

DATE: July 14, 2017
TO: Transportation Technical Advisory Committee (TTAC)
FROM: Dennis Wilson, Chairman
Greg Youell, MAPA Executive Director
RE: July 21, 2017 TTAC Meeting

The MAPA TTAC will meet Friday, July 21, 2017 at 10:00 a.m. in the Metro Building at 2222 Cuming Street, Omaha, Nebraska 68102. The TTAC meeting will be held in the Metro Board Room on the main level. The agenda item materials can be accessed by clicking on the linked agenda item titles.

The agenda is also available at the MAPA offices and online at <http://mapacog.org/calendar/events/?type=committee-events>.

AGENDA

For TTAC Approval / Review

- A. Meeting Minutes: TTAC will consider approval of the June 23, 2017 TTAC meeting minutes. (Action Item) (Attachment)

Recommendations to Board

- B. FY2017 Transportation Improvement Program (TIP) Amendment 7: Staff will present the seventh amendment to the FY2017 Transportation Improvement Program. (Action Item) (Attachment)

Discussion Items

- C. Funding Obligation and Project Status: Staff will review obligations of regional funding, the status of projects, and the existing programming of projects (Information Item)
- D. MPO Performance Measure Discussion: Staff will present information and timeline related to MPO and state coordination for performance measurement (Information Item) (Attachment)
- E. Member Agencies Update: Agencies will present updates regarding ongoing and future projects/programs across the region. (Information Item) (Time Permitting)
- F. Additional Business
*Upcoming Meetings: MAPA Board of Directors – July 27th, 2017
Coordinated Transit Committee – August 16th, 2017
Transportation Technical Advisory Committee – August 25st, 2017*

- G. Adjournment

Auxiliary aids, language assistance, and services are available when requested in advance. Please call the office.
Si necesita ayuda con traducción. Por favor llame la oficina.

Agenda Item A

Meeting Minutes

City OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
Transportation Technical Advisory Committee
Minutes of June 23, 2017 Meeting

The Transportation Technical Advisory Committee met on Friday, June 23, 2017, at Metro, 2222 Cuming Street, Omaha, Nebraska. Mr. Denny Wilson opened the meeting at 10:00 a.m.

VOTING MEMBERS

Denny Wilson	Sarpy County Public Works
Dan Kutilek	Douglas County Engineers Office
Dean Dunn	City of Bellevue Public Works
Greg Reeder	City of Council Bluffs Public Works
John Kottmann	City of La Vista Public Works
Derek Miller	City of Omaha Planning Department
Todd Pfitzer	City of Omaha Public Works
Murthy Koti	City of Omaha Public Works
Bob Stubbe	City of Omaha Public Works
Noel Salac	Nebraska Department of Roads – Lincoln
Maurice Hinchey	Nebraska Department of Roads – District 2
Eric Williams	Papio-Missouri River NRD
Curt Simon	Metro Transit
Bill Herr	Sarpy County Public Works

NON-VOTING MEMBERS

Greg Youell	Metropolitan Area Planning Agency
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GUESTS

Bryan Guy	City of Omaha Public Works
Gayle Sturdivant	City of Omaha Public Works
Rocky Henkel	City of La Vista Public Works
Jeff Soula	Nebraska Department of Roads - Lincoln
Bruce Fountain	Sarpy County Planning Department
Lee Myers	AARP
Jeff Sockel	Alfred Benesch and Associates
John Krager	HGM Associates
Arobindu Das	Iteris, Inc.

STAFF

Court Barber	Metropolitan Area Planning Agency
Mike Helgerson	Metropolitan Area Planning Agency
Megan Walker	Metropolitan Area Planning Agency

A. Approval of Minutes

Motion #1: Approval of the minutes of the May 19, 2017 Transportation Technical Advisory Committee Meeting with correction to Agenda Item #G Dan Kutilek Agency Update - 180th Street ROW purchase to 2018.

Motion by: Todd Pfitzer
Second by: Greg Reeder
Motion Carried

B. FY 2017 Transportation Improvement Program (TIP) Amendment 6

Mr. Barber presented the FY 2017 Transportation Improvement Program Amendment 6. Metro's Program of Projects was updated and the FY 2017 JARC Program of Projects was added to the TIP. JARC projects have been selected and projects have been programmed for the remaining 5316 funds.

Motion #2: Seeking approval of the MAPA Board of Directors at their June 29, 2017 meeting of the FY 2017 Transportation Improvement Program Amendment 6.

Motion by: Curt Simon
Second by: Noel Salac
Motion Carried

C. Final FY 2018 – 2023 Transportation Improvement Program (TIP)

Mr. Helgerson said a public meeting has been held since the draft TIP was presented to TTAC at the May meeting and several comments have been received from local agencies and state partners with those comments now reflected in the final TIP. Project selection has been made for transportation alternatives (TAP) and it's the first year of the H2050 Mini-Grant program. There is significant progress in the TIP towards spending down the apportionment balance to about \$1.5 million.

The final NDOR apportionment balance at the end of FY 2021 fiscal constraint is \$848,000 and this reflects a difference from the draft TIP where changes were made to some projects. With the TAP program, the balance remaining at the end of fiscal constraint is \$799,000.

For Iowa DOT, the remaining balance at the end of fiscal constraint is slightly more than \$1 million for STBG funds and for TAP there's a remaining balance of \$191,000.

The TIP is fiscally constrained for regional programs. There have been changes in scheduled projects based on cost increases and based on changes to the anticipated timeline of development. Some changes from the draft include:

- Programming of two STBG projects – Bellevue Bridge Study and the Platte River Bridge
- Completion of Chapter 4 – Environmental Justice analysis performed on projects in the draft TIP
- Completion of Chapter 6 – a public meeting on June 6th and the 30-day public comment period ending June 26th
- Updates to regional and state projects

Mr. Youell thanked NDOR for their commitment to the Platte River bridge project. Mr. Helgerson responded to Mr. Guy that the Omaha Signal Network projects will be updated.

After the approval of the TIP at the MAPA Board of Director's meeting on June 29th, the TIP will be forwarded to state and federal partners.

Motion #3: Seeking approval of the MAPA Board of Directors at their June 29, 2017 meeting of the Final FY 2018 – 2023 Transportation Improvement Program.

Motion by: Eric Williams
Second by: Dan Kutilek
Motion Carried

D. Transit State of Good Repair (SGR) Performance Target

Mr. Helgerson said one of the performance management rules issued is the FTA Transit Asset Management Rule that looks at the 'State of Good Repair' of transit assets including operational vans and Metro facilities. It covers rolling stock, non-revenue and revenue vehicles, facilities and rail related vehicles. MAPA coordinated with Metro to set targets for FY 2018. Metro set their targets as of January 1 and MAPA has 180 days to set their target.

A target will be set for the percentage of vehicles that are past their useful life benchmarks which is generally past 12 years for a bus and 5 years for a non-revenue vehicle. For facilities it takes into consideration costs used for operating and maintaining.

For Metro's Asset Management Plan, being looked at is the current status, the current percentages of vehicles that are past their state of good repair and looking at the TIP. For Metro's Program of Projects, they're looking at what's reasonable in anticipating how many vehicles will have to be replaced next year and the status of the total fleet as of FY 2018 and then looking out to FY 2020 and setting targets for those years.

In looking at their vehicles for FY 2018, targets identify 28% of the buses will be set to be replaced, 17% of their vans and 100% of their non-revenue vehicles, as well. For facilities, the Asset Management Plan

notes the facilities above their useful life are the Main Facility, Benson Park, Westroads, South Omaha and North Omaha Transit Centers. This Plan will help monitor their age and if significant remodeling needs to be done.

As part of 2018, 26% of revenue vans will be past their useful life, 100% of their non-revenue vehicles will be past their useful life and none of their facilities will be below the rating of 3. This evaluation process will be an annual process that will be done with Metro.

Motion #4: Seeking approval of the MAPA Board of Directors at their June 29, 2017 meeting of the Transit State of Good Repair Performance Target.

Motion by: Curt Simon
Second by: Murthy Koti
Motion Carried

E. Funding Obligations and Project Status

Mr. Helgerson said Nebraska's STBG obligation limit is at \$13.4 million which is our fully-anticipated target based on the final obligation limit set for FY 2017. Through the end of May, \$6.7 million has been obligated. That number will likely be close to \$13.4 million by the end of the year. For TAP programs, there are no projects programmed as part of the TIP this year. The \$4,000 showing are adjustments from past projects.

For Iowa, there are no obligations to date for either STBG or the Enhancement Program. There are several large projects on the highway program and several large projects from the Enhancement Program that are anticipated to be moving forward in the next year or two.

Listed for the TTAC were Nebraska and Iowa STBG and TAP projects.

Discussion continued on various Nebraska and Iowa projects.

F. Member Agencies Update

- Dan Kutilek (Douglas County) 180th Street project met with Union Pacific Railroad Corps of Engineers; the gate to Dam Site 15A (168th and Fort Streets) will be closed on July 6 to begin flooding the reservoir and will open to the public spring 2018
- Bill Herr (Sarpy County) Closings for repair will include 168th Street from Harrison to Giles Streets, 132nd and Giles intersection on July 17
- Bruce Fountain (Sarpy County) Public hearing and approval process for Sarpy County Comp Plan
- Curt Simon (Metro Transit) Receiving 5 new buses
- Greg Reeder (City of Council Bluffs) Right of Way purchases
- Todd Pfitzer (City of Omaha) Trailers near 168th and Dodge Street are being moved out for the 168th Street project; Public hearings have taken place for the 120th Street Corridor from Maple to Fort Streets and 168th Street Corridor from Pacific to Q Streets; last ROW purchase has been made for 114th Street; 84th Street project from Pacific to Dodge Streets is proceeding; 132nd Street and Pacific construction is underway; Boys Town construction is beginning
- Maurice Hinchey – (NDOR) Construction: 84th Street viaduct in Ralston has begun with Phase 1 to be completed before winter and Phase 2 will begin next year; North Freeway – Hamilton Street to Storz Expressway will begin construction July 5 at night; northbound off ramp at Hwy 75 construction will be delayed; Interstate 480 from Bancroft Street to Dewey Avenue night work; July 5 NB lanes will be closed on I480/80/Kennedy Freeway for construction (3 months) – SB is done; Dodge Expressway; I80/126th Street interchange construction will begin June 28 night work; South Omaha Bridge; Saddle Creek Cumming to Maple Streets starts July 5; 88th and Maple Streets; Hwy 75 south of Offutt AFB, Maple Street Elkhorn to Hwy 275; Hwy 37 Elkhorn River west to Hwy 275
- Eric Williams (Papio-Missouri River NRD) Saddle Creek potentially can still have road flooding
- Noel Salac – (NDOR) Work continues on the 2017 Freight Plan with a meeting on August 3; Governor's Economic Summit is July 13; Work Plan is at FHWA for approval; Paul Gavin has been hired as the new Highway Planning Manager and will begin July 17
- Mike Helgerson (MAPA) H2050 Mini Grants will go to the MAPA Board of Directors in July

- Greg Youell (MAPA) The UPWP and the TIP are being finalized; Annual Dinner is October 4th celebrating MAPA's 50th anniversary; H2050 Summit tentative date is September 25th with the theme being autonomous vehicles
- Denny Wilson (Sarpy County) updated the TTAC on the aftermath of the recent tornadoes in Sarpy County and how it affected roads

G. Additional Business

- MAPA Board of Directors – June 29, 2017
- Coordinated Transit Committee – July 19, 2017
- Transportation Technical Advisory Committee – July 21, 2017

H. Adjournment

The meeting was adjourned at 10:58 a.m.

Motion #3: Motion to adjourn:

Motion by: Tod Pfitzer
Second by: Greg Reeder
Motion Carried

Agenda Item B
FY2017 Transportation
Improvement Program —
Amendment 7



Metropolitan Area Planning Agency FY2017-2022 Transportation Improvement Program

Revision Summary - Amendment 7

<u>Control #</u>	<u>Project Name</u>	<u>Lead Agency</u>	<u>Revision Note</u>
NE-22438	132nd Street Adaptive Traffic Signal Control	Omaha	\$85,875 of HSIP is programmed in FY2017 for PE-NEPA-FD

<u>Control #</u>	<u>Project Name</u>	<u>Lead Agency</u>	<u>Revision Note</u>
NE-22449	144th Street Adaptive Traffic Signal Control	Omaha	\$98,143 of HSIP is programmed in FY2017 for PE-NEPA-FD

<u>Control #</u>	<u>Project Name</u>	<u>Lead Agency</u>	<u>Revision Note</u>
IA-35680	East Beltway: Stevens Road - East Segment	Council Bluffs	The project location is updated to read, "In the City of Council Bluffs, Cedar Lane, beginning 900 feet west of Eastern Hills Drive, thence west 2200 feet, thence 2300 feet southwest on new alignment to State Orchard Road"

<u>Control #</u>	<u>Project Name</u>	<u>Lead Agency</u>	<u>Revision Note</u>
NE-22547	Metro Travel Improvement Study		\$900,000 of STBG-MAPA and \$540,000 of STBG-State are programmed in FY2017 for PE-NEPA-FD

TIP ID		Project Name	
2016-046		132nd Street Adaptive Traffic Signal Control	
Control Number			
NE-22438			
Lead Agency	Omaha	Project Type	ITS/Signalization
County	Douglas	Length (mi)	0.00
		Total Project Cost*	\$1,715.48
Location			
On 132nd Street from the Jewish Community Center to Cuming Street			
Description			
Installation of Adaptive Traffic Signal Control System on seven (7) traffic signals in 132nd Street Corridor			

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	PE-NEPA-FD	HSIP	\$95.42	\$85.88	\$0.00	\$9.54
2018	UTIL-CON-CE	HSIP	\$857.74	\$771.97	\$0.00	\$85.77

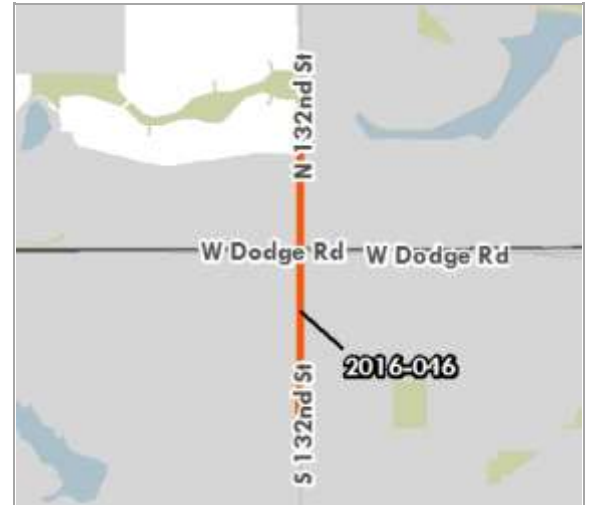
* Amounts in thousands of U.S. dollars

Revision History

7/27/2017

\$85,875 of HSIP is programmed in FY2017 for PE-NEPA-FD

Amendment 7





Metropolitan Area Planning Agency
FY2017-2022 Transportation Improvement Program

TIP ID		Project Name	
2016-048		144th Street Adaptive Traffic Signal Control	
Control Number			
NE-22449			
Lead Agency	Omaha	Project Type	ITS/Signalization
County	Douglas	Length (mi)	0.00
		Total Project Cost*	\$2,244.62
Location			
On 144th Street from Arbor to "F" Street, West Center Road from 140th Street/Oak View Drive to 148th Street, and on O			
Description			
Installation of Adaptive Traffic Signal Control System in and around Oak View Mall area			

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	PE-NEPA-FD	HSIP	\$109.05	\$98.14	\$0.00	\$10.91
2018	UTIL-CON-CE	HSIP	\$1,122.31	\$1,010.08	\$0.00	\$112.23

* Amounts in thousands of U.S. dollars

Revision History

7/27/2017

\$98,143 of HSIP is programmed in FY2017 for PE-NEPA-FD

Amendment 7



TIP ID	Project Name		
2017-013	East Beltway: Stevens Road - East Segment		
Control Number			
IA-35680			
Lead Agency	Council Bluffs	Project Type	New Road
County	Pottawattamie	Length (mi)	0.00
		Total Project Cost*	\$2,880.00

Location
 In the City of Council Bluffs, Cedar Lane, beginning 900 feet west of Eastern Hills Drive, thence west 2200 feet, thence 2300

Description
 Construction of roadway on new alignment

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	DPS	\$50.00	\$40.00	\$0.00	\$10.00
2016	ROW	DPS	\$390.00	\$312.00	\$0.00	\$78.00
2017	UTIL-CON-CE	DPS	\$2,440.00	\$1,952.00	\$0.00	\$488.00

* Amounts in thousands of U.S. dollars

Revision History

7/27/2017

Amendment 7

The project location is updated to read, "In the City of Council Bluffs, Cedar Lane, beginning 900 feet west of Eastern Hills Drive, thence west 2200 feet, thence 2300 feet southwest on new alignment to State Orchard Road"





Metropolitan Area Planning Agency
FY2017-2022 Transportation Improvement Program

TIP ID: 2016-050
 Control Number: NE-22547
 Project Name: **Metro Travel Improvement Study**
 Lead Agency: [Redacted]
 Project Type: Planning
 County: [Redacted]
 Length (mi): 0.00
 Total Project Cost*: \$0.00

Location: Within the MAPA TMA

Description: Study to comprehensively analyze and identify future improvements along the State Highway System in Douglas and Sarpy Counties and environs.

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	PE-NEPA-FD	STBG-State	\$900.00	\$540.00	\$360.00	\$0.00
2017	PE-NEPA-FD	STBG-MAPA	\$900.00	\$900.00	\$0.00	\$0.00

* Amounts in thousands of U.S. dollars

Revision History

7/27/2017 **Amendment 7**
 \$900,000 of STBG-MAPA and \$540,000 of STBG-State are programmed in FY2017 for PE-NEPA-FD



Agenda Item D
MPO Performance Measure
Discussion

TPM Technical Implementation Workshop

Performance Based Planning and Programming (PBPP)

Harlan Miller, Office of Planning

Kansas City, MO

June 20 and 23



U.S. Department of Transportation
Federal Highway Administration



Learning Objectives

- Implementation timeline
- Federally required performance measures
- PBPP requirements
- PBPP guidance
- PBPP resources
- Hear from regional leaders
- Questions

Implementation Timeline

Final Rule	Effective Date	States Set Targets By	MPOs Set Targets By	LRSTP, MTP, STIP and TIP Inclusion
Safety Performance Measures (PM1)	April 14, 2016	Aug. 31, 2017	Up to 180 days after the State sets targets, but not later than Feb. 27, 2018	Updates or amendments on or after May 27, 2018
Pavement/ Bridge Performance Measures (PM2)	May 20, 2017	May 20, 2018	No later than 180 days after the State(s) sets targets	Updates or amendments on or after May 20, 2019
System Performance Measures (PM3)	May 20, 2017	May 20, 2018	No later than 180 days after the State(s) sets targets	Updates or amendments on or after May 20, 2019



Safety Performance Measures

Five annual safety targets are required for State DOTs and MPOs:

- Number of fatalities
- Number of serious injuries
- Rate of fatalities per 100 million VMT
- Rate of serious injuries per 100 million VMT
- Number of nonmotorized fatalities and nonmotorized serious injuries



Pavement Condition Performance Measures

Four pavement 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



Bridge Condition Performance Measures

Two bridge measures:

- % of NHS bridges in Good condition
- % of NHS bridges in Poor condition



System Performance Measures

Two system performance measures:

- % of reliable person-miles traveled on the Interstate
- % of reliable person-miles traveled on the non-interstate NHS

Freight Movement on the Interstate Measure

One freight performance measure:

- Truck travel time reliability on the Interstate system (average truck reliability index)



CMAQ Measures

Two measures:

- Traffic congestion
 - Peak Hour Excessive Delay (PHED) measure: annual hours of PHED per capita
 - Non-Single Occupancy Vehicle Travel (SOV) measure: % of non-SOV travel
- On-road mobile source emissions
 - Total emission reductions



PBPP and TPM: Bringing It All Together



PBPP Framework	PBPP Element	TPM Framework	TPM Elements
Strategic Direction <i>(Where do we want to go?)</i>	Goals and Objectives Performance Measures	National Goals Measures	Goals and Objectives Performance Measures
Performance Based-Planning (Analysis) <i>(How are we going to get there?)</i>	Identify Targets and Trends Identify Strategies Develop Strategy/Investment Priorities <i>Results in long-range plans</i>	Targets Plans	Targets: Technical Approach and Business Process Strategy Identification Investment Prioritization
Performance Based-Programming <i>(What will it take?)</i>	Investment Plan Resource Allocation Program of Projects	Plans	Programming Within Program Areas Programming Across Program Areas
Implementation and Evaluation <i>(How did we do?)</i>	Reporting Monitoring Evaluation	Reports Accountability Transparency	Monitoring & Adjustment (System, Program, Project) Reporting & Communication (Internal & External)
Cross-Cutting Elements <i>(Apply to Entire Framework)</i>	Public Involvement Data Management Data Analysis		Organizational Culture External Collaboration & Coordination Data Management Data Usability & Analysis



PBPP: Target-Setting Coordination

States and MPOs shall coordinate when setting targets to ensure consistency to the maximum extent practicable



PBPP: Target-Setting Coordination

MPO Target Setting

- An MPO may establish its own quantifiable performance targets or
- An MPO may adopt a State's performance targets and support the State's efforts at achieving those targets

Either way, the MPO is establishing targets



Group Exercise

Discuss how the State and MPO(s) are coordinating in your State on:

- Target setting
- Data collection
- Data analysis
- Progress reporting
- Data for the NHS asset management plan

PBPP: Planning Agreements

MPO(s), State DOTs, and Public Transit Agencies shall establish written agreements for a metropolitan area describing roles and responsibilities for PBPP including:

- Coordination on target setting
- Data collection
- Data analysis
- Reporting on progress toward target achievement
- Data collection for the NHS asset management plan

PBPP: Integration of Other PB Plans

The goals, objectives, performance measures, and targets from other performance based plans and programs shall be integrated into the transportation planning process

- Examples:
 - Highway and transit asset management plans
 - Strategic Highway Safety Plan
 - Freight plans
 - Congestion management process (CMP) and plan

PBPP: MTP and LRSTP

The MTP and LRSTP shall include:

- Performance measures and targets
- A description of progress made toward target achievement since the plan's last update

PBPP: STIP and TIP

- The TIP shall be designed to promote achievement of the performance targets in the plan
- The STIP and TIP shall, to the maximum extent practicable, describe how the investments in the STIP and the TIP make progress toward achievement of the targets in the plan.

PBPP: Guidance

- LRSTP/MTP guidance
 - Measures and targets
 - Progress on target achievement
- STIP/TIP guidance
 - Description of how the STIP/TIP helps achieve targets in the LRSTP/MTP

PBPP/TPM Resources

- Planning Capacity Building Website:
<http://www.planning.dot.gov>
- TPM Website: <http://www.fhwa.dot.gov/tpm/>
- Asset Management Website:
<http://www.fhwa.dot.gov/asset/>
- FHWA MAP-21 Website:
<http://www.fhwa.dot.gov/map21>



PBPP/TPM Resources

- **Currently Available**
 - NHI-138007: Performance-based Planning and Programming
 - NHI-151053: Transportation Planning Process
 - NHI-138004: TPM Overview for the MAP-21 and FAST Acts
 - NHI-138006: TPM for Safety
 - NHI-138012: Steps to Effective Target Setting for TPM
- **In Development**
 - NHI-131106 and 131106B: TPM – Transportation Asset Management and Asset Management Plans
 - NHI-138005: TPM Overview (web-based)
 - NHI-138008: TPM for Bridges
 - NHI-138009: TPM for Pavement
 - NHI-138010: TPM for Congestion (Including Freight)
 - NHI-138011: The Role of Data in MAP-21 TPM

PBPP/TPM Resources

- TPM Capability/Maturity Model Workshop

TPM Resources

- Safety Performance Measures: Met or Made Significant Progress Determination Fact Sheet:
https://safety.fhwa.dot.gov/hsip/spm/pm_progress_fs.cfm
- Technical Guidance to Support Local Computation of VMT-based Safety Performance Targets:
https://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm
- Operations Performance Management:
https://ops.fhwa.dot.gov/perf_measurement/



Region Leaders: Local Examples



U.S. Department of Transportation
Federal Highway Administration



Contacts

For questions or more information, please contact:

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Questions?



U.S. Department of Transportation
Federal Highway Administration

