



GIAMPO- Technical Advisory Committee Meeting Agenda  
City Hall- Community Meeting Room  
100 E 1st Street, Grand Island, NE 68801  
GIAMPO- Technical Advisory Committee Meeting of February 12, 2024  
10:00 AM

**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. Meeting Minutes**

- a. Approval of Minutes from the October 16, 2023 Technical Advisory Committee Meeting

**4. Action Items**

- a. Election of Chair and Vice-Chair
- b. Approval Recommendation of MPO Targets for Safety Performance Measures
- c. Approval Recommendation of Grand Island Adjusted 2020 Urban Area Boundary

**5. Discussion Items**

- a. Report on the Public Participation Plan Update
- b. Report on the Comprehensive Plan Update
- c. Report on the Long Range Transportation Plan Update

**6. Next Meeting: April 8, 2024**

**7. 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 electronico a [giampo@grand-island.com](mailto:giampo@grand-island.com).**



**Agenda Report**  
**February 12, 2024**

**Agenda Item No. 3.a.**

**ISSUE:**

Approval of Minutes from the October 16, 2023 Technical Advisory Committee Meeting

**RECOMMENDATION:**

Approve the minutes of the October 16, 2023 Technical Advisory Committee meeting.

**STAFF CONTACT:**

Chad Nabity, Regional Planning Director

**ATTACHMENTS:**

1. 2023/10/16 Minutes

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

October 16, 2023 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, Public Works Director	Present
VACANT, City of Grand Island, Assistant Public Works Director	Absent
Laura McAloon, City of Grand Island, City Administrator	Present
Chad Nabity, Hall County Regional Planning Director	Present
Don Robb, Hall County Public Works Director	Present
Mike Meyer, Merrick County Hwy Superintendent	Absent
Wes Wahlgren, NDOT District 4 Engineer	Present
Craig Wacker, NDOT Highway Planning Manager	Absent
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:**

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, Assistant Finance Director	Present
Catrina DeLosh, City of Grand Island, Public Works Admin Coordinator	Absent
Tim Golka, City of Grand Island, Project Manager	Present
Stacy Nonhof, City of Grand Island, Interim City Attorney	Absent
Cindy Johnson, Grand Island Area Chamber of Commerce	Present
Mary Berlie, Grand Island Area Economic Development Corp.	Absent
Justin Luther, FHWA, Transportation Planner, Realty, Civil Rights	Absent
Mark Bechtel, FTA, Deputy Regional Administrator	Absent
Cathy Monroe, FTA, Planning and Program Development Director	Absent
Logan Daniels, FTA, Region VII Transportation Program Specialist	Absent
Daniel Nguyen, FTA, Region VII Community Planner	Absent
Gerri Doyle, FTA, Region VII Community Planner	Absent
Jodi Gibson, NDOT Local Projects Engineer	Absent
Kaine McClelland, NDOT, State Modeler	Absent
Jeff Soula, NDOT, Local Projects Urban Engineer	Absent
Ryan Huff, NDOT, Planning and Project Development Engineer	Absent
Curtis Nosal, NDOT, Assistant Planning Engineer	Absent
Jeff Soula, NDOT Local Projects Urban Engineer	Absent
Jeremy Wegner, Burlington Northern Santa Fe Railroad	Absent
Kelli O'Brien, Union Pacific Railroad	Absent

## **Call to Order**

Nabity called the meeting to order at 10:03 am. The Nebraska Open Meetings Act was acknowledged.

## **Roll Call**

Roll call was taken. Note: McAloon arrived to the TAC meeting at 10:08 am, and she did not vote on the following agenda item – Approval of Minutes from the April 10, 2023 Technical Advisory Committee Meeting.

## **Approval of Minutes from the April 10, 2023 Technical Advisory Committee Meeting**

Motion by Wahlgren to approve the minutes of the April 10, 2023 meeting, seconded by Robb. Upon voice vote, all voted aye. Motion adopted.

## **Approval Recommendation of Final Draft Amendment No. 1 to FY 2024-2028 Transportation Improvement Program**

Zafft informed the TAC that Amendment No. 1 to the FY 2024-2028 Transportation Improvement Program (TIP) is to add the West Connector Trail project and to delete the Platte River - Phillips project. He indicated that the Platte River - Phillips projects was let in August 2023 and has been awarded, and it is included in the FY 2023-2027 TIP. This amendment will be released for public review and comment prior to Policy Board adoption. A TAC member asked if the Cathcart Rail project has to be included in the TIP. Zafft indicated that this project is not required to be included in the TIP because the TIP only includes surface transportation projects.

Motion by Wahlgren to approve the Recommendation of Final Draft Amendment No. 1 to FY 2024-2028 Transportation Improvement Program, seconded by Olson. Upon voice vote, all voted aye. Motion adopted.

## **Approval Recommendation of Final Draft Amendment No. 6 to 2045 Long Range Transportation Plan Amendment**

Zafft informed the TAC that Amendment No. 6 to the 2045 Long Range Transportation Plan (LRTP) adds one fiscally constrained bicycle and pedestrian project (Project ID: 45, Project Description: Trail between near the Old Potash Hwy and North Rd intersection to near the Water Tower). This amendment consists of modifications to specific figures, tables, and sections in Chapter 7 (Future Transportation Revenues) and Chapter 9 (Fiscally Constrained Plan) of the LRTP. Amendment No. 6 will be released for public review and comment prior to Policy Board adoption

Motion by Olson to approve the Recommendation of Final Draft Amendment No. 6 to 2045 Long Range Transportation Plan, seconded by Wahlgren. Upon voice vote, all voted aye. Motion adopted.

## **Approval Recommendation of Final Draft Public Participation Plan Update 2024**

Zafft presented on the Draft Public Participation Plan Update 2024, which describes the public involvement process for the GIAMPO transportation planning process. An update of the GIAMPO Public Participation Plan is required at least every 5 years, prior to LRTP updates. The original and first Public Participation was adopted in November 2015 and the next LRTP update begin sometime in 2024. Zafft provided a summary of the updates to the Draft Public Participation Plan Update 2024. This document will be released for public and comment prior to Policy Board adoption.

Motion by McAloon to approve the Recommendation of Final Draft Public Participation Plan Update 2024, seconded by Kurz. Upon voice vote, all voted aye. Motion adopted.

### **Report on the NDOT Carbon Reduction Strategy**

Zafft reported on the NDOT Carbon Reduction Strategy, which is required by the Carbon Reduction Program (CRP). The Infrastructure Investment and Jobs Act (IIJA) authorized the CRP, a new federal program intended to fund efforts to reduce carbon emissions from surface transportation. As a requirement of the CRP, states must develop a CRS in consultation with the state's metropolitan planning organizations (MPOs) by November 15, 2023. NDOT has held individual consultations with each of Nebraska's four MPOs, hosted an online survey for the general public, and held a virtual public meeting in September 2023.

### **Report on the Carbon Reduction Program Funds**

Zafft reported on the funding through the Carbon Reduction Program (CRP), which is a new federal program that was included in the IIJA. The purpose of the CRP is to provide federal funding for projects to reduce transportation emissions or the development of carbon reduction strategies. NDOT purchased the FY 2022 CRP funds for the Grand Island urbanized area in exchange for state cash through its Federal Funds Purchase Program, and NDOT plans to purchase the remaining fiscal years of CRP funds for the Grand Island urbanized area. The City of Grand Island is using the buyback dollars (state cash) on roundabouts, side paths, and sidewalks on the City's existing projects. McAloon asked why NDOT decided to purchase the CRP funds. Zafft indicated the small CRP annual apportionments for a project which would have to go through the federal aid process. NDOT will use the CRP funds for the Grand Island urbanized area on a state project(s) within the Grand Island urbanized area.

### **Report on the Non-Motorized Subcommittee of Technical Advisory Committee**

Zafft provided an update on the Non-Motorized Subcommittee, which consisted of the following – the changes to this subcommittee approved by the TAC in August 2022, review of names with respective agency/organization of the subcommittee members, and review of the three subcommittee meetings since August 2022.

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

Nabity reported on the Comprehensive Plan Update, 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 open house meetings were held on October 25-27, 2022, January 31, 2023, and September 14, 2023. A report on the Comprehensive Plan Update will be made at the Grand Island City Council Study Session on October 17, 2023.

### **Next Meeting Date**

The next meeting of the TAC will be on December 11, 2023 at 10:00 am.

### **Adjournment**

There being no further business, Nabity adjourned the meeting at 10:57 am.



**Agenda Report  
February 12, 2024**

**Agenda Item No. 4.a.**

**ISSUE:**

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 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 2024 is scheduled on February 12, 2024.

For calendar year 2023, Chad Nabity, Hall County Regional Planning Director, served as Chair and Don Robb, Hall County Public Works Director, served as Vice-Chair.

**POLICY CONSIDERATIONS/DISCUSSION:**

None.

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

None.

**RECOMMENDATION:**

Nominate and elect Chair and Vice-Chair.

**STAFF CONTACT:**

Chad Nabity, Regional Planning Director

**Agenda Report**  
**February 12, 2024**

**Agenda Item No. 4.b.**

**ISSUE:**

Approval Recommendation of 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 measure targets for 2018 through 2023.

GIAMPO staff recommends to support the NDOT safety performance measure targets for 2024 (see attached NDOT HSIP Performance Measures) as the most prudent and feasible alternative. The core reasons to not establishing regional targets include the following:

- Nebraska did not meet or make progress towards the safety targets for 2021 because the 2021 serious injury crash data was not available to submit to FHWA in August 2022 (Note: Nebraska was better than baseline for all five performance measures.). As a result, NDOT does need to develop an HSIP Implementation Plan for Federal FY24, and NDOT does need to obligate a minimum amount of \$16.2M in HSIP funds in Federal FY24 on HSIP. Nebraska will likely meet or make progress towards the safety targets for 2022.
- 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 2022, if GIAMPO would establish rate targets.
- Need to process the crash data within the GIAMPO metropolitan planning area from 2013 to 2022 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: Crash data for 2021 and 2022 is anticipated to be available to Nebraska MPOs sometime in 2024.

**POLICY CONSIDERATIONS/DISCUSSION:**

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

With supporting the statewide safety targets for 2024, 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 safety performance measure targets for 2024.

**STAFF CONTACT:**

Allan Zafft, MPO Program Manager

**ATTACHMENTS:**

1. Safety Performance Measures Fact Sheet
2. GIAMPO Accident Totals 2012 to 2020
3. NE HSIP Performance Measures



# 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.



## 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:  $4.94 / 5 = 0.988$



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. Crash data for 2021 and 2022 is anticipated to be available to Nebraska MPOs sometime in 2024.

#### 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 2022 Target Year 2024										
HSIP PERFORMANCE MEASURE	Projected 2020 2024 Actual Avg	Projected 2020-2024 Rolling Avg.	2022 Yearend Actual Values	2024 Yearend Actual Values	5-Year Rolling Average			2024 Target Achieved?	Better Than Baseline?	Met or Made Significant Progress?
					NDOT Target 2019-2024 (A)	Actual 2019-2024 (B)	Baseline 2017-2022 (C)			
Number of Fatalities	235.6	236.2	244.0		234.0 *		235.2			
Fatality Rate	1.110	1.127	1.146		1.120 *		1.130			
Number of Serious Injuries	1,040.0	1,167.9	1,219.0		1,168.0		1,286.4			
Serious Injury Rate	4.904	5.534	5.726		5.539		6.172			
Number of Non-motorized Fatalities and Serious Injuries	58.0	96.8	82.0		96.8		108.4			

\*Selected targets based on a reduction of the current increasing trend by 1%

^Selected targets based on NHTSA requirement to show constant or improved performance.

(A) Calendar Year (CY) 2024 Targets are established and reported in the August 31, 2023 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 2022

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

Calendar Years: 2020 Through 2024

(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: 2018 Through 2022

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
2023	2024	2027

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**Agenda Report**  
**February 12, 2024**

**Agenda Item No. 4.c.**

**ISSUE:**

Approval Recommendation of Grand Island Adjusted 2020 Urban Area Boundary

**BACKGROUND:**

The Census Urban Area (UA) is updated every 10 years with the decennial census. UAs are designated by the U.S. Bureau of the Census (Census Bureau) for areas with urban populations of 5,000 or more. For the 2020 Census, the UA comprises a densely settled core of census blocks that meet minimum housing unit density and/or population density requirements. This can include adjacent territory containing non-residential urban land uses. In January 2023, the Census Bureau issued the Census UA boundary for Grand Island based on the 2020 Census.

State Department of Transportations (DOTs) lead the process of reviewing and/or adjusting UA boundaries with feedback from the Metropolitan Planning Organizations (MPOs) or local governments. For transportation planning purposes, States have the option of using Census-defined urban boundaries, or they may adjust the census-defined boundaries to be more consistent with transportation needs. Any adjustments to UA boundaries must be approved by the Federal Highway (FHWA) Division Office.

State DOTs, MPOs and local governments may choose to make boundary adjustments for a variety reasons, including, but not limited to:

- Aligning urban area boundaries with existing planning boundaries (e.g., MPA boundaries, local municipal boundaries),
- Addressing irregularities in urban area boundary shapes,
- Maintaining consistency with highway functional classifications,
- Including transit routes and/or traffic generators,
- Incorporating local knowledge of urban form (e.g., current and future land use), and/or
- Fostering an inclusive, effective, and comprehensive transportation planning process.

Enclosed is a map from the Nebraska Department of Transportation (NDOT) that shows the proposed Grand Island 2020 Adjusted UA boundary for GIAMPO's review and concurrence. NDOT considered feedback from GIAMPO staff for the proposed Adjusted UA boundary. Nearly all of the recommended adjustments from GIAMPO are addressed in the proposed Adjusted UA boundary.

**POLICY CONSIDERATIONS/DISCUSSION:**

The following FHWA programs distinguish between urban and rural areas and are impacted by adjustments to UA boundaries:

- Highway Functional Classification

- Highway Performance Monitoring System (HPMS) Reporting
- Critical Freight Corridors
- STBG Apportionment Formula
- STBG Special Rule for Areas Less Than 50,000
- CMAQ Traffic Congestion Performance Measures
- Control of Outdoor Advertising

For more information on the impacts on the above FHWA programs, see the below FHWA webpage.

[https://www.fhwa.dot.gov/planning/census\\_issues/urbanized\\_areas\\_and\\_mpo\\_tma/faq/page07.cfm](https://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/faq/page07.cfm).

After the Grand Island 2020 Adjusted UA boundary is approved by FHWA, GIAMPO staff will need to review and potentially recommend updates to the GIAMPO Metropolitan Planning Area.

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

None.

**RECOMMENDATION:**

Approve the Grand Island 2020 Adjusted Urban Area boundary.

**STAFF CONTACT:**

Allan Zafft, MPO Program Manager

**ATTACHMENTS:**

1. Grand Island Urban Area Map







**Agenda Report**  
**February 12, 2024**

**Agenda Item No. 5.a.**

**ISSUE:**

Report on the Public Participation Plan Update

**BACKGROUND:**

In accordance with 23 CFR 450.316, metropolitan planning organizations (MPOs) are required to develop and use a documented public participation plan that defines a process for providing various stakeholders 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 current 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 developing the Public Participation Plan Update in December 2022.

GIAMPO staff prepared the Draft Public Participation Plan Update 2024, which was released for a 45-day public comment period from October 27 to December 13, 2023. One comment was received that will not result in a revision to this document.

GIAMPO staff will provide an update on the Public Participation Plan Update at the February 12 Technical Advisory Committee (TAC) meeting.

**POLICY CONSIDERATIONS/DISCUSSION:**

The Public Participation Plan Update 2024 is scheduled for approval by the Policy Board on February 27, 2024. Once adopted, the public involvement methods identified in the Public Participation Plan Update 2024 will serve as a guide for public involvement on GIAMPO transportation plans and documents in the Grand Island metropolitan region.

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

The Technical Advisory Committee recommended approval of the Draft Public Participation Plan Update 2024 on October 16, 2023.

The Policy Board last received an update on the Public Participation Plan Update in February 2023.



**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Allan Zafft, MPO Program Manager

**Agenda Report**  
**February 12, 2024**

**Agenda Item No. 5.b.**

**ISSUE:**

Report on the 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 open house meetings were held on October 25-27, 2022, January 31, 2023, and September 14, 2023. The project is scheduled to be completed in late spring or early summer 2024.

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 12 Technical Advisory Committee (TAC) meeting.

**POLICY CONSIDERATIONS/DISCUSSION:**

None.

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

None.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Chad Nabity, Regional Planning Director

**Agenda Report**  
**February 12, 2024**

**Agenda Item No. 5.c.**

**ISSUE:**

Report on the Long Range Transportation Plan Update

**BACKGROUND:**

In February 2021, the GIAMPO Policy Board approved the 2045 Long Range Transportation Plan, which is the Grand Island region's current Long Range Transportation Plan (LRTP). In accordance with federal law, GIAMPO is required to update the LRTP every five years. The next update will have a deadline of February 2026.

GIAMPO staff is initiating the process to develop the next update to the LRTP. A Request for Qualifications (RFQ) was released in January 2024 to solicit submittals to provide professional services for updating the GIAMPO Travel Demand Model and Long Range Transportation Plan. The schedule aims to issue a Notice to Proceed to a consultant by June 2024.

GIAMPO staff will provide an update on the Long Range Transportation Plan Update at the February 12 Technical Advisory Committee (TAC) meeting.

**POLICY CONSIDERATIONS/DISCUSSION:**

The LRTP is a blueprint that describes how the region will invest in its multimodal transportation system with a minimum 20-year plan horizon and is a requirement of the federal metropolitan planning process. The LRTP describes the evolving surface transportation needs of the metropolitan planning area and identifies anticipated transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement. The LRTP provides guidance to GIAMPO transportation planning and programming work.

**BUDGET CONSIDERATIONS:**

Costs for professional services to carry out the update of the Travel Demand Model and Long Range Transportation Plan during the timeframe of July 1, 2023 – June 30, 2024 have been included in the FY 2024 Unified Planning Work Program (UPWP), which was approved by the Policy Board on May 23, 2023.

**COMMITTEE ACTION:**

None.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Allan Zafft, MPO Program Manager