

Comments

## MEETING RECORD

**NAME OF GROUP:** PLANNING COMMISSION

**DATE, TIME AND PLACE OF MEETING:** Wednesday, April 4, 2018, 1:00 p.m., Hearing Room 112 on the first floor of the County-City Building, 555 S. 10<sup>th</sup> Street, Lincoln, Nebraska

**MEMBERS IN ATTENDANCE** Tom Beckius, Tracy Corr, Tracy Edgerton, Deane Finnegan, Cristy Joy, and Sändra Washington; Maja V. Harris, Chris Hove, and Dennis Scheer absent. David Cary, Paul Barnes, Kellee Van Bruggen, Collin Christopher, Michael Brienzo, Geri Rorabaugh, and Amy Huffman of the Planning Department; media and other interested citizens.

**STATED PURPOSE OF MEETING:** Special Planning Commission Hearing on Lincoln's 6-year Capital Improvement Program (CIP) and the Draft Transportation Improvement Plan (TIP).

Vice Chair Corr called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

**MISCELLANEOUS NO. 18001, REVIEW OF THE DRAFT FY 2018/19 TO FY2020/2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR COMPLIANCE WITH THE CURRENT LINCOLN METROPOLITAN PLANNING ORGANIZATION (MPO) LONG RANGE TRANSPORTATION PLAN:** April 4, 2018

Members present: Beckius, Corr, Edgerton, Finnegan, Joy, and Washington; Harris, Hove, and Scheer absent.

**Staff recommendation:** General Conformance with the 2040 Lincoln MPO Long Range Transportation Plan.

**Staff Presentation:** Michael Brienzo of the Planning Department stated MPO covers all of Lancaster County. The TIP brought forward each year must conform with Federal regulations. This includes projects that use Federal funding or require Federal review, as well as regionally significant projects like the South Beltway. The TIP is prepared annually and includes projects to be implemented by agencies within the County. It is fiscally constrained, which is important for use of Federal funds because they put a cap on funds. The Federal funds in the programmed projects are tied to those projects and cannot be moved around. All projects must be identified either specifically or generally.

The 4-year scheduled projects are developed cooperatively with various transportation agencies in the County, such as the NE Department of Transportation, Lancaster County Engineer, City Engineers, Star Tran, the Airport Authority, Parks & Recreation, and the Lower Platte South NRD, University of Nebraska, and the communities of Hickman and Waverly. There is a sub-committee and a public review process. Other agencies are also required to submit significant projects.

All comments received at this meeting and the recommendation of this body will be attached to the TIP as it moves forward. These become part of the document itself. The next stop after Planning Committee is the MPO Technical Advisory Committee. They will make a recommendation to the MPO Officials and Policy Board which includes members of the City Council, County Board, and State representatives. The Mayor acts as the Executive Officer. If approved, it will become active on October 1, the start of the fiscal year for the Federal government. The plan is then updated annually.

Washington noted that the Federal years don't align with the CIP and some cost goes beyond the 4-year period. She wondered how those projects will be funded. Brienzo said the TIP is programmed management. Once the funds are obligated, they get carried over to the next fiscal year. There is no buildup of credit from year to year.

Washington asked for more information about the Community Multiscale Air Quality (CMAQ) grant funds. Brienzo said that those funds must be tied to communities that have air quality problems. Since Nebraska does not have that, the State has the ability to use the funds on other projects that they lay out the criteria to follow in order to support alternative transportation modes.

There was no public testimony on this item.

**MISCELLANEOUS NO. 18001**  
**ACTION BY PLANNING COMMISSION:**

**April 4, 2018**

Washington moved General Conformance with the 2040 Lincoln MPO Long Range Transportation Plan, seconded by Finnegan and carried, 5-0: Washington, Edgerton, Finnegan, Joy, and Corr voting 'yes'; Beckius abstaining; Harris, Hove, and Scheer absent.

## MEETING RECORD

**NAME OF GROUP:** TECHNICAL COMMITTEE MEETING

**DATE, TIME AND PLACE OF MEETING:** April 19, 2018, 1:00 p.m., Conference Room 113, County-City Building, 555 S. 10<sup>th</sup> St., Lincoln, NE

**MEMBERS AND OTHERS IN ATTENDANCE:** David Cary - Planning Dept., Pam Dingman – County Engineering, Miki Esposito – Public Works & Utilities, Paul Barnes and Kellee Van Bruggen – Planning Dept., Lonnie Burklund and Randy Hoskins – Public Works & Utilities, Michael Davis – StarTran, Keith Kohel and Paul Gavin – Nebraska Dept. of Transportation (NDOT), Richard Bishop – Urban Development, Chad Lay – Lincoln Airport Authority, Larry Legg – County Engineer and Roger Figard – Railroad Transportation Safety District (RTSD); (Gary Bergstrom – Health Dept. and Lynn Johnson – Parks & Recreation absent).

Mike Brienzo and Teresa McKinstry of the Planning Dept., Brian Pillard of StarTran, Rick Haden of Felsburg Holt & Ullevig; Thomas Shafer of Public Works & Utilities; Kris Humphrey of RTSD, Mark Fischer of NDOT; Karl Frederickson; Jon Large of Lincoln Airport Authority; Nancy Hicks of the Lincoln Journal Star and other interested parties.

Chair Miki Esposito called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

### **REVIEW AND ACTION TO RECOMMEND THE PROPOSED FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM FOR RECOMMENDATION TO THE OFFICIALS COMMITTEE:**

Brienzo stated the TIP is updated every year. The MPO TIP is a four year program. It is a federally mandated document in order to program federal dollars and local match. This document is closely looked at. We work very closely with the FTA. It includes projects and programs from the State Dept. of Transportation, County Engineering, Public Works & Utilities, StarTran, the Lincoln Airport Authority, the Federal Transit Administration, Parks & Recreation, the Lower Platte South Natural Resources District and the Railroad Transportation Safety District. The TIP has gone through public review at Planning Commission. There was a public hearing and recommendation. They reviewed the TIP for compliance with the LRTP. This will move forward to the Officials Committee on May 4, 2018. It will then be forwarded to the State for inclusion in the State TIP.

Gavin added that NDOT received Tiger Grants for the South Beltway that aren't shown here. Cary believes it can be acknowledged. Brienzo noted that if it is not an approved funding source, it can't be shown. The document can be amended in September 2018 at the next Technical Committee meeting. Gavin just wants to make note of it for Federal grant requirements. Cary believes it will be noted. Brienzo noted if agreements are signed and funds obligated, it can be included. This is a long term project.

**ACTION:**

Figard moved approval of the FY 2019-2022 Transportation Improvement Program, seconded by Davis and carried 14-0: Barnes, Bishop, Burklund, Cary, Dingman, Esposito, Davis, Figard, Gavin, Hoskins, Kohel, Lay, Legg and Van Bruggen voting 'yes'; Bergstrom and Johnson absent.

## MEETING RECORD

**NAME OF GROUP:** OFFICIALS COMMITTEE MEETING

**DATE, TIME AND PLACE OF MEETING:** May 4, 2018, 1:00 p.m., Mayor's Conference Room, County-City Building, 555 S. 10<sup>th</sup> Street, Lincoln, NE

**MEMBERS AND OTHERS IN ATTENDANCE:** Mayor Chris Beutler, Roy Christensen, Ryan Huff, Jane Raybould and Todd Wiltgen; (Jennifer Brinkman absent). Paul Barnes, Mike Brienzo and Teresa McKinstry of the Planning Dept.; and Miki Esposito of Public Works & Utilities.

Chair Roy Christensen called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

### **REVIEW AND ACTION ON THE PROPOSED FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM:**

Brienzo stated that if we want to use projects for federal funding, they must be in the TIP. This becomes part of the State TIP. Our document is included in the State TIP by reference. It is managed by the MPO in cooperation with other agencies that are developing plans such as Public Works, StarTran, RTSD, LAA and others. On occasion, we receive small towns such as Hickman. Primary roads through small communities are County roads. This document is updated every year. For the State section, they are adding a \$25 million Tiger Grant for the South Beltway.

Wiltgen wondered where that money goes. Brienzo replied that it supplants the State portion. The City has an agreement with the State regarding financial responsibility. In terms of County, they have been very successful in putting together Saltillo Road.

Wiltgen noted that the South Beltway will have an impact on Saltillo Rd. A lot is not known yet. Brienzo added that engineers develop the purpose and need.

Brienzo continued that StarTran purchased full size buses, the State signed over 5339 funds to purchase new buses. That was another successful StarTran project.

### **ACTION:**

Wiltgen moved approval of the FY 2019-2022 TIP, seconded by Raybould and carried 5-0: Mayor Beutler, Christensen, Huff, Raybould and Wiltgen voting 'yes'; Brinkman absent.



**U.S. Department of Transportation**

**Federal Transit Administration**  
901 Locust Street, Room 404  
Kansas City, MO 64106  
816-329-3920  
816-329-3921 (fax)

**Federal Highway Administration**  
100 Centennial Mall North, Rm 220  
Lincoln, NE 68508  
402-742-8460  
402-742-8480 (fax)

October 10, 2018

Kyle Schneeweis, P.E.  
Director  
Nebraska Department of Transportation  
Lincoln, NE

Dear Mr. Schneeweis:

**FHWA/FTA Approval of the Nebraska FY 2019-2022  
Statewide Transportation Improvement Program**

This letter is to inform you of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) review and approval of the highway and transit projects contained in the Nebraska Department of Transportation (NDOT) FY 2019-2022 Statewide Transportation Improvement Program (STIP), as well as the projects from the incorporated metropolitan Transportation Improvement Programs (TIPs) for Lincoln and South Sioux City (SIMPCO), Omaha (MAPA), and Grand Island (GIAMPO).

The Draft FY 2019-2022 STIP was available for public comment starting August 15, 2018 running thru August 31, 2018. During this period, NDOT received no comments on the proposed STIP. After the comment period concluded, it was recognized that MAPA's TIP was not approved by NDOT and therefore was not included with the Draft STIP during the public comment period. As such, NDOT elected to exclude the MAPA TIP from inclusion into the FY 2019-2020 STIP. NDOT will need to submit a subsequent amendment to include the MAPA TIP into the FY 2019-2022 STIP.

The Lincoln MPO TIP was approved by the Officials Committee on May 4, 2018 and NDOT approval for inclusion into the NDOT STIP was given on July 17, 2018. The Siouxland Interstate Metropolitan Planning Council (SIMPCO) TIP Policy board approved the TIP on July 12, 2018, and on July 13, 2018 NDOT approved the TIP for inclusion into the STIP. The Grand Island TIP was approved by the Policy Board on May 22, 2018 and NDOT approval for inclusion into the STIP was given on June 7, 2018. All the MPO TIPs included self-certifications.

Throughout the year, FHWA and FTA have had ongoing communication with NDOT, the metropolitan planning organizations (MPOs), and the state's transit agencies. In accordance with 23 CFR Part 450.218(b) and 23 CFR Part 450.334(a), we have determined that the highway and transit projects included in the STIP and the metropolitan TIPs are based on a transportation planning process that substantially meets the requirements.

The enclosed planning finding was prepared to demonstrate how the NDOT planning process meets the planning requirements. We would like to highlight that this planning finding contains recommendations which NDOT should ensure are implemented so the transportation planning process continues to be substantially compliant with the regulatory requirements.

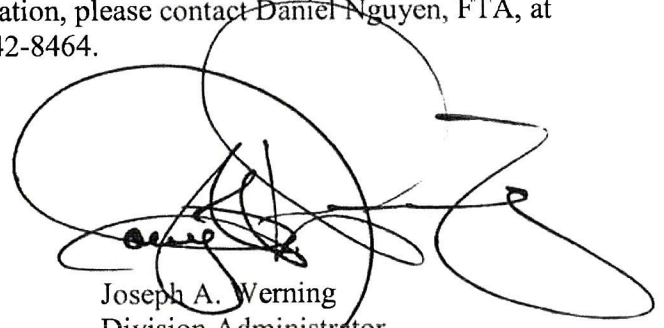
Based on the FHWA review of the FY 2019 -2022 STIP, the aforementioned monitoring activities throughout the year, the MPO's self-certifications, and the enclosed planning finding, the FY 2019-2022 Statewide Transportation Improvement Program (STIP) is hereby approved.

If you have any questions or need additional information, please contact Daniel Nguyen, FTA, at (816)329-3938, or Justin Luther, FHWA, at (402)742-8464.

Sincerely,



Mokhtee Ahmad  
Regional Administrator  
Federal Transit Administration



Joseph A. Werning  
Division Administrator  
Federal Highway Administration

Enclosure

cc:

Daniel Nguyen, FTA  
Justin Luther, FHWA-NE  
Darla Hugaboom, FHWA-IA  
Kendall Tonjes, NDOT  
Craig Wacker, NDOT  
Ryan Huff, NDOT  
Mark Fischer, NDOT  
Greg Youell, MAPA  
David Cary, Lincoln MPO  
Michelle Bostinelos, SIMPCO  
Allan Zafft, GIAMPO



## **FY 2019-2022 STIP Nebraska FHWA and FTA Planning Finding**

As part of the stewardship responsibilities, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must ensure that both the statewide and metropolitan transportation planning processes satisfy the requirements of 23 U.S.C. 134 and 135, 49 U.S.C 5303-5304, and 23 CFR 450. From a statewide perspective, the Nebraska Department of Transportation (NDOT) certifies the process through the submittal of the Statewide Transportation Improvement Program (STIP), while the Metropolitan Planning Organizations (MPO) certify the metropolitan transportation planning process through the submittal of their respective Transportation Improvement Program (TIP) and self-certifications.

In accordance with 23 CFR 450.220 and 450.330 (a) the FHWA and the FTA, based on the certification of the statewide transportation planning process for and within Nebraska and the FHWA's and FTA's participation in the statewide and metropolitan transportation planning processes (including certification reviews conducted in transportation management areas), hereby find that the projects included in the fiscal year 2019-2022 STIP are based on a transportation planning process that substantially meets the requirements of 23 CFR Part 450 subpart A, B, C, 49 U.S.C. Sections 5303-5304, and 23 U.S.C. Sections 134 and 135.

### **TIP/STIP:**

The NDOT STIP is composed of a listing and description of all regionally significant capital and non-capital projects or phases of project development which are FHWA and FTA funded projects. The listing shows a project or phase of a project to be advanced by year for the next four-year period. The MPO TIPs contain a listing and description of all regionally significant capital and non-capital projects or phases of project development which are FHWA and FTA funded projects. The listing shows a project or phase of a project to be advanced by year for the next four-year period.

During the review of the FY 2019-2022 STIP it was noted the apportionment amounts and beginning balance forecasts were inaccurate. The main reason for this discrepancy is that the NDOT STIP was prepared prior to the fiscal year ending, FHWA and FTA recognizes a large portion of the NDOT and the MPOs programs were obligated between the time the STIP was prepared and the end of FY 2018 fiscal year. Please ensure the next STIP amendment accurately portrays the beginning balances.

The Metropolitan Area Planning Agency's (MAPA) Board of Directors approved the TIP on June 28, 2018. NDOT inadvertently did not issue the formal approval for inclusion of the MAPA TIP into the NDOT STIP, and as such NDOT has elected to exclude the MAPA TIP from the FY 2019-2022 STIP. In addition, this is the second year in which the MAPA TIP has been excluded due to a breakdown in the planning process. NDOT should evaluate the procedural breakdown and update the MPO manual to ensure there are procedures in place to account for inclusion of all MPO TIPs into the Draft STIP prior to the publication of the document for public comments.

The Lincoln MPO TIP was approved by the Officials Committee on May 4, 2018 and NDOT approval for inclusion into the NDOT STIP was given on July 17, 2018.

The Siouxland Interstate Metropolitan Planning Council (SIMPCO) TIP Policy board approved the TIP on July 12, 2018 and on July 13, 2018 NDOT approved the TIP for inclusion into the STIP.

The Grand Island TIP was approved by the Policy Board on May 22, 2018 and NDOT approval for inclusion into the STIP was given on June 7, 2018. We have determined that the FY 2019 – 2022 NDOT STIP, which is inclusive of each MPO TIP, adequately demonstrates fiscal constraint by year. All the TIPs included self-certifications and discussion on Transportation Performance Management target establishment.

The STIP and TIPs are all developed utilizing the Nebraska STIP Development Guidelines which were agreed to by FHWA, FTA and NDOT in April 2011 and were updated in 2014. This document contains many of the administrative procedures for developing the STIP and TIPs. Also, this document outlines the amendment thresholds that the transportation partners have agreed to in Nebraska for both TIPs and Long Range Transportation Plan amendments. This document continues to be a major streamlining tool to help advance projects through the planning process in Nebraska.

It was noted that the letter submitting the STIP to FHWA and FTA for review and approval does not request our respective agencies approval. In future submittals, please ensure NDOT reflects the appropriate action NDOT is requesting FHWA and FTA to take.

### **Public Involvement:**

Public involvement is required in the development of the STIP. Specific to the planning process NDOT has developed a Public Involvement Plan specific to the process of outreach efforts for development and approval of the STIP. This document helps to ensure the State meets federal requirements regarding public participation during the development of the STIP. Annually a letter is sent to all non-metropolitan elected and appointed officials offering them an opportunity to comment on the STIP. In the letter a link is provided to the online STIP. The NDOT prepares a news release for media outlets informing the public that the draft STIP is available for public comment.

In addition to the STIP, NDOT prepares a six- year surface transportation program book annually. This program book contains many of the projects listed in the STIP. The program book seeks public involvement through the Highway Commission meetings and is approved by the Governor.

The draft STIP is posted on the website and made available at the eight district offices for a minimum of 15 days (to be evaluated and extended if necessary based on the volume of comments). At the end of the comment period, NDOT submits the STIP to the FHWA and FTA for approval.

The Draft FY 2019-2022 STIP was available for public comment starting August 15, 2018 running thru August 31, 2018. During this period, NDOT received no comments on the proposed STIP during the public outreach period. After the comment period, it was recognized that MAPA's TIP was not approved by NDOT and therefore was not included with the public comment period. As such, NDOT elected to exclude the MAPA TIP from inclusion into the FY 2019-2020 STIP. NDOT will need to submit a subsequent amendment to include the MAPA TIP into the FY 2019-2022 STIP.

### **Self-Certification Statements:**

The self-certification statements are an opportunity for the MPOs and DOT to present how they have incorporated a level playing field for all those interested in participating in the transportation planning process, be it citizens or contractors. The agencies use these statements to outline how their operations are conducted in a comprehensive, cooperative, and continuous (3C) manner. It ensures that the transportation planning process

occurs to satisfy the objectives of a non-discriminatory, environmentally respectful, and citizen-oriented atmosphere.

NDOT has completed its self-certification requirements and has posted the statement as part of their letter requesting approval of the STIP. In addition, each of the MPO self-certifications are included by reference.

### **Technology Transfer (T2) Peer Exchange:**

The FHWA awarded a Technology Transfer (T2) grant to NDOT to host a peer exchange focusing on improving the planning process in Nebraska. FHWA and NDOT invited staff members from the Utah DOT and the Wasatch Front Regional Council to Lincoln, Nebraska for a two-day peer exchange to share their experiences and coordination processes. The technology transfer session included identifying activities that would lead to the adoption of new techniques or products that could be put into use in the short-term and to identify innovative ideas that could be examined for future use. The first half of the session focused on Utah's existing communication and coordination processes with staff members describing the planning processes and highlighting the use of technology to help with coordination efforts. The second half of the peer exchange was focused on developing an action plan for the Nebraska Planning partners to implement with short term and longer term strategies to improve the planning process. NDOT is currently in the process of determining the next steps for implementation of the action plan.

### **Sharing of Data for Transportation Performance Management:**

Data sharing is a critical component of a 3C metropolitan transportation planning process. NDOT has expressed concern with MAPA safety data usage in the planning process due to potential liability claims. Currently, NDOT places no restrictions on the publication of safety targets based off the data NDOT provides MAPA. However, NDOT otherwise restricts the publication of safety data for use in the planning process. This restriction does not allow MAPA to aggregate the safety data and display the data geo-spatially to adequately inform decision makers who select and program projects in the planning process for the Omaha region. NDOT has committed to having a broader discussion between all organizations (and various other MAPA-area road agencies) to better define expectations surrounding the use of Safety Data provided by NDOT. NDOT has also committed to develop Memorandum of Agreement (MOA) that defines acceptable uses for the data.

### **Recommendations:**

1. NDOT should update its State MPO manual to identify the organization's work flows and decision-making processes to document the approval process for the MPO TIPs and how they are incorporated into the Draft STIP. The MPO manual should reflect any updated processes and procedures to ensure the complete TIP package from our MPO partners before going for public comment on the NDOT STIP in the future.
2. The letter submitting the STIP to FHWA and FTA does not reflect a request of FHWA and FTA approval. In future submittals, please ensure NDOT reflects the appropriate action NDOT is requesting FHWA and FTA to take.

3. NDOT should continue the implementation of the action plan developed as part of the Peer Exchange with Utah DOT, Wasatch Front Regional Council, and the Nebraska MPOs.
4. MAPA and NDOT should develop a MOA and a plan of action on how the NDOT provided safety data will be utilized. NDOT and MAPA need to define agency roles, data usage expectations and liabilities associated with sharing data.



## Lincoln Metropolitan Planning Organization

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County-City Building  
555 South 10<sup>th</sup> Street - Suite 213  
Lincoln, Nebraska 68508  
(402) 441-7491

**MPO RESOLUTION: 2018-PM2 & PM3**  
**FOR THE PURPOSE OF**  
**ADOPTING THE LONG RANGE TRANSPORTATION PLAN AND**  
**TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS**  
**FOR LINCOLN METROPOLITAN PLANNING ORGANIZATION**  
**PERFORMANCE MEASURE TARGETS PM2 AND PM3**

**WHEREAS**, The Lincoln Metropolitan Planning Organization (Lincoln MPO) is the designated Metropolitan Planning Organization (MPO) responsible for undertaking the transportation planning process for the Lincoln Metropolitan Transportation Management Area (TMA), Lancaster County, in accordance with 23 U.S.C. 134 and defining principle of 23 CFR 450.322; and

**WHEREAS**, the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing American's Surface Transportation Act (FAST ACT) requires that all state departments of transportation and metropolitan planning organizations use a performance based planning and programming as part of the Transportation Performance Management (TPM) program; and

**WHEREAS**, the FHWA defines TPM as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

**WHEREAS**, each state DOT and MPO must adopt targets to strive for within the planning and programming process to include setting targets for a variety of performance measures related to safety, state of good repair and system performance.

**WHEREAS**, the Nebraska Department of Transportation (NDOT) and the Lincoln MPO adopted their Safety (PM1) targets in the spring of 2018 and the targets for the remaining performance measures for Infrastructure Condition (PM2) conditions and System Performance (PM3) were adopted by the NDOT on May 18, 2018; and

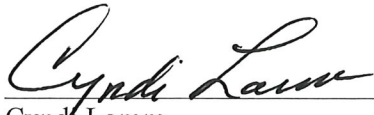
**WHEREAS**, the MPO has chosen the option to support the state's PM2 and PM3 targets set by NDOT that will be reflected through the MPO planning and programming activities.

**WHEREAS**, the Lincoln MPO will adopt to support the 2018 targets for the Nebraska Department of Transportation PM2 and PM3 performance measures,

**WHEREAS**, the Lincoln MPO targets Infrastructure Condition (PM2) conditions and System Performance (PM3) were performance measures has been reviewed and recommended for adoption by the Lincoln MPO Technical Advisory Committee and now requires official approval from the Lincoln MPO Officials Committee, and

**NOW, THEREFORE, BE IT RESOLVED** that the Lincoln Metropolitan Planning Organization Officials Committee has agreed to support the Nebraska Department of Transportation Fiscal Year 2018 targets for PM2 and PM3 performance measures as reflected in the revisions for the Lincoln MPO 2040–Long Range Transportation Plan attached herein.

Approved by a vote of the Lincoln MPO Officials Committee and signed this 16<sup>th</sup> day of November, 2018.



Cyndi Lamm

Lincoln MPO Officials Committee Chairman *pro tem*

 for:

Miki Esposito, City of Lincoln Public Works & Utilities Director  
Lincoln MPO Technical Advisory Committee Chairman

ATTEST



David Cary, Lincoln/Lancaster Planning Director and  
Lincoln MPO Administrator

## ***Revisions for the Lincoln MPO 2040 – Long Range Transportation Plan (LRTP)***

*Approved: November 16, 2018*

### **National Performance Management Measures**

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have 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 process. The National Performance Management Measures were developed to address the National Goals established under MAP-21 and the MPO is required to incorporate the National Performance Management Measures and the National Goals [23 CFR 134 (I)] in their Long Range Transportation Plans (LRTP). The Federal Rules that establish the National Performance Management Measures applicable to MPOs are:

**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]

MPOs are to report baseline condition/performance and progress toward the achievement of their targets in the system performance report in their LRTP [23 CFR § 490]. The National Performance Management Measures applicable to MPOs are listed below.

#### **Safety** [23 CFR §924, 23 CFR § 490]

The Highway Safety Improvement Program/Safety Performance Management Measures (PM-1) require State DOTs to set targets by August 31, 2018 as part of the State's annual submission of its Highway Safety Improvement Program (HSIP). MPOs are required to set targets by February 28, 2019 and incorporate them into their Long Range Transportation Plans (LRTP). In the LRTP, performance measures are to be used to aid in making informed decisions about strategic investments and to evaluate projects included in their Needs Plan for Cost Feasible analysis.

Working in partnership with local agencies, the NDOT safety investments are to be identified and programmed to construct effective countermeasures that will reduce traffic fatalities and serious injuries. The Lincoln MPO has agreed to support the Nebraska Department of Transportation targets for Safety Performance Measures as identified for HSIP investment which will be based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present.

#### **Infrastructure** [23 CFR § 490]

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 Rule of 2016 entitled "National Performance Management Measures." Assessing Pavement Condition and Bridge Condition for the National Highway Performance Program requires measures to evaluate the pavement and bridge conditions on the National Highway System (NHS).

State DOTs are required to establish 2-year targets, and MPOs must establish targets by either supporting the statewide target, or defining a target unique to the MPO. MPOs are not required to provide a separate report to FHWA, however, State DOTs and MPOs will need to coordinate and mutually agree to an established reporting process. Coordination will be required between State DOTs and MPOs if a State DOT adjusts its 4-year target at the midpoint of the performance period.

This Rule was effective as of May 20, 2017. State DOTs are required to set targets by May 20, 2018, and MPOs are required to set targets by November 16, 2018. The Lincoln MPO has agreed to support the NDOT Statewide Performance Measure Targets to maintain Pavement Condition and Bridge Condition for the National Highway Performance Program (PM-2).

### **System Performance** [23 CFR § 490]

Assessing Performance of the National Highway system, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (PM-3) was issued by the FHWA in 2017 as a Final Rule for system performance/freight/Congestion Mitigation Air Quality (CMAQ), entitled “National Performance Management Measures. The Rule went into effect on May 20, 2017. State DOTs are required to establish 2-year targets, and MPOs must establish targets by either supporting the statewide target, or defining a target unique to the MPO. MPOs are not required to provide a separate report to FHWA. Coordination will be required between State DOTs and MPOs if a State adjusts its 4-year target at the midpoint of the performance period.

The State DOTs are required to set targets by May 20, 2018, and MPOs are required to set targets by November 16, 2018. In the future, the Lincoln MPO will need to decide whether it will support state targets or set its own performance measure targets.

This Rule was effective as of May 20, 2017. State DOTs are required to set targets by May 20, 2018, and MPOs are required to set targets by November 16, 2018. The Lincoln MPO has agreed to support the NDOT Statewide Performance Measure Targets for System Performance to reduce traffic congestion, and improve system efficiency and freight movement for the National Highway Performance Program (PM-3).

### **Transit Asset Management** [49 CFR § 625, 630]

FTA issued a Final Rule on Transit Asset Management (TAM) Plans to evaluate the “state of good repair of transit agency vehicles, facilities, and equipment.” Recipients of public transit funds—which include states, local authorities, and public transportation operators—are required to establish performance targets for safety and state of good repair; to develop transit asset management and transit safety plans; and to report on their progress toward achieving targets. Public transportation operators to share information with MPOs so that all plans and performance reports can be coordinated and considered during the LRTP planning process. The Rule, “Transit Asset Management; National Transit Database,” went into effect on July 26, 2016 with the TAMP due for transit by October 1, 2018. Transit target setting repeats annually and plans are updated every 4 years.

MPOs must establish targets specific to the MPO planning area for the same performance measures for all public transit providers in the MPO planning area within 180 days of when the transit provider establishes its targets. The Lincoln MPO has agreed to support the Lincoln StarTran TAM Plan and is amending the Lincoln StarTran TAM to the LRTP by reference.





Metropolitan Planning Organization  
555 South 10<sup>th</sup> Street, Suite 213  
Lincoln, NE 68508  
402-441-7491  
[lincoln.ne.gov](http://lincoln.ne.gov) (keyword: mpo)