



## **GIAMPO – Technical Advisory Committee**

**Thursday, February 9, 2023**

**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 December 12, 2022 Technical Advisory Committee Meeting
4. Waive the TAC Regular Meeting Requirement for the Election of Officers
5. Election of Chair and Vice-Chair
6. Approval Recommendation of MPO Targets for Safety Performance Measures
7. Approval of Recommendation of MPO Targets for Infrastructure Condition Performance Measures
8. Approval of Recommendation of MPO Targets for System Operations Performance Measures
9. Report on the Transit Development Plan
10. Report on the Comprehensive Plan Update
11. Report on the State Carbon Reduction Strategy

12. Report on the Public Participation Plan Update

13. Next Meeting

14. 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](mailto:giampo@grand-island.com).*

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# **Technical Advisory Committee**

**Thursday, February 9, 2023**

**Regular Session**

## **Item C1**

### **Approval of Minutes from the December 12, 2022 Technical Advisory Committee Meeting**

Staff Contact: Chad Nabity, Regional Planning Director

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

December 12, 2022 at 10:00 am  
Grand Island City Hall – Council Chambers  
100 E 1<sup>st</sup> Street, Grand Island, NE 68801

**Voting Members in Attendance:**

Keith Kurz, City of Grand Island, Interim Public Works Director	Present
VACANT, City of Grand Island, Public Works Director	Absent
VACANT, City of Grand Island, City Administrator	Absent
Chad Nabity, Hall County Regional Planning Director	Present
Don Robb, Hall County Public Works Director	Absent
Mike Meyer, Merrick County Hwy Superintendent	Absent
Wes Wahlgren, NDOT District 4 Engineer	Absent
Craig Wacker, NDOT Highway Planning Manager	Present
Ramona Schafer, Village of Alda	Present
Mike Olson, Central Nebraska Regional Airport	Present
Charley Falmlen, City of Grand Island Transit Program Manager	Present

**Non-Voting Members in Attendance:**

Allan Zafft, 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	Present
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	Present
Laura McAloon, City of Grand Island, City Attorney	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
Daniel Nguyen, FTA, Region VII Community Planner	Absent
Gerri Doyle, FTA, Region VII Planner	Absent
Kaine McClelland, NDOT, State Modeler	Absent
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 10:00 am. The Nebraska Open Meetings Act was acknowledged. The attendance of Jason Carbee of HDR, Inc. was recognized.

## **Roll Call**

Roll call was taken.

## **Approval of Minutes from the October 17, 2022 Technical Advisory Committee Meeting**

Motion by Falmlen to approve the minutes of the October 17, 2022 meeting, seconded by Kurz. Upon voice vote, all voted aye. Motion adopted.

## **Approval Recommendation of Draft Final Transit Development Plan**

Zafft introduced Jason Carbee, who gave a presentation on the Draft Transit Development Plan, which began in October 2021 and is scheduled to be completed in February 2023. This presentation provided an overview of each chapter of the draft document. The Draft Transit Development Plan will be made available for a 30-day public comment period.

Motion by Wacker to approve the Recommendation of Draft Final Transit Development Plan, seconded by Schafer. Upon voice vote, all voted aye. Motion adopted.

## **Discussion on the Next Potential Amendment to the Long Range Transportation Plan**

Zafft notified TAC that the Nebraska Department of Transportation (NDOT) may submit major changes to NDOT projects for the GIAMPO FY 2023-2027 Transportation Improvement Program (TIP) in January 2023, which would require TIP amendment approvals at the Technical Advisory Committee (TAC) and Policy Board meetings in February 2023. These major changes would require an amendment to the 2045 Long Range Transportation Plan (LRTP).

The GIAMPO Public Participation Plan requires a 30-day public comment period for a proposed amendment to the LRTP prior to approval by the Policy Board. As specified in the Public Participation Plan, one of the minimum required techniques & strategies for updates and amendments to the LRTP is a discussion with the TAC prior to the public comment period. The time period between the February 2023 TAC and Policy Board meetings is less than 30 days. The discussion of the next potential amendment to the 2045 LRTP at the December 12 TAC meeting will satisfy the requirement for a discussion with the TAC prior to the public comment period.

## **Report on the Comprehensive Plan Update**

Nabity reported on the Comprehensive Plan, which will take place over the course of FY 2022, 2023, and 2024. The plan process is expected to take place between 18 to 24 months from the time it began in April 2022. A kickoff meeting was held in June 2022 and a series of open house meetings were held on October 25-27, 2022. An open house meeting is planned for late January 2023.

## **Next Meeting Date**

The next meeting of the TAC will be on February 13, 2023 at 10:00 am. Nabity indicated that he will be unable to attend this TAC meeting.

## **Adjournment**

There being no further business, Nabity adjourned the meeting at 10:33 am.

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# Technical Advisory Committee

Thursday, February 9, 2023

Regular Session

## Item H1

### Waive the TAC Regular Meeting Requirement for the Election of Officers

Staff Contact: Chad Nabity, Regional Planning Director

**TAC Agenda Report**  
February 9, 2023

**Agenda Item No. H1**

**ISSUE**

VOTE: Waive the TAC Regular Meeting Requirement for the Election of Officers

**BACKGROUND**

Article IV – Officers, Section 2 of the Technical Advisory Committee (TAC) bylaws specifies the following:

- The Chairperson and Vice-Chairperson shall be elected from the voting membership of the Technical Advisory Committee annually for a term of one (1) year at the first regular meeting of each calendar year.

The first regular meeting of the TAC for calendar year 2023 was originally scheduled on February 13, 2023, and this meeting was cancelled.

The TAC can vote to waive the regular meeting requirement for the election of officers at the February 9, 2023 TAC meeting, so this election can occur at the first TAC meeting of the calendar year.

**POLICY CONSIDERATIONS/DISCUSSION**

None.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

Waive the TAC regular meeting requirement for election of officers.

Sample Motion – Move to waive the TAC Bylaws as they relate to the requirement that officer elections can only happen at a regular meeting.

**STAFF CONTACT**

Chad Nabity

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# Technical Advisory Committee

Thursday, February 9, 2023

Regular Session

## Item H2

### Election of Chair and Vice-Chair

Staff Contact: Chad Nabity, Regional Planning Director



**TAC Agenda Report**  
February 9, 2023

**Agenda Item No. H2**

**ISSUE**

VOTE: Election of Chair and Vice-Chair

**BACKGROUND**

The Chair and Vice-Chair serve as the officers of the Technical Advisory Committee (TAC) for the Grand Island Area Metropolitan Planning Organization (GIAMPO). Article IV – Officers, Section 2 of the Technical Advisory Committee (TAC) bylaws specifies the following:

- The Chairperson and Vice-Chairperson shall be elected from the voting membership of the Technical Advisory Committee annually for a term of one (1) year at the first regular meeting of each calendar year.

The first regular meeting of the TAC for calendar year 2023 was originally scheduled on February 13, 2023, and this meeting was cancelled.

The TAC can vote to waive the regular meeting requirement for the election of officers at the February 9, 2023 TAC meeting, so this election can occur at the first TAC meeting of the calendar year. The February 9 Agenda Item No. H1 is a vote to waive the TAC regular meeting requirement for the election of officers.

For calendar year 2022, Chad Nabity, Hall County Regional Planning Director, served as the Chair and Keith Kurz, Assistant Director of Public Works Director – City of Grand Island, served as Vice-Chair.

**POLICY CONSIDERATIONS/DISCUSSION**

None.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

Nominate and elect Chair and Vice-Chair.

**STAFF CONTACT**

Chad Nabity

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# Technical Advisory Committee

Thursday, February 9, 2023

Regular Session

## Item H3

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

Staff Contact: Allan Zafft, MPO Program Manager

**TAC Agenda Report**  
February 9, 2023

**Agenda Item No. H3**

**ISSUE**

VOTE: MPO Targets for Safety Performance Measures

**BACKGROUND**

The Federal Highway Administration requires State Department of Transportations (DOTs) and Metropolitan Planning Organizations (MPOs) to adopt targets for five performance measures for traffic safety (see attached fact sheet). State DOTs are required to establish statewide targets in their Highway Safety Improvement Program (HSIP) Annual Report 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.

The Grand Island Area Metropolitan Planning Organization (GIAMPO) approved to support the state's annual safety performance targets for 2018 through 2022.

GIAMPO staff recommends to support the NDOT 2023 targets for the safety performance measures (see attached NDOT HSIP Performance Measures) as the most prudent and feasible alternative. The core reasons to not establishing regional targets include the following:

- NDOT met all safety targets for 2020 except the serious injury rate; however, the serious injury rate was better than the 5-year rolling average baseline. As a result, NDOT met or made significant progress toward meeting its 2020 safety performance targets. NDOT met the targets for 2021 for number and rate of fatalities. Serious injury data for 2021 is not yet available as of the release of this TAC agenda report.
- Need to determine the methodology to estimate annual vehicle miles traveled (VMT) for all public roads within the GIAMPO metropolitan planning area from 2013 to 2021, if GIAMPO would establish rate targets.
- Need to process the accident data within the GIAMPO metropolitan planning area from 2013 to 2021 to determine the 5-year rolling averages on the five performance measures for comparative purposes and to determine a baseline, if GIAMPO would establish targets. Note: Accident data for 2021 should be available to Nebraska MPOs in the summer of 2023.

**POLICY CONSIDERATIONS/DISCUSSION**

Federal regulations require State DOTs and MPOs to adopt targets for traffic safety.

With supporting the statewide 2023 targets, GIAMPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of the NDOT safety targets.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

Approve to support the NDOT 2023 targets for safety performance measures.

**STAFF CONTACT**

Allan Zafft

# Safety Performance Measures Fact Sheet

## Safety Performance Measures

**Number of Fatalities:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.

**Rate of Fatalities:** The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.

**Number of Serious Injuries:** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.

**Rate of Serious Injuries:** The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.

**Number of Non-motorized Fatalities and Non-motorized Serious Injuries:** The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

Five Performance Measures	
✓	Number of Fatalities
✓	Rate of Fatalities per 100 Million VMT
✓	Number of Serious Injuries
✓	Rate of Serious Injuries per 100 Million VMT
✓	Number of Non-motorized Fatalities and Non-motorized Serious Injuries

## Data Sources

**Fatality Data:** Fatality Analysis Reporting System (FARS). Final FARS data is to be used if it is available, otherwise FARS Annual Report File (ARF) data may be used, which is generally available one year before Final FARS data.

**Volume Data:** State VMT data is derived from the Highway Performance Monitoring System (HPMS). Metropolitan Planning Organization (MPO) VMT, if applicable, is estimated by the MPO.

**Serious Injury Data:** State motor vehicle crash database. Agencies must use the definition for "Suspected Serious Injury (A)" from the MMUCC, 4<sup>th</sup> edition by April 15, 2019. Prior to April 15, 2019 agencies may use injuries classified as "A" on the KABCO scale through use of serious injury conversion tables. However, agencies are encouraged to begin using the MMUCC, 4<sup>th</sup> edition definition and attributes at the beginning of 2019 for a complete and consistent data file for the calendar year.

**Number of Non-motorized Fatalities and Non-motorized Serious Injuries:** FARS and State motor vehicle crash database. The number of non-motorized fatalities is the total number of fatalities with the FARS person attribute codes: (5) Pedestrian, (6) Bicyclist, (7) Other Cyclist, and (8) Person on Personal Conveyance. The number of non-motorized serious injuries is the total number of serious injuries where the injured person is, or is equivalent to, a pedestrian (2.2.36) or a pedalcyclist (2.2.39) as defined in ANSI D16.1-2007.

## What You Need to Know About Establishing Targets

### States:

- States will first establish statewide targets in their August 31, 2017 HSIP Annual Report for calendar year 2018, and annually thereafter.
- Targets are applicable to all public roads regardless of functional classification or ownership.
- For common performance measures (number of fatalities, rate of fatalities and number of serious injuries), targets must be identical to the targets established for the NHTSA Highway Safety Grants program in the Highway Safety Plan.
- States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any or all of the measures. If a State chooses to do so, it is required to report the urbanized area boundaries used and evaluate and report progress for each target. Urbanized and non-urbanized area targets are not included in the significant progress determination.

### Coordination and Collaboration:

- Performance management connects the Highway Safety Improvement Program (HSIP) and Highway Safety Plan (HSP) to the Strategic Highway Safety Plan (SHSP) to promote a coordinated relationship for common performance measures, resulting in comprehensive transportation and safety planning.
- The State DOT and MPOs in the State must coordinate when establishing targets, to the maximum extent practicable.
- A wide range of stakeholders should work together to establish targets. This includes, the State DOT, State Highway Safety Office, MPOs, FHWA Division Office, NHTSA Regional Office, Law Enforcement Agencies and EMS (include all 4 E's of Highway Safety)
- Set targets that are data-driven and realistic, maintain momentum and remain focused.



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FHWA-SA-16-044



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

## What You Need to Know About Establishing Targets (continued)

### MPOs:

- MPOs must establish targets specific to the MPO planning area for the same five safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes each target. MPOs may select one of the following options for each individual safety performance measure:
  - agreeing to support the State target; **OR**
  - establishing specific numeric targets for a safety performance measure (number or rate).
- MPOs that choose to establish a rate target must report the VMT estimate used to establish that target and the methodology to develop the VMT estimate. MPOs should make maximum use of data prepared for HPMS when preparing the rate-based target denominator. If an MPO develops data specifically for the denominator, it should use methods to compute VMT that are consistent with those used for other Federal reporting purposes.
- MPO targets are reported to the State DOT, and made available to FHWA, upon request. MPO targets are not included in the assessment of whether a State has met or made significant progress toward meeting its targets.

Performance Measure	State Target		MPO Target For Each Performance Measure, Support State Target <b>or</b> Establish MPO-Specific Target
	Target Reported in HSIP Annual Report for FHWA	Target Reported in Highway Safety Plan for NHTSA	
Number of Fatalities	✓	= ✓	✓
Rate of Fatalities per 100 Million VMT	✓	= ✓	✓
Number of Serious Injuries	✓	= ✓	✓
Rate of Serious Injuries per 100 Million VMT	✓	Not required	✓
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	✓	Not required	✓

## Example Target Calculations

**5-Year Rolling Average:** Each target is based on a 5-year rolling average, which is the average of 5 individual, consecutive points of data. The 5-year rolling average provides a better understanding of the overall data over time without eliminating years with significant increases or decreases; and provides a mechanism for accounting for regression to the mean. If a particularly high or low number of fatalities and/or serious injuries occur in one year, a return to a level consistent with the average in the previous year may occur.

The **number targets** are calculated by adding the number for the measure for each of the most recent 5 consecutive years ending in the year for which the targets are established, dividing by 5, and rounding to the **tenth** decimal place. The **rate targets** are calculated similarly yet rounded to the **thousandth** decimal place. This more accurately reveals the change from one 5-year average to another that might otherwise be obscured if the number was truncated.

### Example: Number of Fatalities

Year	2011	2012	2013	2014	2015
Number of Fatalities	471	468	493	468	462*

\*From FARS Annual Report File, if Final FARS is not available

To determine the target for number of fatalities:

- Add the number of fatalities for the most recent 5 consecutive calendar years ending in the year for which the targets are established:  $471 + 468 + 493 + 468 + 462 = 2,362$
- Divide by five and round to the nearest tenth decimal place:  $2,362 / 5 = 472.4$

### Example: Rate of Fatalities per 100 Million VMT

Year	2011	2012	2013	2014	2015
Number of Fatalities	471	468	493	468	462*
Per 100 Million VMT	454.21	487.50	466.48	492.27	495.97
Rate of Fatalities	1.04	0.96	1.06	0.95	0.93

\*From FARS Annual Report File, if Final FARS is not available

To determine the target for rate of fatalities:

- Add the rate of fatalities for the most recent 5 consecutive calendar years ending in the year for which the targets are established:  $1.04 + 0.96 + 1.06 + 0.95 + 0.93 = 4.94$
- Divide by five and round to the nearest thousandth decimal place:  $4.94 / 5 = 0.988$



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

Below are the number of fatalities, number of serious injuries, and number of non-motorized fatalities and serious injuries within the GIAMPO metropolitan planning area (MPA) for 2012-2020 in comparison with the state and Hall County:

#### Number of Fatalities

Year	State	Hall County	Hall County - MPA	Merrick County - MPA	Total MPA
2012	212	6	3	0	3
2013	211	6	4	0	4
2014	225	6	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	58	47	0	47
2019	1400	51	36	0	36
2020	1285	31	22	0	22

#### 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	0	0	0	0

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

NEBRASKA HSIP PERFORMANCE MEASURES - Baseline 2021 Target Year 2023										
HSIP PERFORMANCE MEASURE	Projected 2019-2023 Actual Avg	Projected 2019-2023 Rolling Avg.	2020 Yearend Actual Values	2023 Yearend Actual Values	5-Year Rolling Average			2023 Target Achieved?	Better Than Baseline?	Met or Made Significant Progress?
					NDOT Target 2019-2023 (A)	Actual 2019-2023 (B)	Baseline 2017-2021 (C)			
Number of Fatalities	256.4	241.8	233.0		254.0 *		232.0			
Fatality Rate	1.311	1.125	1.202		1.300 *		1.118			
Number of Serious Injuries	1,087.0	1,319.5	1,285.0		1,319.0		Unavailable			
Serious Injury Rate	5.651	6.039	6.631		6.044		Unavailable			
Number of Non-motorized Fatalities and Serious Injuries	103.2	117.8	109.0		117.8		Unavailable			

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

(A) Calendar Year (CY) 2023 Targets are established and reported in the August 31, 2022 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 2021

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

Calendar Years: 2019 Through 2023

(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: 2017 Through 2021

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
2022	2023	2026

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# Technical Advisory Committee

Thursday, February 9, 2023

Regular Session

## Item H4

### Approval of Recommendation of MPO Targets for Infrastructure Condition Performance Measures

Staff Contact: Allan Zafft, MPO Program Manager

**TAC Agenda Report**  
February 9, 2023

**Agenda Item No. H4**

**ISSUE**

VOTE: MPO Targets for Infrastructure Condition Performance Measures

**BACKGROUND**

The Federal Highway Administration requires State Department of Transportations (DOTs) and Metropolitan Planning Organizations (MPOs) to adopt targets for six performance measures every four years relating to infrastructure condition on the National Highway System (NHS). There are four performance measures for pavement condition and two performance measures for bridge condition (see attached TPM fact sheets). State DOTs were required to establish performance targets for these measures by December 16, 2022. MPOs have the option of supporting the statewide targets, or establishing their own regional targets within 180 days of the establishment of state targets. After two years there will be a mid-point review, at which point the targets could be adjusted for NDOT and Nebraska MPOs based on collected data.

The Grand Island Area Metropolitan Planning Organization (GIAMPO) adopted to support the state's infrastructure condition targets for the 4-year period of 2018 to 2021.

GIAMPO staff recommends to support the NDOT targets for infrastructure condition performance measures for the 4-year period of 2022 to 2025 (see attached NDOT Infrastructure Condition Performance Measures) as the most prudent and feasible alternative. The core reasons to not establishing regional targets include the following:

- For the 4-year period of 2018 to 2021, Nebraska's actual performances met the 4-year targets for the six performance measures.
- The Interstate and Non-Interstate NHS routes in the GIAMPO metropolitan planning area are State NHS routes.
- The statewide 2022 baselines for the performance measures (pavement condition) meet the 2-year and 4-year targets for the 4-year period of 2022 to 2025. The baselines are the following:
  - 77.5% of pavements of the Interstate System in Good condition
  - 0.1% of pavements of the Interstate System in Poor condition
  - 56.0% of pavements of the Non-Interstate NHS in Good condition
  - 2.3% of pavements of the Non-Interstate NHS in Poor condition
- The State is the owner of the NHS bridges in the GIAMPO region.
- Statewide, 57.9% of NHS bridges by bridge area are classified as Good condition (3/11/2022 data), which meet the 2-year and 4-year targets for the 4-year period of 2022 to 2025.

- Statewide, 2.0% of NHS bridges by bridge area are classified as Poor condition (3/11/2022 data), which meets the 2-year and 4-year targets for the 4-year period of 2022 to 2025.

### **POLICY CONSIDERATIONS/DISCUSSION**

Federal regulations require State DOTs and MPOs to adopt targets for infrastructure condition.

With supporting the statewide targets for the 4-year period of 2022 to 2025, GIAMPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of the NDOT infrastructure condition targets.

### **BUDGET CONSIDERATIONS**

None.

### **COMMITTEE ACTION**

None.

### **RECOMMENDATION**

Approve to support the NDOT targets for infrastructure condition performance measures for the 4-year period of 2022 to 2025.

### **STAFF CONTACT**

Allan Zafft

# PAVEMENT

## PERFORMANCE MEASURES



### Final Rulemaking

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

### Performance Measures

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

### About Condition

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

### Penalty Provisions

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

**Note** - The above dates in 2018 and 2020 relate to the first performance period of 2018 to 2021.

### Target Setting

#### State DOTs:

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

#### Metropolitan Planning Organizations (MPOs):

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



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Federal Highway Administration

### Final Rulemaking

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

#### Performance Measures

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

#### Condition-Based Performance Measures

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

**Note** - The above dates in 2018 and 2020 relate to the first performance period of 2018 to 2021.

#### Target Setting

##### State DOTs:

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

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

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



**NDOT Infrastructure Condition Performance Measures**  
**Performance Period 2022-2025**

<b>Performance Measure</b>	<b>Baseline</b>	<b>2-Year Target</b>	<b>4-Year Target</b>
Percentage of Pavements of the Interstate System in Good Condition	77.5%	65.0%	65.0%
Percentage of Pavements of the Interstate System in Poor Condition	0.1%	5.0%	5.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	56.0%	40.0%	40.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	2.3%	10.0%	10.0%
Percentage of NHS Bridges Classified as in Good Condition	57.7%	55.0%	55.0%
Percentage of NHS Bridges Classified as in Poor Condition	2.0%	10.0%	10.0%

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# Technical Advisory Committee

Thursday, February 9, 2023

Regular Session

## Item H5

### Approval of Recommendation of MPO Targets for System Operations Performance Measures

Staff Contact: Allan Zafft, MPO Program Manager

**TAC Agenda Report**  
February 9, 2023

**Agenda Item No. H5**

**ISSUE**

VOTE: MPO Targets for System Operations Performance Measures

**BACKGROUND**

The Federal Highway Administration requires State Department of Transportations (DOTs) and Metropolitan Planning Organizations (MPOs) to adopt targets for three performance measures every four years relating to system operations performance. Two of the three performance measures are for National Highway System (NHS) Travel Time Reliability, and one performance is for Freight Reliability (see attached fact sheets). State DOTs were required to establish performance targets for these measures by December 16, 2022. MPOs have the option of supporting the statewide targets, or establishing their own regional targets within 180 days of the establishment of state targets. After two years there will be a mid-point review, at which point the targets could be adjusted for NDOT and Nebraska MPOs based on collected data.

The Grand Island Area Metropolitan Planning Organization (GIAMPO) approved to support the state's system operations performance targets for the 4-year period of 2018 to 2021.

GIAMPO staff recommends to support the NDOT targets for system operations performance measures for the 4-year period of 2022 to 2025 (see attached NDOT System Operations Performance Measures) as the most prudent and feasible alternative. The core reasons to not establishing regional targets include the following:

- For the 4-year period of 2018 to 2021, Nebraska's actual performances met the adjusted 4-year targets for the three performance measures.
- GIAMPO region outperformed the State on all performance measures for the 4-year period of 2018 to 2021.
- The Interstate and Non-Interstate NHS routes in the GIAMPO metropolitan planning area are State NHS routes.
- The statewide 2022 baselines for the performance measures meet the 2-year and 4-year targets for the 4-year period of 2022 to 2025. The baselines are the following:
  - 98.8% of the person-miles traveled on the Interstate that are reliable
  - 96.2% of the person-miles traveled on the Non-Interstate NHS that are reliable
  - 1.14 for the Truck Travel Time Reliability (TTTR) Index



**POLICY CONSIDERATIONS/DISCUSSION**

Federal regulations require State DOTs and MPOs to adopt targets for system operations performance.

With supporting the statewide targets for the 4-year period of 2022 to 2025, GIAMPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of the NDOT system operations performance targets.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

Approve to support the NDOT targets for system operations performance measures for the 4-year period of 2022 to 2025.

**STAFF CONTACT**

Allan Zafft

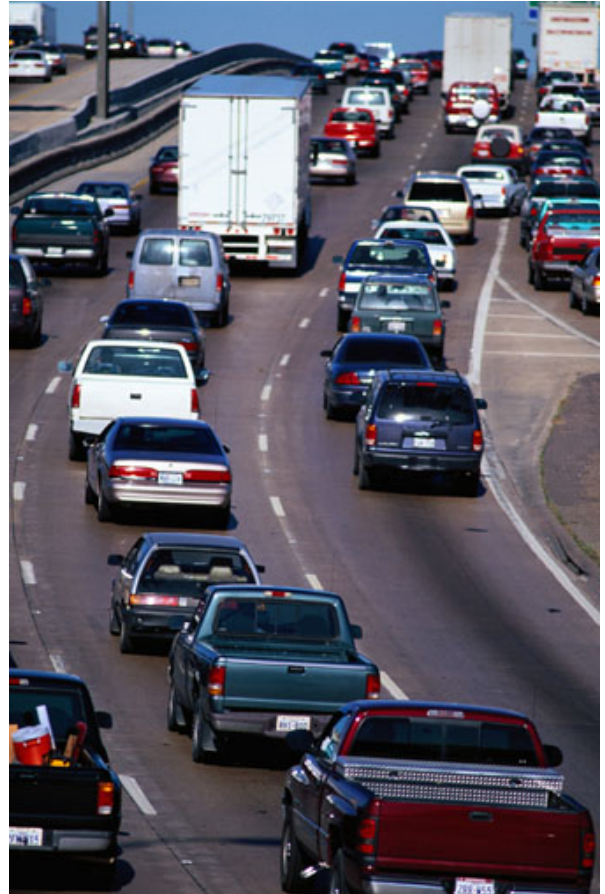
# TRANSPORTATION PERFORMANCE MANAGEMENT

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

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

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

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



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

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



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

# NHS Travel Time Reliability Measures



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

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

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

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

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

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

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



U.S. Department of Transportation  
Federal Highway Administration

**Note - The above dates in 2018 and 2020 relate to the first performance period of 2018 to 2021.**

# Freight Reliability Measure



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

**WHO:** State DOTs and MPOs.

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

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

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

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

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

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



U.S. Department of Transportation  
Federal Highway Administration

**Note - The above dates in 2018 and 2020 relate to the first performance period of 2018 to 2021.**

**NDOT System Operations Performance Measures**  
**Performance Period 2022-2025**

<b>Performance Measure</b>	<b>Baseline</b>	<b>2-Year Target</b>	<b>4-Year Target</b>
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	98.8%	98.5%	98.5%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	96.2%	92.0%	92.0%
Truck Travel Time Reliability (TTTR) Index	1.14	1.20	1.20

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# Technical Advisory Committee

Thursday, February 9, 2023

Regular Session

## Item J1

### Report on the Transit Development Plan

Staff Contact: Allan Zafft, MPO Program Manager

**TAC Agenda Report**  
February 9, 2023

**Agenda Item No. J1**

**ISSUE**

REPORT: Transit Development Plan

**BACKGROUND**

The City of Grand Island (GI) is leading the development of the GI Transit Development Plan (TDP) initiative, known as GO GI Transit, in coordination with GIAMPO. This study will help the City of Grand Island plan for the future of public transit in the Grand Island area. The TDP process began in October 2021 and is scheduled to be completed in February 2023.

The TDP process began first with data collection on Grand Island's transit system, CRANE, to evaluate the existing system and establish the baseline conditions for use in later portions of the TDP. The data collected was used to establish a variety of scenarios for potential future use. The scenarios were compared to the baseline scenario to evaluate their potential effectiveness. The final step in the TDP process was development of an implementation plan for the preferred scenario and a financial analysis of this scenario to capture both funded and unmet needs. Throughout the TDP planning process, three phases of public and stakeholder outreach were conducted to collect stakeholder and public feedback and guide the TDP vision. Each phase of engagement targeted different segments including existing riders, potential riders, and key area stakeholders.

In early December 2022, the consultant ((HDR Inc.) for GO GI Transit completed a Draft Transit Development Plan. This document is a planning and development guidance document encompassing the years 2023 through 2045. The year 2045 is used to align the goals of this TDP with the goals and objectives presented in the GIAMPO 2045 Long Range Transportation Plan (LRTP). The TDP addresses transit and mobility needs, cost and revenue projections, community transit goals and objectives, and potential future scenarios. The plan develops 10-year and 20-year elements that fall within that 2045-time horizon.

GIAMPO staff will provide an update on the Transit Development Plan (GO GI Transit) at the February 9 Technical Advisory Committee (TAC) meeting. This update will relate to the public comment period of the Draft Transit Development Plan.

**POLICY CONSIDERATIONS/DISCUSSION**

The GIAMPO Public Participation Plan specifies that other reports/documents will have a public comment period of least 15 days prior to approval by the Policy Board. The Draft Transit Development Plan was made available for a 30-day public comment period from December 14, 2022 to January 16, 2023. Four comments were received.

After the completion of the Transit Development Plan (GO GI Transit), GIAMPO may need to amend the 2045 Long Range Transportation Plan to reflect the plan recommendations.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None. The Technical Advisory Committee recommended to approve the Draft Transit Development Plan on December 12, 2022.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACT**

Allan Zafft



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# Technical Advisory Committee

Thursday, February 9, 2023

Regular Session

## Item J2

### Report on the Comprehensive Plan Update

Staff Contact: Chad Nabity, Regional Planning Director

**TAC Agenda Report**  
February 9, 2023

**Agenda Item No. J2**

**ISSUE**

REPORT: Comprehensive Plan Update

**BACKGROUND**

The last significant update to the Hall County and Grand Island Comprehensive Plans was completed in 2004. Hall County Regional Planning Commission staff has secured funding from the City of Grand Island and Hall County to update the plans and regulations for these entities during the 2022, 2023 and 2024 fiscal years. It is expected that the process will take between 18 and 24 months from the time it begins.

In January 2022, the Hall County Regional Planning Commission released a Request for Qualifications (RFQ) to retain a consultant firm to provide professional services for Comprehensive Plan and Regulation Update for the City of Grand Island and Hall County. A Notice to Proceed was issued to Marvin Planning Consultants in April 2022. A kickoff meeting was held in June 2022 and a series of open house meetings were held on October 25-27, 2022. An open house meeting was held on January 31, 2023.

The Comprehensive Plan is a blue print for growth in the community and is required if a community wishes to use zoning and subdivision regulations to impact how and where that development occurs. The 2004 plans were looking at a 20-year time frame, and this time horizon is nearing the end.

Hall County Regional Planning Commission staff will provide an update on the Comprehensive Plan Update at the February 9 Technical Advisory Committee (TAC) meeting.

**POLICY CONSIDERATIONS/DISCUSSION**

None.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACT**

Chad Nabity

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# Technical Advisory Committee

Thursday, February 9, 2023

Regular Session

## Item J3

### Report on the State Carbon Reduction Strategy

Staff Contact: Allan Zafft, MPO Program Manager

**TAC Agenda Report**  
February 9, 2023

**Agenda Item No. J3**

**ISSUE**

REPORT: State Carbon Reduction Strategy

**BACKGROUND**

In November 2021, the Infrastructure Investment and Jobs Act (IIJA) (also known as the “Bipartisan Infrastructure Law”), was signed into law, which includes the Carbon Reduction Program (CRP). The purpose of the CRP is to provide federal funds for projects designed to reduce transportation emissions, defined carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources.

Nebraska expects to receive nearly \$48 million over five years under the CRP. The Nebraska Department of Transportation (NDOT) is required to allocate 65% of these funds to urbanized areas over 200K population, urbanized areas between 50K and 200K population, urban areas between 5K to 49,999K population, and areas less than 5K population) in accordance with their relative share of the state population. NDOT has flexibility to allocate the remaining 35% in any area of the state.

The CRP requires each state, in consultation with its respective metropolitan planning organizations (MPOs), to develop a Carbon Reduction Strategy that supports efforts to reduce transportation emissions, identifies projects and strategies that will reduce transportation emissions, and is appropriate to the population and context of the state.

The Carbon Reduction Strategy is due to USDOT by November 15, 2023.

NDOT staff will provide an update on the State Carbon Reduction Strategy at the February 9 Technical Advisory Committee (TAC) meeting.

**POLICY CONSIDERATIONS/DISCUSSION**

None.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACT**

Allan Zafft

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# **Technical Advisory Committee**

**Thursday, February 9, 2023**

**Regular Session**

## **Item J4**

### **Report on the Public Participation Plan Update**

**Staff Contact: Allan Zafft, MPO Program Manager**

**TAC Agenda Report**  
February 9, 2023

**Agenda Item No. J4**

**ISSUE**

REPORT: Public Participation Plan Update

**BACKGROUND**

In accordance 23 CFR 450.316, a metropolitan planning organization (MPO) is required to have a Public Participation Plan that defines a process for providing with reasonable opportunities to be involved in the metropolitan transportation planning process. The current, and first, Public Participation Plan for the Grand Island Area Metropolitan Planning Organization (GIAMPO) was adopted by the Policy Board in November 2015, and includes an amendment which was approved in February 2017.

The GIAMPO Public Participation Plan indicates that an update of the Public Participation occurs at least every five years, prior to an update of the Long Range Transportation Plan (LRTP). *Journey 2040* is GIAMPO's first LRTP, which was adopted by the Policy Board in April 2016. In February 2021, GIAMPO completed an LRTP update with the adoption of the *2045 LRTP*. Since the current Public Participation Plan was adopted over five years ago and the process for the next LRTP will begin sometime in 2024, GIAMPO staff began the process to update the Public Participation Plan in December 2022.

GIAMPO staff will provide an update on the Public Participation Plan Update at the February 9 Technical Advisory Committee (TAC) meeting.

**POLICY CONSIDERATIONS/DISCUSSION**

None.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACT**

Allan Zafft