$439	\$439	\$451	\$0	\$2,142
Hall County	\$14	\$15	\$15	\$15	\$0	\$60
	\$5,711	\$1,332	\$1,298	\$1,327	\$0	\$9,668

NOTE: The financial table above illustrates the identified funding for the projects included in the tables for FY 2022-2026.

A State Highway Projects

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

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2022	PE	Local	Grand Island	\$193
2022	PE	State	NDOT	\$2,158
2023	ROW	Local	Grand Island	\$508
2023	ROW	State	NDOT	\$3,863
2024	CONST/ CE	Local	Grand Island	\$3,351
2024	CONST/ CE	State	NDOT	\$29,043
Total Project Estimate				\$39,116

Notes:

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

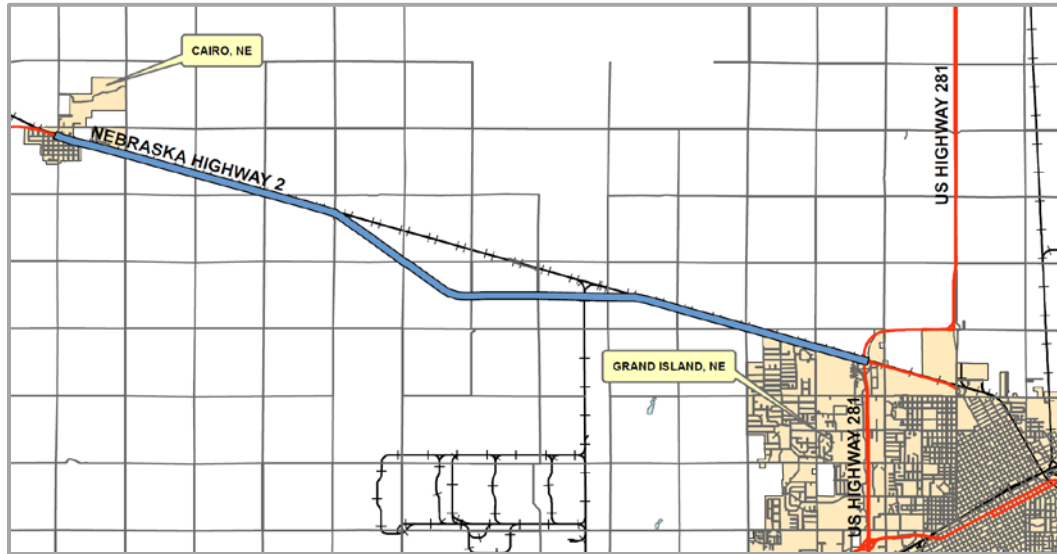
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2019	PE	State	NDOT	\$290
2020	ROW	State	NDOT	\$27
2022	CONST/ CE	Local	Grand Island	\$189
2022	CONST/ CE	Federal	NHPP	\$4,108
2022	CONST/ CE	State	NDOT	\$1,003
Total Project Estimate				\$5,617

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

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

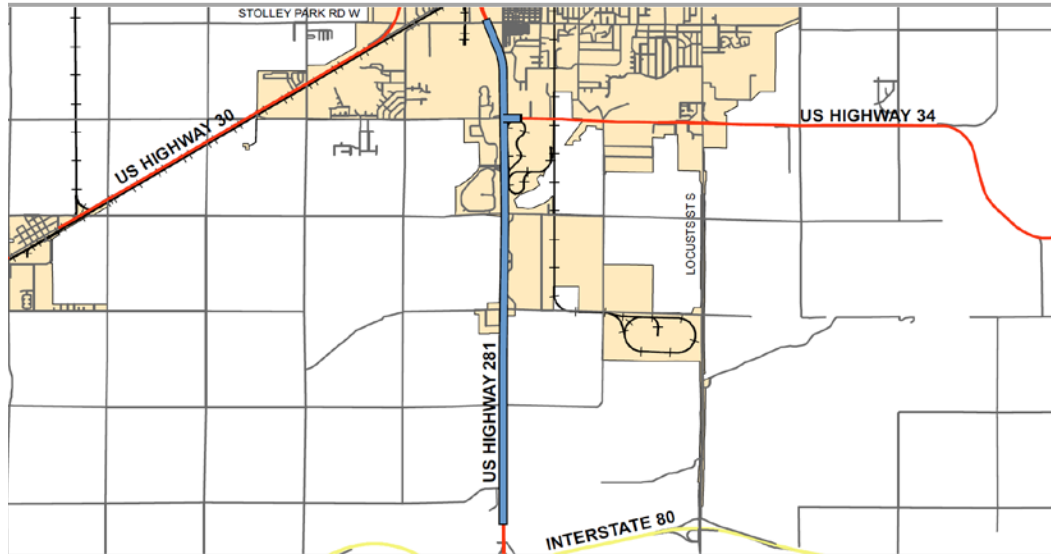
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2019	PE	State	NDOT	\$585
2020	ROW	State	NDOT	\$0
2021	CONST/ CE	Local	Grand Island	\$2,080
2021	CONST/ CE	Federal	NHPP	\$11,336
2021	CONST/ CE	State	NDOT	\$1,667
Total Project Estimate				\$15,668

Notes: YOE 2019 - YOE 2021 is not reflected in Financial Constraint Table. The project was obligated in FY 2021 and can be removed.

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 S. of GI north to N Jct US-281 / W Jct N-2, RP - 226.74

Length (SLM): 5.4

Project Sponsor: NDOT

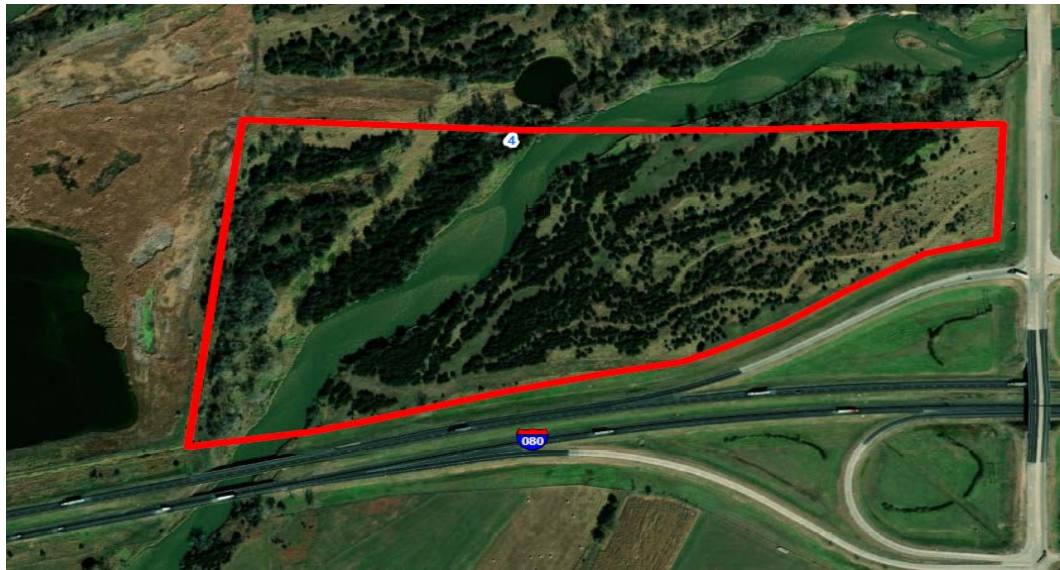
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2021	PE	State	NDOT	\$418
2022	CONST/ CE	Federal	NHPP	\$5,446
2022	CONST/ CE	State	NDOT	\$1,410
Total Project Estimate				\$7,274

Notes: PE in YOE 2021 is not reflected in Financial Constraint Table. This project is in progress.

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

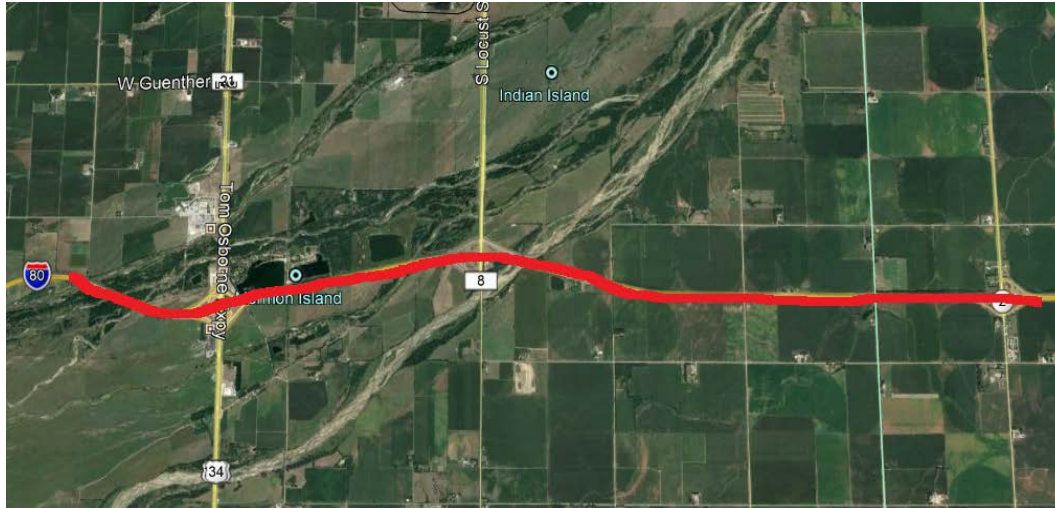
District #: 4

A/Q Status: Exempt

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

Notes: PE in YOE 2021 is not reflected in Financial Constraint Table. This project is in progress.

TIP # 2022-001 **State ID:** 42920 **Project #:** NH-80-6(118) **Project Name** Platte River – Phillips



Description: Crack Seal on Interstate

HWY: I-80

Location: Hall and Hamilton County on I80
from MM 310.88 to 318.58

Length (SLM): 7.7

Project Sponsor: NDOT

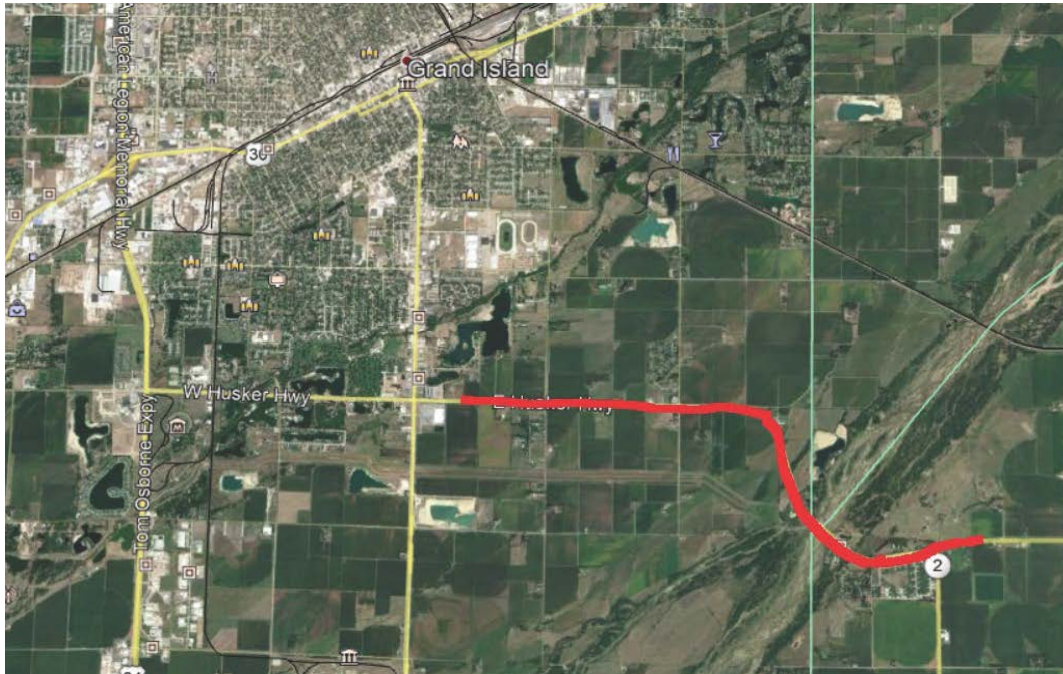
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2022	PE	State	NDOT	\$1
2022	CONST/ CE	State	NDOT	\$18
2022	CONST/ CE	Federal	NHPP	\$161
Total Project Estimate				\$180

Notes:

TIP # 2022-002 **State ID:** 42933 **Project #:** STP-34-4(135) **Project Name** Grand Island- Phillips



Description: Resurfacing and Grading

HWY: 034

Location: Hall County MM 233.32 to MM 237.88

Length (SLM): 4.56

Project Sponsor: NDOT

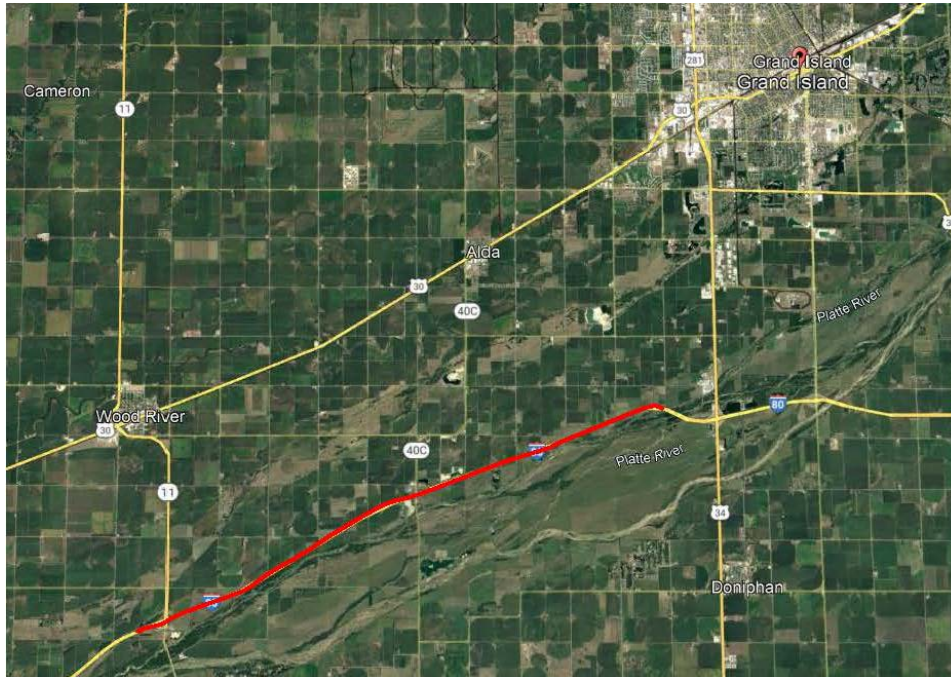
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2022	PE	State	NDOT	\$1
2025	CONST/ CE	State	NDOT	\$533
2025	CONST/ CE	Federal	STP	\$2,134
Total Project Estimate				\$2,668

Notes:

TIP # 2022-005 **State ID:** 42921 **Project #:** NH-80-6(119) **Project Name** Wood River - Platte River



Description: Crack Sealing

HWY: I-80

Location: I-80 from approx 0.9mi W. N-11 grade sep to Platte River at Gl. RP 299.50 –

Length (SLM): 11.63

Project Sponsor: NDOT

District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2022	PE	State	NDOT	\$1
2023	CONST/ CE	State	NDOT	\$28
2023	CONST/ CE	Federal	NHPP	\$254
Total Project Estimate				\$283

Notes:

TIP # 2022-006 **State ID:** 42929 **Project #:** NH-30-5(139) **Project Name** Chapman West



Description: Mill, Asphalt Resurfacing

HWY: 030

Location: US-30 from the Merrick Co Line to Chapman. RP 319.02 – RP 327.05

Length (SLM): 8.04

Project Sponsor: NDOT

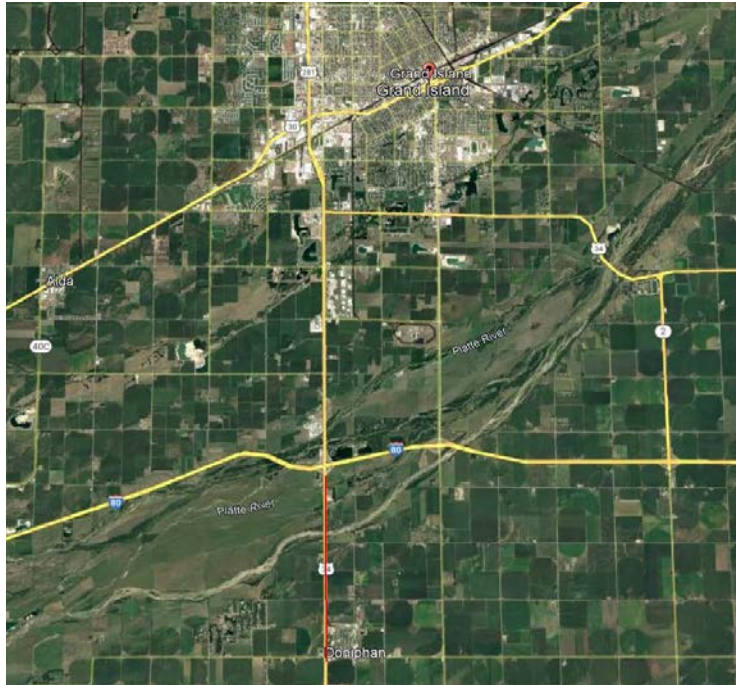
District #: 4

AQ Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2022	PE	State	NDOT	\$1
2025	CONST/ CE	State	NDOT	\$913
2025	CONST/ CE	Federal	NHPP	\$3,652
Total Project Estimate				\$4,566

Notes:

TIP # 2022-007 **State ID:** 42944 **Project #:** NH-34-4(136) **Project Name** DONIPHAN - I-80



Description: Resurfacing

HWY: 034

Location: US-34 from Doniphan to I-80. RP 222.87 – RP 226.23

Length (SLM): 3.36

Project Sponsor: NDOT

District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2022	PE	State	NDOT	\$1
2025	CONST/ CE	State	NDOT	\$786
2025	CONST/ CE	Federal	NHPP	\$3,144
Total Project Estimate				\$3,931

Notes:

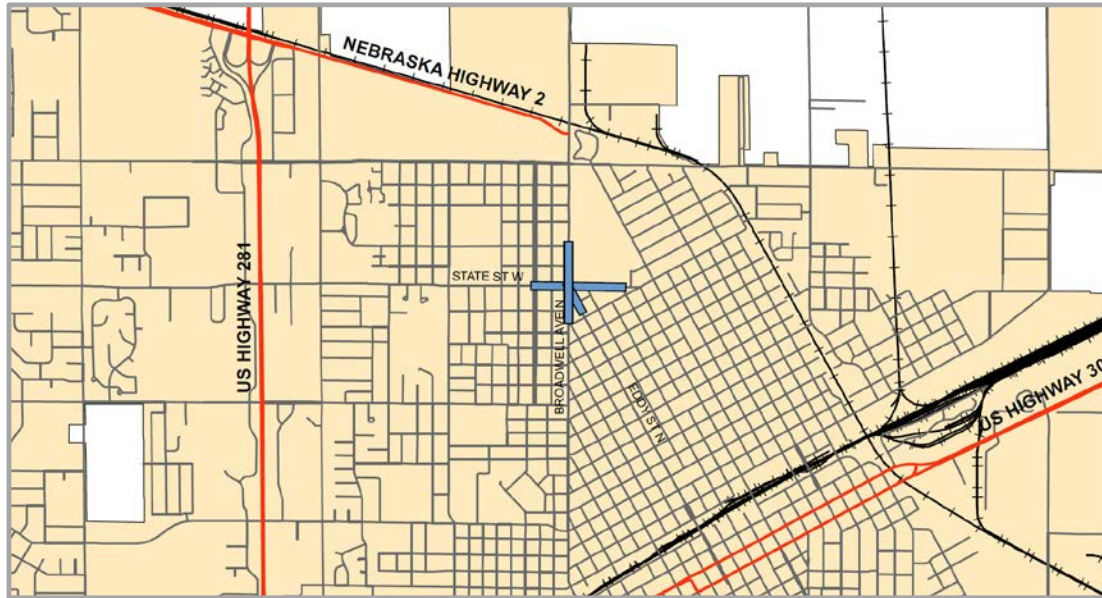
Status of Previous Years for State Agency Sponsored Projects

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	\$193	Project scheduled for 8/24/23 letting FY 2024
					2022	PE	NDOT	\$2,158	
					2023	ROW	Grand Island	\$508	
					2023	ROW	NDOT	\$3,863	
					2024	CONST/CE	Grand Island	\$3,351	
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	2024	CONST/CE	NDOT	\$29,043	Project has been delivered to contracts and is currently scheduled for a 8/26/21 letting
					2019	PE	NDOT	\$290	
					2020	ROW	NDOT	\$27	
					2022	CONST/CE	Grand Island	\$189	
					2022	CONST/CE	NHPP	\$4,108	
NDOT	2018-001	Cairo - Grand Island	N-2 from Cairo southeast to US-281 in Grand Island, RP - 343.73	Resurfacing	2022	CONST/CE	NDOT	\$1,003	Obligated in FY2021
					2019	PE	NDOT	\$585	
					2020	ROW	NDOT	\$0	
					2021	CONST/CE	Grand Island	\$2,080	
					2021	CONST/CE	NHPP	\$11,336	
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	CONST/CE	NDOT	\$1,667	Advance Const/CE from FY23 to FY22
					2021	PE	NDOT	\$418	
					2022	CONST/CE	NHPP	\$5,446	
					2022	CONST/CE	NDOT	\$1,410	
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	2020	PE	NDOT	\$27	Project is complete.
					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	\$10	Project will be complete on 9/30/2021.
					2021	Const/CE	NDOT	\$159	
					2021	Const/CE	HSIP	\$1,433	
NDOT	2022-001	Platte River - Phillips	Hall and Hamilton County on I80 from MM 310.88 to 318.58	Crack Seal on Interstate	2022	PE	NDOT	\$1	Advance Const/CE from FY23 to FY22
					2022	Const/CE	NDOT	\$18	
					2022	Const/CE	NHPP	\$161	
NDOT	2022-002	Grand Island-Phillips	Hall County MM 233.32 to MM 237.88	Resurfacing and Grading	2022	PE	NDOT	\$1	Delay Const/CE from FY23 to FY25
					2025	Const/CE	NDOT	\$533	
					2025	Const/CE	STP	\$2,134	
NDOT	2022-005	Wood River - Platte River	I-80 from approx 0.9mi W. N-11 grade sep to Platte River at GI. RP 299.50 – RP 310.88	Crack Sealing	2022	PE	NDOT	\$1	New project.
					2023	Const/CE	NDOT	\$28	
					2023	Const/CE	NHPP	\$254	
NDOT	2022-006	Chapman West	US-30 from the Merrick Co Line to Chapman. RP 319.02 – RP 327.05	Mill, Asphalt Resurfacing	2022	PE	NDOT	\$1	New project.
					2025	Const/CE	NDOT	\$913	
					2025	Const/CE	NHPP	\$3,652	
NDOT	2022-007	DONIPHAN - I-80	US-34 from Doniphan to I-80. RP 222.87 – RP 226.23	Resurfacing	2022	PE	NDOT	\$1	New project.
					2025	Const/CE	NDOT	\$786	
					2025	Const/CE	NHPP	\$3,144	



B Local Roadway Projects

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

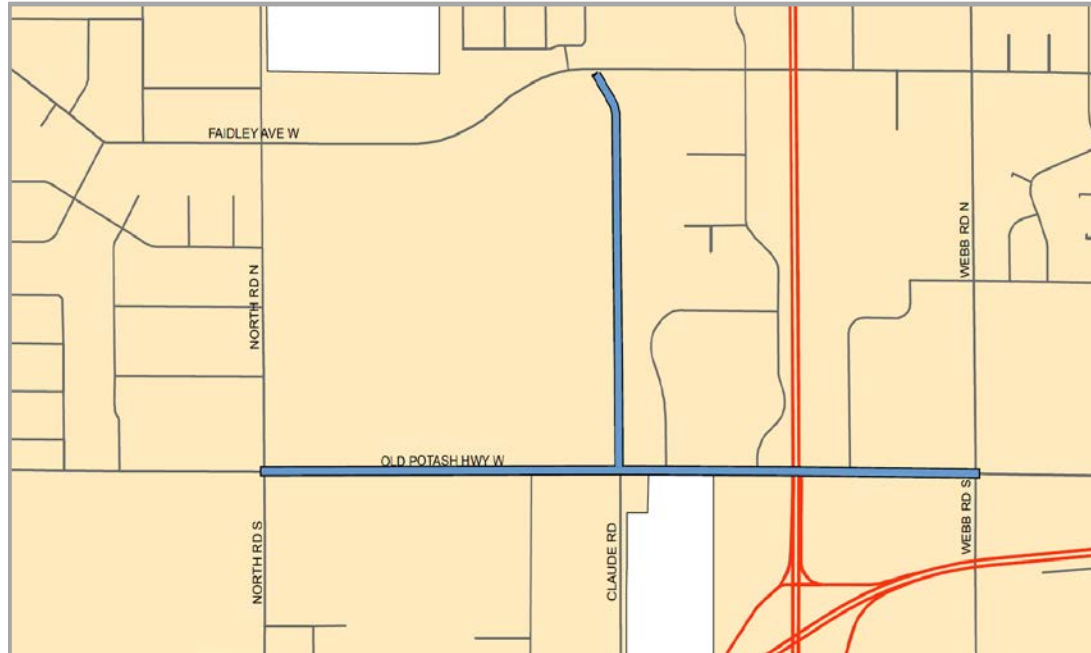
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2019	PE	Local	Grand Island	\$80
2019	PE	Federal	HSIP	\$318
2021	ROW	Local	Grand Island	\$91
2021	ROW	Federal	HSIP	\$366
2022	CONST/ CE	Local	Grand Island	\$541
2022	CONST/ CE	Federal	HSIP	\$2,164
Total Project Estimate				\$3,560

Notes: YOE 2019 - 2021 is not reflected in Financial Constraint Table. This project is in progress.

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

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
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				\$17,930

Notes: YOE 2019 - 2021 is not reflected in Financial Constraint Table. This project is in progress.

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



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

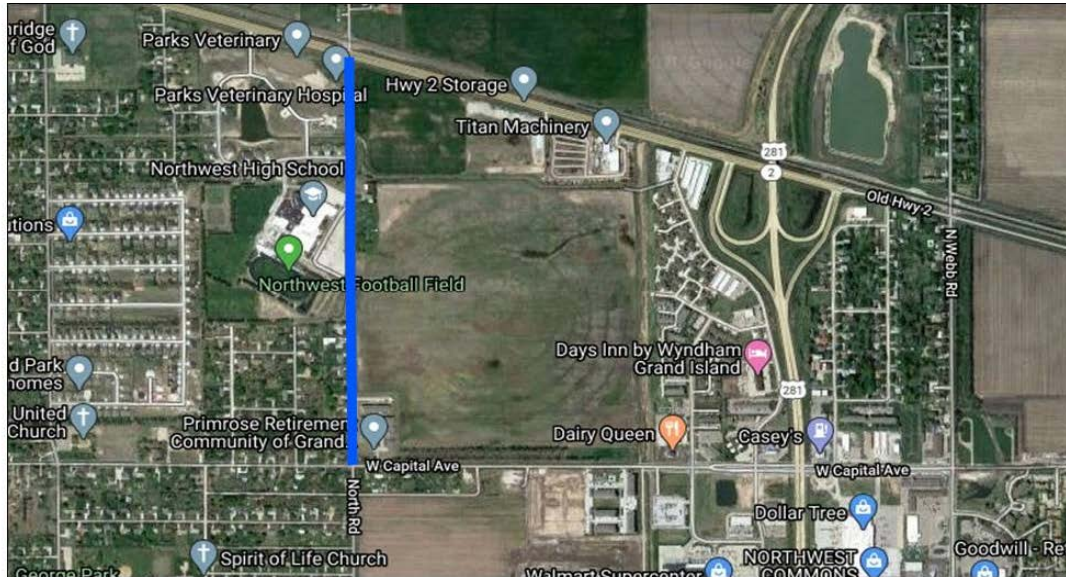
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2019	Planning	Local	Grand Island	\$81
2020	Planning	Local	Grand Island	\$147
2021	Planning	Local	Grand Island	\$184
Total Project Estimate				\$412

Notes: YOE 2019 - 2021 is not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2021-005 **State ID:** **Project #:** **Project Name** North Road Improv. - HWY 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

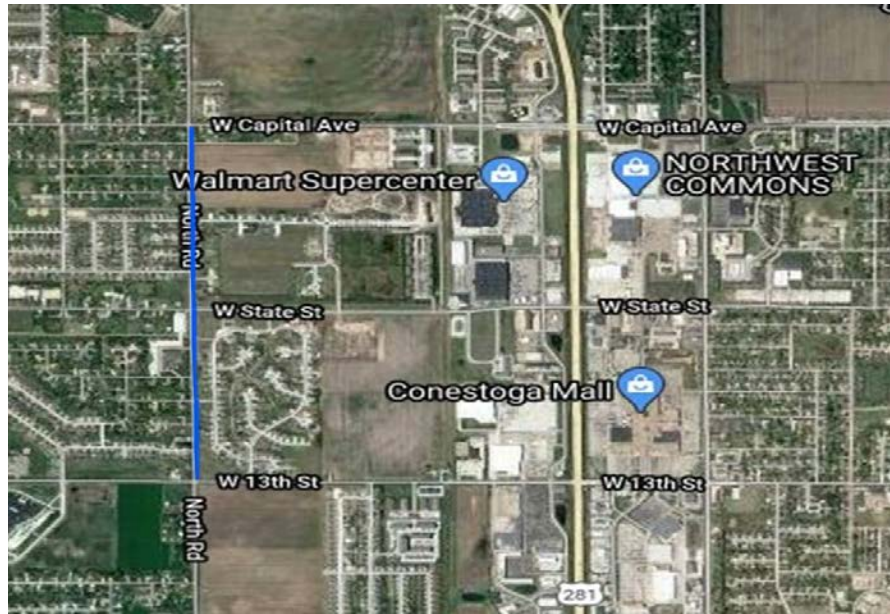
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2019	PE	Local	Grand Island	\$265
2019	ROW	Local	Grand Island	\$42
2020	PE	Local	Grand Island	\$312
2020	CONST/ CE	Local	Grand Island	\$1,807
2021	CONST/ CE	Local	Grand Island	\$1,883
Total Project Estimate				\$4,309

Notes: YOE 2019 - 2021 is not reflected in Financial Constraint Table. This project is in progress.

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

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2019	PE	Local	Grand Island	\$100
2020	PE	Local	Grand Island	\$114
2020	ROW	Local	Grand Island	\$20
2021	PE	Local	Grand Island	\$139
2021	CONST/ CE	Local	Grand Island	\$2,169
2022	CONST/ CE	Local	Grand Island	\$1,512
Total Project Estimate				\$4,054

Notes: YOE 2019 - 2021 is not reflected in Financial Constraint Table. This project is in progress.

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



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

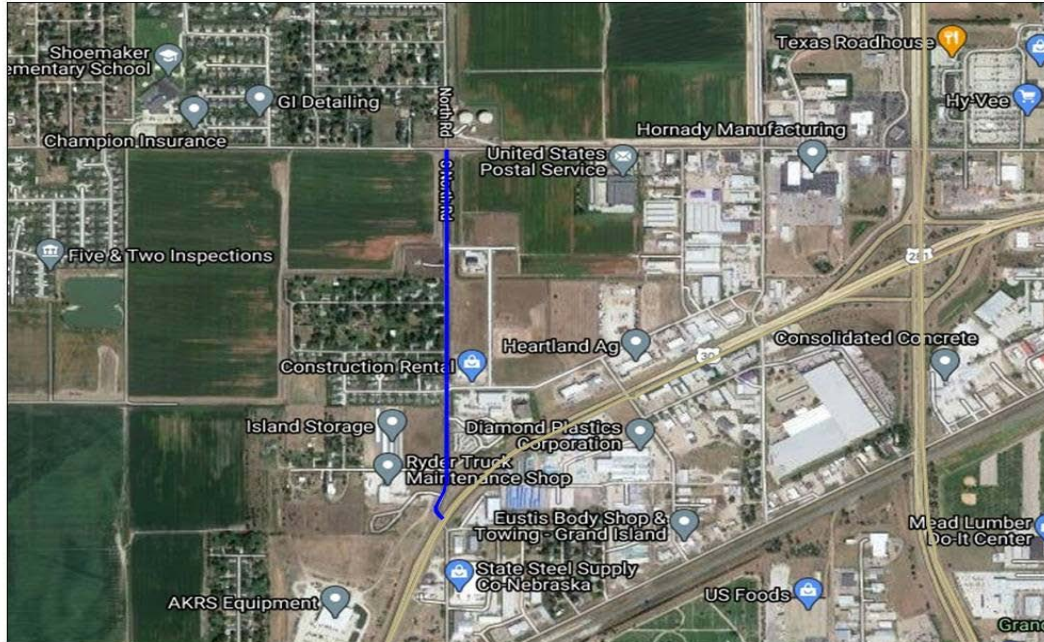
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2019	PE	Local	Grand Island	\$90
2020	PE	Local	Grand Island	\$130
2021	PE	Local	Grand Island	\$10
2021	ROW	Local	Grand Island	\$20
2022	CONST/ CE	Local	Grand Island	\$3,000
2023	CONST/ CE	Local	Grand Island	\$1,800
Total Project Estimate				\$5,050

Notes: YOE 2019 - 2021 is not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2022-003 **State ID:** **Project #:** **Project Name** North Road Improv. - Old Potash to HWY 30



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

HWY: North Road

Location: North - Old Potash HWY to HWY 30

Length (SLM): 1.0

Project Sponsor: Grand Island

District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2020	PE	Local	Grand Island	\$115
2021	PE	Local	Grand Island	\$80
2021	ROW	Local	Grand Island	\$7
2023	CONST/ CE	Local	Grand Island	\$2,500
2024	CONST/ CE	Local	Grand Island	\$2,700
Total Project Estimate				\$5,402

Notes: YOE 2020 and 2021 is not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2022-004 **State ID:** **Project #:** **Project Name** Capital Ave Improvements



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

HWY: Capital Ave

Location: Capital Ave - North Road to Moores Creek

Length (SLM): .5

Project Sponsor: Grand Island

District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2020	PE	Local	Grand Island	\$30
2021	PE	Local	Grand Island	\$110
2021	CONST/ CE	Local	Grand Island	\$20
2022	PE	Local	Grand Island	\$85
2022	CONST/ CE	Local	Grand Island	\$1,000
2023	CONST/ CE	Local	Grand Island	\$1,000
Total Project Estimate				\$2,245

Notes: YOE 2020 and 2021 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	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 29, 2022
					2019	PE	HSIP	\$318	
					2021	ROW	Grand Island	\$91	
					2021	ROW	HSIP	\$366	
					2022	CONST/CE	Grand Island	\$541	
					2022	CONST/CE	HSIP	\$2,164	
Grand Island	2020-004	Old Potash Highway Improvements	Old Potash Highway from North Road to Webb Road and Claude Road from Old Potash Highway to	Widening and Intersection Improvements, including an extension of Claude Road	2019	PE	Grand Island	\$1,713	Under construction
					2020	ROW	Grand Island	\$2,080	
					2021	CONST/CE	Grand Island	\$9,162	
					2022	CONST/CE	Grand Island	\$4,975	
Grand Island	2021-004	Broadwell Ave./ UPRR - Planning & Environment	Broadwell Ave. - Faidley Ave. to Anna St.	Broadwell Ave./ UPRR - Planning & Environmental Study	2019	Planning	Grand Island	\$81	
					2020	Planning	Grand Island	\$147	
					2021	Planning	Grand Island	\$184	
Grand Island	2021-005	North Road Improv. - Highway 2 to Capital Avenue	North - Highway 2 to Capital Avenue	Curb and gutter roadway section with associated sidewalk, traffic control, drainage improvements.	2019	PE	Grand Island	\$265	Roadway construction complete - seeding and sodding in Spring 2021.
					2019	ROW	Grand Island	\$42	
					2020	PE	Grand Island	\$312	
					2020	CONST/CE	Grand Island	\$1,807	
					2021	CONST/CE	Grand Island	\$1,883	
Grand Island	2021-006	North Road Improv. - Capital Ave. to 13th Street	North - Capital Ave. to 13th St.	Curb and gutter roadway section with associated sidewalk, traffic control, drainage improvements.	2019	PE	Grand Island	\$100	Under construction
					2020	PE	Grand Island	\$114	
					2020	ROW	Grand Island	\$20	
					2021	PE	Grand Island	\$139	
					2021	CONST/CE	Grand Island	\$2,169	
					2022	CONST/CE	Grand Island	\$1,512	
Grand Island	2021-007	North Road Improv. - 13th St. to Old Potash	North - 13th St. to Old Potash HWY	Curb and gutter roadway section with associated sidewalk, traffic control, drainage improvements.	2019	PE	Grand Island	\$90	Scheduled for FY 2022
					2020	PE	Grand Island	\$130	
					2021	PE	Grand Island	\$10	
					2021	ROW	Grand Island	\$20	
					2022	CONST/CE	Grand Island	\$3,000	
					2023	CONST/CE	Grand Island	\$1,800	
Grand Island	2022-003	North Road Improv. - Old Potash to HWY 30	North - Old Potash HWY to HWY 30	Curb and gutter roadway section with associated sidewalk, traffic control, drainage improvements.	2020	PE	Grand Island	\$115	Scheduled for FY 2023
					2021	PE	Grand Island	\$80	
					2021	ROW	Grand Island	\$7	
					2023	CONST/ CE	Grand Island	\$2,500	
					2024	CONST/ CE	Grand Island	\$2,700	
Grand Island	2022-004	Capital Ave Improvements	Capital Ave - North Road to Moores Creek	Curb and gutter roadway section with associated sidewalk, traffic control, drainage improvements.	2020	PE	Grand Island	\$30	Scheduled for FY 2022
					2021	PE	Grand Island	\$110	
					2021	CONST/ CE	Grand Island	\$20	
					2022	PE	Grand Island	\$85	
					2022	CONST/ CE	Grand Island	\$1,000	
					2023	CONST/ CE	Grand Island	\$1,000	

C Transit Projects

TIP #: 2022-001 **State ID:** N/A **Project Name:** Operations - Urban Transit Operating Assistance **Length (SLM):** N/A
Project #: **Project Sponsor:** Grand Island **District #** 4 **A/Q Status:** Exempt
HWY: N/A **Location:** Grand Island Urbanized Area

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2022	OPR	Federal	5307	\$508
2022	OPR	Local	Grand island	\$354 *
2023	OPR	Federal	5307	\$620
2023	OPR	Local	Grand island	\$389 *
2024	OPR	Federal	5307	\$553
2024	OPR	Local	Grand island	\$379 *
2025	OPR	Federal	5307	\$569
2025	OPR	Federal	Grand island	\$391 *
Total Project Estimate				\$3,763

Description: 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)

Notes: YOE 2022: FTA 5307 - \$508 (Operating - \$303, Bus Support Equipment/Facilities - \$26, Other Capital Items (Bus) - \$178) and Local - \$354 (Operating - \$303, Bus Support Equipment/Facilities - \$7, Other Capital Items (Bus) - \$44).

YOE 2023: FTA 5307 - \$620 (Operating - \$312, Bus Support Equipment/Facilities - \$37, Other Capital Items (Bus) - \$271) and Local - \$389 (Operating - \$312, Bus Support Equipment/Facilities - \$9, Other Capital Items (Bus) - \$68)

YOE 2024: FTA 5307 - \$553 (Operating - \$322, Bus Support Equipment/Facilities - \$28, Other Capital Items (Bus) - \$203) and Local - \$379 (Operating - \$322, Bus Support Equipment/Facilities - \$7, Other Capital Items (Bus) - \$51)

YOE 2025: FTA 5307 - \$569 (Operating - \$347, Bus Support Equipment/Facilities - \$29, Other Capital Items (Bus) - \$194) and Local - \$391 (Operating - \$335, Bus Support Equipment/Facilities - \$7, Other Capital Items (Bus) - \$48)

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

TIP #: 2022-002 **State ID:** N/A **Project Name:** Operations - Rural Transit Operating Assistance **Length (SLM):** N/A
Project # 2018-005 **Project Sponsor:** Hall County **District #** 4 **A/Q Status:** Exempt
HWY: N/A **Location:** Areas outside of the Grand Island Urbanized Area in Hall County

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2022	OPR	Federal	5311	\$32
2022	OPR	State	NDOT	\$14
2022	OPR	Local	Hall County	\$14
2023	OPR	Federal	5311	\$42
2023	OPR	State	NDOT	\$15
2023	OPR	Local	Hall County	\$15
2024	OPR	Federal	5311	\$36
2024	OPR	State	NDOT	\$15
2024	OPR	Local	Hall County	\$15
2025	OPR	Federal	5311	\$37
2025	OPR	State	NDOT	\$15
2025	OPR	Local	Hall County	\$15
Total Project Estimate				\$265

Description: Operating assistance for transit services in areas outside of the Grand Island Urbanized Area

Notes:

TIP # 2022-003 **State ID:** N/A **Project Name:** Capital Projects **Length (SLM):** N/A
Project #: **Project Sponsor:** Grand Island **District # 4** **A/Q Status:** Exempt
HWY: N/A **Location:** Grand Island Urbanized Area

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2022	PLANNING	Federal	5307	\$0
2022	PLANNING	Local	Grand Island	\$0
2022	DESIGN	Federal	5307 Cares	\$100
2022	DESIGN	Local	Grand Island	\$0
2022	CAP	Federal	5307 Cares	\$2,000
2022	CAP	Federal	5307	\$1,500
2022	CAP	Federal	5339	\$590
2022	CAP	Local	Grand Island	\$424
2023	CAP	Federal	5307	\$200
2023	CAP	Local	Grand Island	\$50
2024	CAP	Federal	5307	\$240
2024	CAP	Local	Grand Island	\$60
2025	CAP	Federal	5307	\$240
2025	CAP	Local	Grand Island	\$60
Total Project Estimate				\$5,464

Description: Planning and capital acquisition for projects. Projects include those making use of CARES funding and projects for purchase of rolling stock.

Notes: Any projects that may potentially use CARES funding and projects for purchase of rolling stock.

TIP #: 2022-004 **State ID:** N/A **Project Name:** Transit Development Plan **Length (SLM):** N/A
Project #: **Project Sponsor:** Grand Island **District #** 4 **A/Q Status:** Exempt
HWY: N/A **Location:** Grand Island Urbanized Area

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2022	OPR	Federal	5307	\$120
2022	OPR	Local	Grand island	\$30
2022	OPR	Federal	5305	\$20
2022	OPR	Local	Grand island	\$5
Total Project Estimate				\$175

Description: The transit development plan serves as a basis for defining the mobility needs within the service area.

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	2022-001	Operations - Urban Transit Operating Assistance	Grand Island Urbanized Area	Operating assistance for transit services in the Grand Island Urbanized Area	2022	OPR	5307	\$508	Estimate revised for YOE 2022. Estimate added for YOE 2023 -2025.
					2022	OPR	Grand island	\$354	
					2023	OPR	5307	\$620	
					2023	OPR	Grand island	\$389	
					2024	OPR	5307	\$553	
					2024	OPR	Grand island	\$379	
					2025	OPR	5307	\$569	
					2025	OPR	Grand island	\$391	
Grand Island	2022-002	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	2022	OPR	5311	\$32	Estimate revised for YOE 2022. Estimate added for YOE 2023 -2025.
					2022	OPR	NDOT	\$14	
					2022	OPR	Hall County	\$14	
					2023	OPR	5311	\$42	
					2023	OPR	NDOT	\$15	
					2023	OPR	Hall County	\$15	
					2024	OPR	5311	\$36	
					2024	OPR	NDOT	\$15	
					2024	OPR	Hall County	\$15	
					2025	OPR	5311	\$37	
					2025	OPR	NDOT	\$15	
					2025	OPR	Hall County	\$15	
Grand Island	2022-003	Capital Projects	Grand Island Urbanized Area	Planning and capital acquisition for projects. Projects include those making use of CARES funding and projects for purchase of rolling stock.	2022	PLANNING	5307	\$0	Estimate added for YOE 2022.
					2022	PLANNING	Grand Island	\$0	
					2022	DESIGN	5307 Cares	\$100	
					2022	DESIGN	Grand Island	\$0	
					2022	CAP	5307 Cares	\$2,000	
					2022	CAP	5307	\$1,500	
					2022	CAP	5339	\$590	
					2022	CAP	Grand Island	\$424	
					2023	CAP	5307	\$200	
					2023	CAP	Grand Island	\$50	
					2024	CAP	5307	\$240	
					2024	CAP	Grand Island	\$60	
					2025	CAP	5307	\$240	
					2025	CAP	Grand Island	\$60	



MPO Self – Certification

MPO Self-Certification

The Nebraska Department of Transportation (NDOT) and the Grand Island Area Metropolitan Planning Organization (GIAMPO) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

- 1) **23 U.S.C. 134, 49 U.S.C. 5303 and this subpart;**
GIAMPO collaborates with local, State and public transportation agencies to carry out a continuing, cooperative, and comprehensive (3-C) metropolitan planning process through its Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and other transportation planning activities.
- 2) **In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;**
GIAMPO is designated as an attainment area.
- 3) **Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;**
GIAMPO completed its MPO Title VI Implementation Plan. The GIAMPO Policy Board approved this plan on May 23, 2017.
- 4) **49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;**
GIAMPO's Public Participation Plan together with the MPO Title VI Implementation Plan and the City of Grand Island's Title VI Nondiscrimination Agreement ensures that no person will be excluded from participation in the planning process. This applies to GIAMPO's LRTP, TIP, UPWP, and other transportation planning activities.
- 5) **Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded planning projects;**
The City of Grand Transit Program maintains the Disadvantaged Business Program that was to the Federal Transit Administration (FTA) in 2017 that includes a Fostering Small Business Participation element and continues to meet the requirements of FTA
- 6) **23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;**
GIAMPO does not receive Federal-aid highway construction funds and does not let construction contracts. With regard to transportation planning activities related to contracts utilizing FHWA and FTA PL funds, the selection of private consultants is coordinated by and adheres to NDOT and City of Grand Island Procurement guidelines.

- 7) **The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;**
GIAMPO completed its American with Disabilities Act (ADA) Self-Evaluation and Transition Plan. The GIAMPO Policy approved this plan on November 22, 2016.
- 8) **The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;**
- 9) **Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and**
- 10) **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.**
GIAMPO is a program of the City of Grand Island's Public Works Department. The City of Grand Island has an Equal Employment Opportunity Policy that prohibits discrimination in employment opportunities or practices on the basis of race, color, religion, sex, sexual orientation, mental or physical disability, marital status, national origin, or genetic information. This policy along with the GIAMPO Public Participation Plan, MPO Title VI Implementation Plan, and ADA Self-Evaluation and Transition Plan ensures every effort will be made to assure nondiscrimination in its transportation planning activities.

By:

Attest:

 Roger Steele, Mayor / Chairperson

 John Collins, Public Works Director

 Date

 Date

By:

 Ryan Huff, Intermodal Planning Divisions Manager, Nebraska Department of Transportation

 Date

Comments

Technical Advisory Committee

Monday, October 18, 2021

Regular Session

Item H3

Approval Recommendation of Final Draft LRTP Amendment No. 2

Staff Contact: Andres Gomez, MPO Program Manager

TAC Agenda Report

Agenda Item No. H3

October 18th, 2021

ISSUE

VOTE: Draft Amendment No. 2 to the 2045 Long Range Transportation Plan

BACKGROUND

In February 2021, the GIAMPO Policy Board approved the Grand Island metropolitan region's 2045 Long Range Transportation Plan (LRTP). It is a blueprint that describes how the region will invest in its multimodal transportation system over the next 25 years. The GIAMPO amends the LRTP to accommodate changes to projects in the Transportation Improvement Program (TIP).

The revised proposed Amendment No. 2 to the 2045 LRTP makes the below project changes.

- State ID 42921 and Project #: NH-80-6(119) - Wood River - Platte River
 - Adding a new project with a project total estimate of \$283,000.
- State ID 42929 and Project #: NH-30-5(139) - Chapman West
 - Adding a new project with a project total estimate of \$4,566,000.
- State ID 42944 and Project #: NH-34-4(136) - DONIPHAN - I-80
 - Adding a new project with a project total estimate of \$3,931,000.

Amendment No. 2 requires modifications in Chapter 9 – Fiscally Constrained Plan, Table 9-1 (Committed Roadway Projects) of the LRTP.

POLICY CONSIDERATIONS/DISCUSSION

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

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve Draft Amendment No. 2 to the 2045 Long Range Transportation Plan and release it for public review and comment.

STAFF CONTACT

Andres Gomez

2045 LRTP Table 9-1: Committed Roadway Projects; Amendment 2

Project Number	Project Description	Cost (YOE \$)
S-30-4(1046)	US-30 West, 4-lane divided roadway on new alignment	\$31,966,000
NH-30-4(162)	Bridge rehabilitation on 3 bridges on US-30 in Grand Island	\$5,490,000
NH-2-4(112)	Highway 2 resurfacing from Cairo to US-281 in Grand Island	\$15,668,000
NH-34-4(134)	US-34 resurfacing from 2.2 miles south of Grand Island to US-281	\$5,506,000
MISC-40(65)	District 4 Wetland Bank survey, design, and construction	\$1,128,000
ELEC-80-6(1047)	West Grand Island Interchange build new lighting towers, install cable and control boxes	\$1,045,000
HSIP-80-7(170)	Grand Island Area Bridges add High Friction Surface Treatment to bridges and horizontal curves on I-80	\$1,770,000
HSIP-5409(3)	5-Points Intersection Improvements-roundabout	\$3,420,000
	Capital Avenue from North Road to Moore's Creek	\$2,375,000
	North Road from Old Potash Highway to US-30	\$2,821,000
	Old Potash Highway Improvements, widen and extend Claude Road	\$17,930,000
	Broadwell and UPPR Planning & Environmental Linkage Study	\$412,000
	North Road Improvements from Highway 2 to Capital Avenue	\$4,188,000
	North Road Improvements from Capital Avenue to 13th Street	\$6,724,000
	North Road Improvements from 13th Street to Old Potash Highway	\$6,158,000
NH-80-6 (118)	I-80 crack seal in Hall and Hamilton counties from mile marker 310.88 to 318.58	\$180,000
STP-34-4 (135)	US-34 resurfacing and grading in Hall county from mile marker 233.32 to 237.88	\$2,668,000
NH-80-6(119)	I-80 crack seal from approx 0.9mi W. N-11 grade sep to Platte River at GI. RP 299.50 – RP 310.88	\$283,000
NH-30-5(139)	US-30 mill and asphalt resurfacing from the Merrick Co Line to Chapman. RP 319.02 – RP 327.05	\$4,566,000
NH-34-4(136)	US-34 resurfacing from Doniphan to I-80. RP 222.87 – RP 226.23	\$3,931,000

Notes:

Projects amended to the 2045 LRTP.

Technical Advisory Committee

Monday, October 18, 2021

Regular Session

Item H4

Approval Recommendation of MPO Targets for Safety Performance Measures

Staff Contact: Andres Gomez, MPO Program Manager

TAC Agenda Report

Agenda Item No. H4

October 18, 2021

ISSUE

VOTE: MPO 2022 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 2021 safety performance targets set in August 2020.

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 2016 to 2020, if GIAMPO would establish rate targets
- Need to process the accident data within the GIAMPO metropolitan planning area from 2012 to 2015 to determine the 5-year rolling average for 2016, 2017, 2018, and 2019 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 2022 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 2022 safety performance targets for the GIAMPO metropolitan planning area.

STAFF CONTACTS

Andres Gomez

NEBRASKA HSIP PERFORMANCE MEASURES - Baseline 2020 Target Year 2022										
HSIP PERFORMANCE MEASURE	Projected 2018-2022 Actual Avg	Projected 2018-2022 Rolling Avg.	2020 Yearend Actual Values	2022 Yearend Actual Values	5-Year Rolling Average			2022 Target Achieved?	Better Than Baseline?	Met or Made Significant Progress?
					NDOT Target 2017-2022 (A)	Actual 2017-2022 (B)	Baseline 2015-2020 (C)			
Number of Fatalities	251.4	239.1	233.0		249.0 *		231.4			
Fatality Rate	1.273	1.125	1.202		1.270 *		1.122			
Number of Serious Injuries	1,155.4	1,357.9	1,285.0		1,358.0		1,429.0			
Serious Injury Rate	5.904	6.318	6.631		6.323		6.916			
Number of Non-motorized Fatalities and Serious Injuries	107.0	121.4	108.0		121.4		127.0			

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

(A) Calendar Year (CY) 2022 Targets are established and reported in the August 31, 2021 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 2020

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

Calendar Years: 2018 Through 2022

(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: 2016 Through 2020

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. Year	Target Calendar Year	Implementation Year
2021	2022	2025

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Number of Fatalities

Year	State	Hall County	Hall County - MPA	Merrick County - MPA	Total MPA
2012	212	6	3	0	3
2013	211	6	4	0	4
2014	225	6	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
2020	233	7	1	0	1

Number of Serious Injuries

Year	State	Hall County	Hall County - MPA	Merrick County - MPA	Total MPA
2012	1661	61	49	0	49
2013	1536	39	31	0	31
2014	1620	50	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
2020	1285	46	37	0	37

Number of Non-motorized Fatalities and Serious Injuries

Year	State	Hall County	Hall County - MPA	Merrick County - MPA	Total MPA
2012	152	4	4	0	4
2013	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
2020	108	1	1	0	1

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

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

How do MPOs establish HSIP targets?

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

MPOs establish HSIP targets by either:

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

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

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

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



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Federal Highway Administration

FHWA-SA-16-084



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

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

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

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

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

When do MPOs need to establish these targets?

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

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

Where do MPOs report targets?

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

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

Assessment of Significant Progress

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



U.S. Department of Transportation
Federal Highway Administration

FHWA-SA-16-084



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

Technical Advisory Committee

Monday, October 18, 2021

Regular Session

Item H5

Transit Development Plan Update

Staff Contact: Andres Gomez, MPO Program Manager

Technical Advisory Committee

Monday, October 18, 2021

Regular Session

Item H6

Comprehensive Plan Update

Staff Contact: Chad Nabity, Regional Planning Director