

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING

Friday, April 22, 2022 | 10:00 a.m.

AGENDA

This meeting of the Transportation Technical Advisory Committee will be held in the boardroom on the main level of the Metro Transit building.

Action Items

For TTAC Approval

- A. Approval of the Minutes from the December 3, 2021 Meeting**
- B. Approval of the Minutes from the March 18, 2022 Meeting**

Recommendations to MAPA's Board of Directors

- C. Amendment 5 - FY2022 Transportation Improvement Program (TIP)**
Court Barber will present amendment 5, which includes changes to projects sponsored by the City of Council Bluffs, the Nebraska DOT, and MAPA.
- D. Congestion Management Process (CMP)**
Jim Boerner will present MAPA's recommended CMP.

Discussion Items

- E. Member Agency Updates**
- F. Additional Business**

Future Meetings/Events

- MAPA Board of Directors: Thursday, April 28, 2022
- TTAC: Friday, May 20, 2022

Meeting Quorum: The presence of ten (10) members of TTAC at an officially called meeting shall constitute a quorum.



Agenda Item A

Meeting Minutes

December 2021

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
Transportation Technical Advisory Committee
Minutes of the December 3, 2021 Meeting

The Transportation Technical Advisory Committee met on Friday, December 3, 2021. The meeting was held in the boardroom on the main level of the Metro Transit building.

The meeting was called to order at 10:03 a.m.

VOTING MEMBERS, NON-VOTING MEMBERS, AND GUESTS

STAFF

Court Barber	Metropolitan Area Planning Agency
Jim Boerner	Metropolitan Area Planning Agency
Carlos Morales	Metropolitan Area Planning Agency

MEMBERS

Doug Clark	City of Bellevue
Dean Dunn	City of Bellevue
Matt Cox	City of Council Bluffs
Dan Giittinger	City of Gretna
Dannielle Giese	Sarpy County
Mike Helgersen	Metropolitan Area Planning Agency
Chris Solberg	City of La Vista
Todd Pfitzer	City of Omaha
Krista Wassenaar	City of Omaha
Robert Stubbe	City of Omaha
Derek Miller	City of Omaha
Bryan Guy	City of Omaha
Kevin Carder	City of Omaha
Scott Suhr	Iowa DOT
Dan Kutilek	Douglas County
Lauren Cencic	Metro Transit
Ivan Maldonado	Metro Transit
Craig Wacker	NDOT
Tim Weander	NDOT District 2
Eric Williams	Papio-Missouri River NRD
Alex Evans	Sarpy County Municipalities Public Works/City of Papillion
Cole DeBerg	Sarpy County

GUESTS

Pat Byrd	JEO Consulting Group
Bart Pugh	Schemmer

AGENDA ITEMS

A. Approval of the Minutes from the October 22, 2021 meeting

Wassenaar commented that the date in the heading is incorrect, Barber said he would correct that before posting the minutes.

Soucie moved to approve the minutes with the correction, Kutilek seconded the motion. Motion carried.

B. Amendment 2 to the FY2022 Transportation Improvement Program (TIP)

Barber presented the changes included in the amendment, including the addition of a Mini-Grant project and an increase in funding for an Iowa DOT project.

Cencic moved to recommend approval of the amendment to MAPA's Board of Directors, Soucie seconded the motion. Motion carried.

C. Safety Targets Presentation

Boerner presented the draft targets and updated the committee on future Safety Committee meeting plans.

Williams asked about PM1 as it relates to non-motorised users, with Boerner responding about what is included and what FHWA recommends as countermeasures. Williams asked how MAPA is moving forward, Helgerson responded about how these targets will impact project selection and prioritization.

D. Regional Funding Update

Helgerson presented a summary of the Infrastructure Investment and Jobs Act and explained what MAPA knows so far. Cencic provided an update on Metro Transit's RAISE grant to study bus rapid transit along 24th Street in the City of Omaha.

Stubbe asked which of the new programs will be best for the MAPA region. Helgerson pointed to the region's ability to prepare shovel-ready projects and said it remains to be seen exactly how each program will work.

Williams asked about the timing and applicability of new rules in IIJA, Helgerson responded that under previous bills it took years to finalize rulemaking.

E. Member Agency Updates

Omaha - Pfitzer and Carder provided an update on city projects. Wassenaar said the city is interested in pursuing joint applications.

La Vista - Soucie said the city's Applewood Creek Trail project is set for letting in January.

Bellevue - Dunn provided an update on Bellevue projects.

Omaha Chamber - Osberg said the chamber will be coming out with new planning documents for the urban core.

PMNRD - Williams said the Western Douglas County Trail should open in the spring of 2022.

Council Bluffs - Cox said the West Broadway project is nearing completion.

Metro Transit - Cencic updated the committee on MetroNEXT and that Metro is acquiring electric buses.

Sarpy County - DeBerg provided an update on Sarpy County planning & construction.

NDOT Planning - Wacker updated the committee on NDOT's developing freight plan.

Douglas County - Kutilek said the county's 180th Street project is on schedule.

Gretna - Giittinger updated the committee on Gretna's projects.

Iowa DOT - Suhr provided an update on CBIS.

NDOT District 2 - Weander provided a District 2 construction update & expressed concerns about the IIJA increase estimates given the way prices have been rising.

F. Additional Business

Helgerson reminded the committee that applications for MAPA's federal grant programs are due on January 7, 2022. Williams asked about the potential for State of Nebraska TAP funding, Wacker responded that he believes NDOT plans to allow applications sometime in early 2022.

G. Adjournment

Suhr moved to adjourn. The motion carried and the meeting was adjourned at 11:12 a.m.

Agenda Item B

Meeting Minutes

March 2022

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
Transportation Technical Advisory Committee
Minutes of the March 18, 2022 Meeting

The Transportation Technical Advisory Committee met on Friday, March 18, 2022. The meeting was held in the boardroom on the main level of the Metro Transit building.

The meeting was called to order at 10:03 a.m.

STAFF, VOTING MEMBERS, GUESTS, AND VIRTUAL ATTENDEES

STAFF

Court Barber	Metropolitan Area Planning Agency
Jim Boerner	Metropolitan Area Planning Agency
Carlos Morales	Metropolitan Area Planning Agency
Mike Helgerson	Metropolitan Area Planning Agency

VOTING MEMBERS

Dean Dunn	City of Bellevue
Matt Cox	City of Council Bluffs
Krista Wassenaar	City of Omaha
Maurice Hinchey	NDOT District 2
Eric Williams	PMRNRD
Bryan Guy	City of Omaha
Lauren Cencic	Metro Transit
Joe Soucie	City of La Vista
Cole DeBerg	Sarpy County

GUESTS

Lee Myers	AARP
Stephen Osberg	Greater Omaha Chamber of Commerce

VIRTUAL ATTENDEES

Joan Green	E&A
Kaine McClelland	NDOT
Travis Halm	Metropolitan Area Planning Agency
Jason Carbee	HDR
Chris Gibbons	City of Council Bluffs
Dan Bellizzi	Olsson
Kara Kosiski	Olsson

AGENDA ITEMS

A. Approval of the Minutes from the February 18, 2022 meeting

No comments received.

The committee was unable to approve the minutes due to lack of quorum.

B. Amendment 4 to the FY2022 Transportation Improvement Program (TIP)

Barber presented the amendment. Williams asked about the schedule for Gretna's trail project, Barber responded that construction is slated for 2024. Williams asked about the 33rd & Hamilton project, Bryan Guy provided project details.

The committee was unable to provide an official recommendation due to lack of quorum.

C. Draft FY2023 Unified Planning Work Program (UPWP)

Morales presented the program. Myers asked what PEL stands for, Helgerson responded that it stand for Planning and Environmental Linkages.

The committee was unable to provide an official recommendation due to lack of quorum.

D. Streetcar Presentation

Osberg presented on recent urban core work and the streetcar proposal. Soucie asked about the status of ORBT, Cencic responded that it is performing better than Route 2 (what ORBT replaced) before the pandemic. Soucie asked if he could get a copy of the presentation, Osberg said yes. Dunn asked about the number of vehicles that will run on the line, Osberg said about six. Barber asked about the proposed one-to-two-way conversion on Harney and Farnam Streets and whether that would impact where the streetcar would run, Osberg did not think it would. Myers asked whether the one-to-two-way conversion is public, Osberg said he did not think so, Barber said the City of Omaha applied for regional federal funding to perform a study to determine its impacts and that is out for public comment, but that it has not been officially presented to the public.

E. Member Agency Updates

NDOT District 2 - Hinchey provided a construction update to the committee.

Sarpy County - DeBerg provided a construction update to the committee.

Omaha - Wassenaar provided a construction update and discussed Omaha's new project management software; Guy provided an update on the upgrading of about 100 signals in northwest Omaha; Morales asked about the upgrades and what the pedestrian impacts will be, Guy said that was part of the reason for the project, but that he does not have all the details on hand.

La Vista - Soucie provided an update on the Applewood Creek Trail project and informed the committee that the 2nd city-owned parking garage has begun construction on 84th Street.

PMRNRD - Williams said he is working with communities on under-the-road crossings for trails.

Metro Transit - Cencic said there is an aggressive funding package going to Metro's board soon based on MetroNEXT.

MAPA - Helgerson provided an overview of the Recast Your City event, informed the committee of the upcoming Indianapolis site visit and Heartland 2050 June Summit, and let everyone know about the upcoming broadband event.

F. Additional Business

No additional business was conducted by the committee.

G. Adjournment

The meeting was adjourned at 11:03 a.m.

Agenda Item C

Amendment 5 - FY2022 TIP

FY2022-2027 Amendment 5

Effective Date 04/28/2022

ONEDOT STIP Approval Date

ONEDOT STIP Approval Letter

MAPA Board Resolution

NDOT Approval

Revisions

Lead Agency	Project Name	Description	Details
Document Revision			
		Updated FY2022 5310 apportionment to \$891,511 per the table released by FTA.	view
Phase Adjustment			
NDOT	N-50 Concrete Repair	UTIL-CON-CE moved from FY2023 to FY2022.	view
NDOT	L-28B Bridge Repair	UTIL-CON-CE moved from FY2023 to FY2022.	view
NDOT	North Freeway: Parker - Fort St.	UTIL-CON-CE moved from FY2023 to FY2022.	view
NDOT	Elkhorn River East	UTIL-CON-CE moved from FY2023 to FY2022.	view
Project Added - New			
Omaha	2020 Omaha Resurfacing Program	Project added to the TIP with \$4,499,454 of STBG-MAPA funding programmed in FY2025 for AC Conversion. Locally-funded Advance Construction phase added.	view
Project Description Update			

Lead Agency	Project Name	Description	Details
Council Bluffs	<u>East Beltway: Stevens Road - West Segment</u>	Project map updated to show western terminus at Norwood Drive.	view

Agenda Item D

Congestion Management Process

MAPA Congestion Management | 2022

Process Documentation

Executive Summary

MAPA, as a Transportation Management Area (TMA), is charged with maintaining a Congestion Management Process. As outlined in Chapter 5 of MAPA LRTP 2050 and further outlined in the Background section of this document, the CMP is a continuing process, incorporated within MAPA's Long Range Transportation Plan (LRTP), the annual Transportation Improvement Process (TIP), project selection, and federal performance measure monitoring and reporting.

Consistent with the MAPA LRTP 2050 vision statement of **"Increased Mobility for All"**, this CMP update focuses on the multimodal aspects of our transportation network. Regional transportation planning processes, such as MetroNEXT, ConnectGO, and the Metropolitan Transportation Improvement Study (MTIS) are rapidly transitioning from study to implementation of regionally significant multimodal transportation improvements. The MAPA CMP must naturally expand to measure how these improvements (such as ORBT and the City of Omaha's "Total Mobility System" and Signal System Master Plan updates) reduce traditional vehicle congestion, and provide easier and more equitable multimodal access. Consistent with LRTP 2050, the CMP will consider the following needs:

- Ensure equitable access to opportunity
- Attract and retain talent
- Foster economic growth throughout the region
- Provide stewardship of the existing and future transportation system

Purpose

As a part of the MAPA region's comprehensive, continuous, and cooperative (3C) transportation planning process, this 2022 update to the Congestion Management Process (CMP) captures, in a single document, existing and proposed CMP planning activities over the next five years.

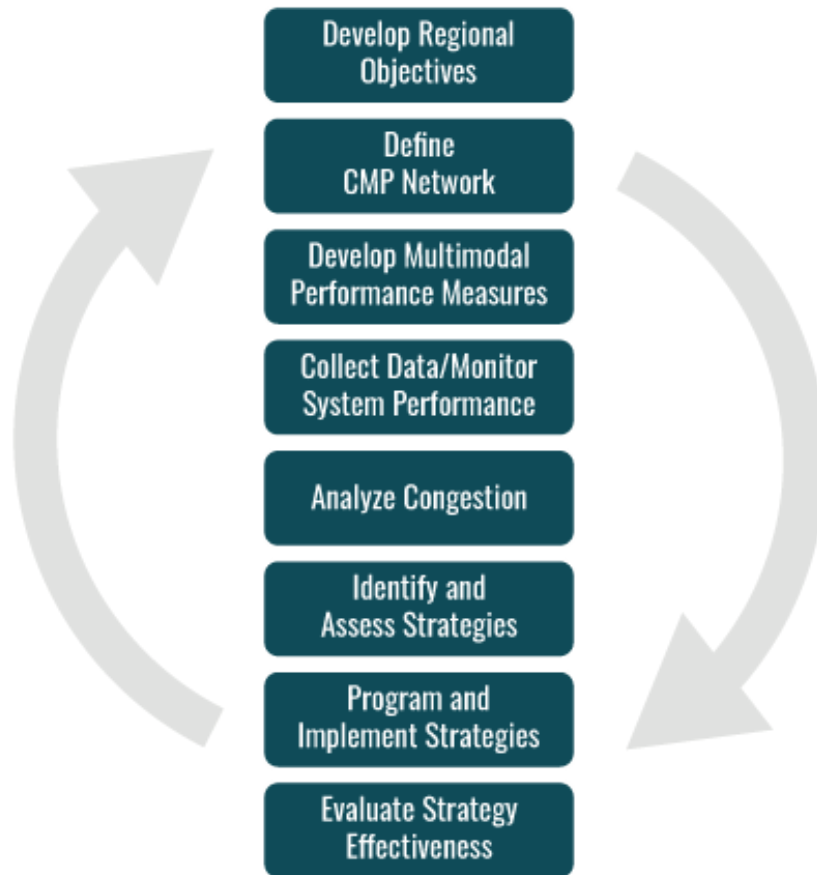
Background

Process

The Federal Highway Administration provides guidance to MPOs on the development and management of the CMP. This eight-step process (Figure 1) is conducted by the MPO through a cooperatively developed and implemented process. This process and proposed updates are described throughout the document and are summarized in Appendix A (CMP Timeline).



Figure 1: The Congestion Management Process



This document will outline the eight steps above presenting side-by-side both the existing process details, as well as proposed improvements for this cycle of the MAPA CMP.

Significant Regional Changes

This report will document changes to the existing MPO planning process, and recommended improvements to the CMP following the events occurring after publishing L RTP 2040:

- Significant flooding and extreme winter weather affecting infrastructure negatively and disrupting traffic patterns
- An explosion in the volume and applicability of big data and smart traffic infrastructure
- A growing concern in the region's ability to attract and retain a skilled workforce
- Launch of the ConnectGO Regional Transportation Strategy development in coordination with the Greater Omaha Chamber of Commerce
- Dramatic decrease in automobile traffic and a significant surge in the use of regional trail networks in response to the COVID-19 pandemic



The Eight-Step Congestion Management Process

Step 1. Develop Regional Objectives

FHWA guidance specifies that the objectives of the CMP should “reflect the priorities of the MPO, and should serve as a valuable tool for the MPO to assess how well its actions and policies are helping to achieve its goals.”¹ These objectives ideally have “**SMART**” characteristics, being: **Specific, Measurable, Agreed, Realistic, and Time-bound**. The guidelines acknowledge, practice these objectives start out more general, and develop detail as data is collected and performance measures are refined. This is reflected in the objectives outlined below for LRTP 2040 and 2050.

LRTP 2040 CMP Objectives (Referred to as CMP Principles)

1. Maintain Segment Level of Service (LOS) “D” or Better on the Region’s Roadways
2. Maintain Travel Time Below 20 Minutes - average commute times for TMA residents
3. Reduce Single-Occupancy Vehicle Rates

Analysis conducted while developing LRTP 2050 recognized that LOS “D” is no longer a feasible objective for the region, and this objective is removed for 2050.² While commute times are important when considering the livelihood of TMA residents, this metric was found to not be a direct measure of congestion, and will instead be maintained as an indicator of the utility of the regional transportation system, but again removed from the LRTP 2050 objectives.

LRTP 2050 CMP Objectives

1. Fiscally manage operational efficiency through a balanced program of regional projects, programs, and policies which minimize VMT increase and maximize mode availability
2. Improve reliability by promoting and supporting regional efforts which minimize the impact of incidents, events, and construction activities
3. By 2030, reduce Single-Occupancy Vehicle Rates from 80.6% to 75.0%³
4. Expand available data and analysis techniques available to MAPA to improve reporting and decision making
5. Maintain criteria air pollutants below National Ambient Air Quality Standards and support National Carbon Reduction goals

¹ FHWA. “Congestion Management Process: A Guidebook” (2011). FHWA-HEP-11-011. Accessed at: https://www.fhwa.dot.gov/planning/congestion_management_process/cmp_guidebook/cmpguidebk.pdf

² MAPA LRTP 2050. (2021). [Chapter 2 | Access to Opportunity](https://mapacog.org/reports/lrtp-2050/). Pages 2-2 through 2-3.

³ Currently measured using ACS 5-Year Estimates Subject Table. Workers 16 years and over who travel by car, truck, or van and drove alone



L RTP 2050 CMP Principles

CMP guidance provides the opportunity for MPO's to establish Principles in addition to measurable Objectives. Given the growing burden of maintaining the transportation infrastructure we already have, alongside providing access to a shifting demographic, L RTP 2050 planning deliberately focuses on transitioning from traditional measures of moving vehicles to connecting people. These principles are summarized below:

1. The CMP is designed to establish a systematic process through which all modes of transportation are considered and utilized to ensure efficient and safe operations of the region's multimodal transportation system.
2. The CMP provides local and regional stakeholders with the data and tools to make decisions about investments affecting congestion on the region's roadways.

The 2050 CMP objectives reflect L RTP 2050 performance measures, which are detailed later in this process in Step 4 The first two L RTP 2050 objectives will be refined in collaboration with regional stakeholders over this CMP cycle.



Step 2. Define the CMP Network

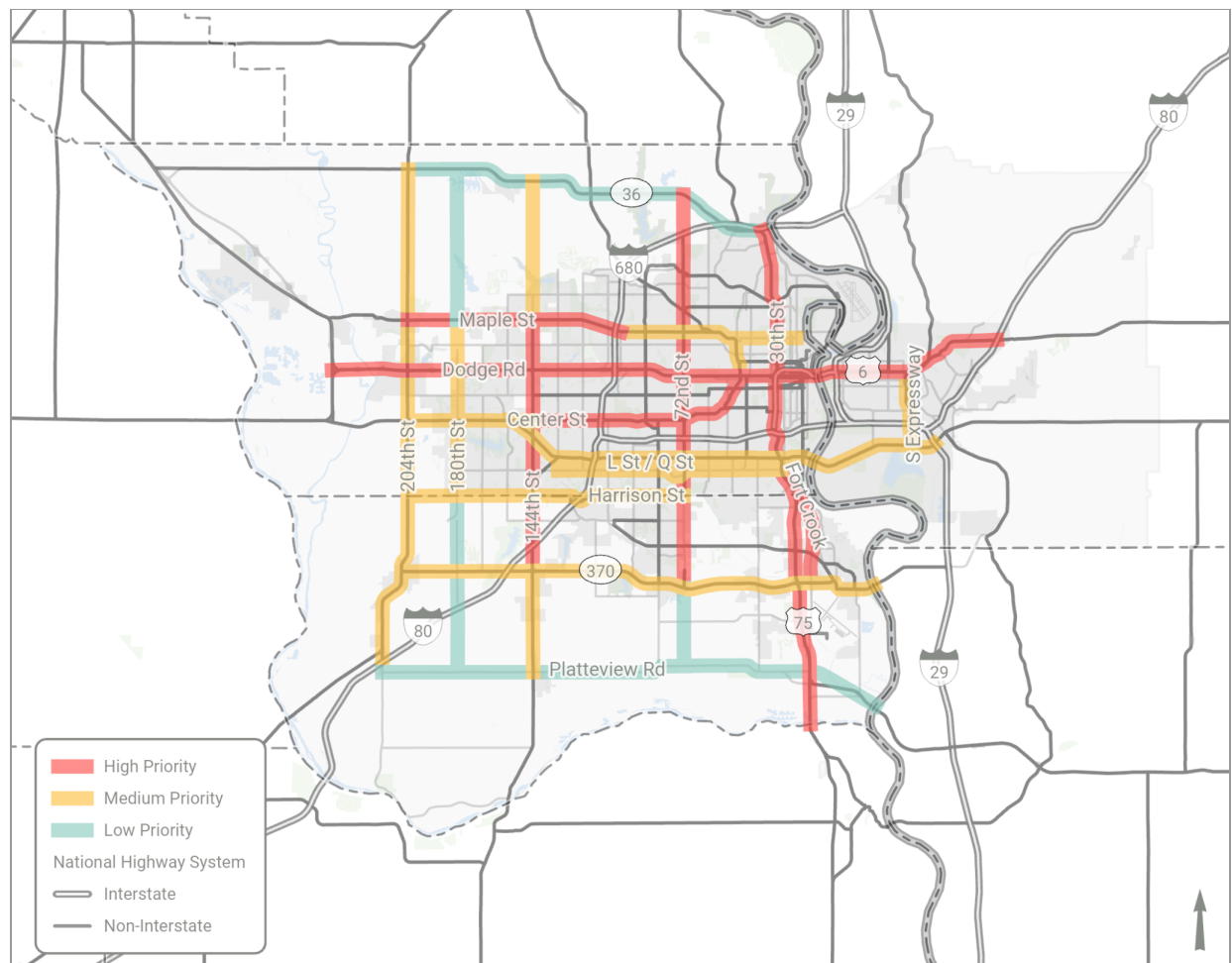
The CMP guidance lays out the following criteria for defining the CMP network:

- The geographic boundaries or area of application; and
- The system components/network of surface transportation facilities

L RTP 2040 Network

The CMP network outlined in L RTP 2040 utilized as a basis the National Highway System (NHS) within the MAPA TMA—including the interstate—given the regional significance of these roadways. The priority corridors which overlay the NHS (including some roadways not on the NHS) were designated as priority corridors by the MAPA Project Selection Committee (ProSeCom) in 2013. The network is shown in Figure 2 below.

Figure 2: The Congestion Management Network (L RTP 2040)

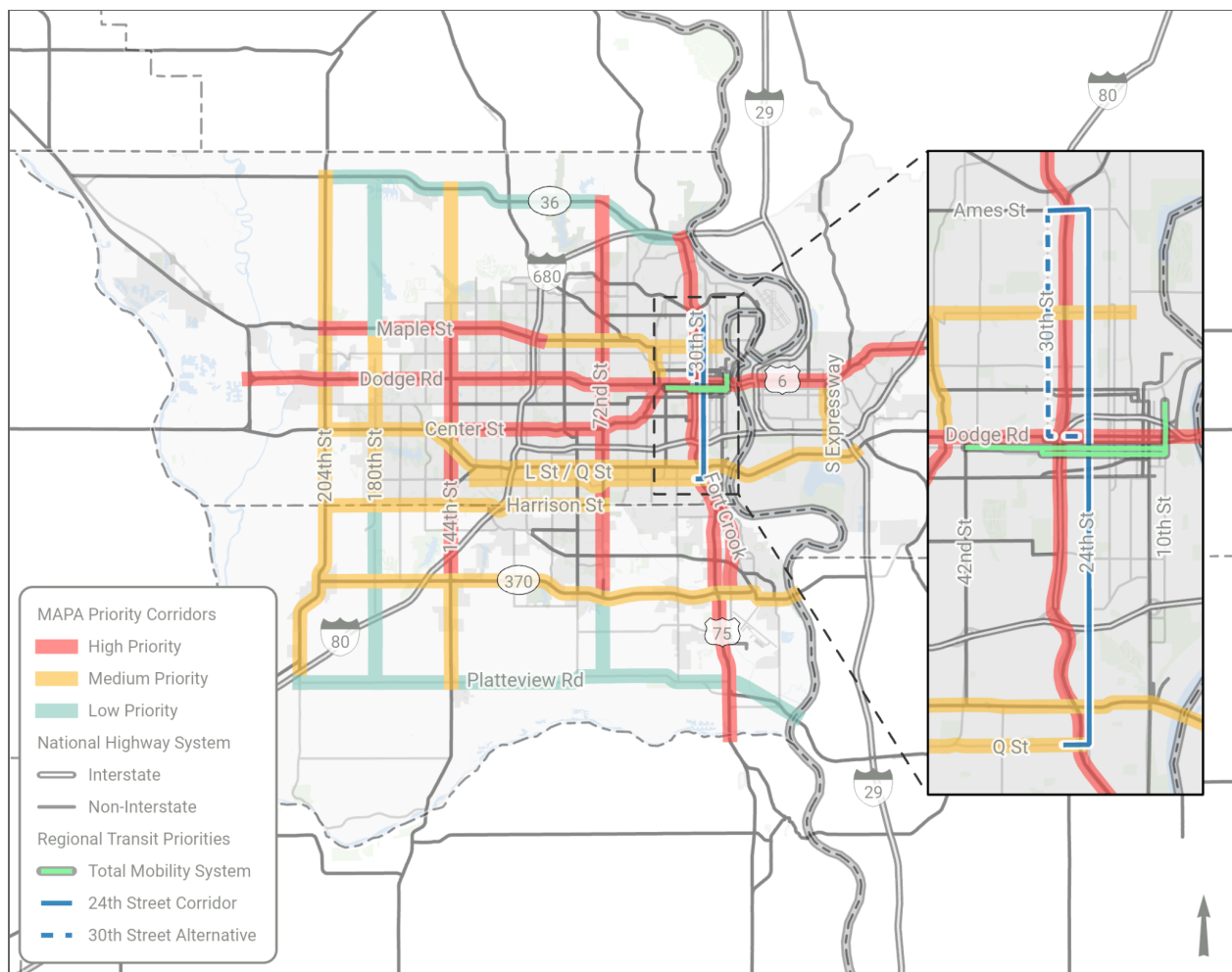


L RTP 2050 Network

Building upon best practice, MAPA is expanding its CMP network to incorporate segments experiencing rapid growth in multimodal users, and to expand the area of analysis. The 2050 network includes:

- The National Highway System (Interstate and Non-Interstate)
- The MAPA Priority Corridors
- Existing and Proposed High-Ridership Transit Routes
- The Total Mobility System Network

Figure 3: The Congestion Management Network (L RTP 2050)



Step 3. Define the Multimodal Performance Measures

LRTP 2040 Performance Measures

These performance measures were established prior to availability of travel-time or other crowd-sourced datasets were available by MAPA. The plan acknowledged that more representative data sources would soon be available and better evaluate system performance.

Table 1: LRTP 2040 CMP Performance Measures

Performance Measure	Description	Evaluation
Total mileage of Priority Corridors with V/C > 1.0	Volume to capacity ratio of the corridor segments provides a measure of congestion (MAPA model output)	(Centerline miles) No-build 134.7 Plan 120.0
Average Regional Travel Time	Data determined from the 5-year American Community Survey (ACS) data for the MAPA region	MAPA region remains just below 20 mins. (mean) travel time
Cost Effectiveness	Ratio of LRTP program cost to VHT reduction over 2040 no-build scenario in Travel Demand Model	In progress

Post LRTP 2040 Performance Measures

Over the period between LRTP updates, MAPA incorporated several performance measures into the CMP. With a baseline of 2017, MAPA has recently completed the first four-year performance period for the National Highway Performance Program (NHPP) and National Highway Freight Program (NHFP) measures related to travel-time reliability and freight movement on the interstate system. Later this year MAPA intends to coordinate with state DOTs to develop targets for the second performance period. A description of the targets and results for the first period are shown in Table 2 on the following page.



Table 2: Post-LRTP 2040 CMP Performance Measures

National Highway Performance Program (NHPP) Measure	Performance Measure	Baseline (2017)	4-Year Targets		Measured (2021)	Met Target?	Better than Baseline?
			Original	Revised			
Interstate Travel Time Reliability	Percent of person-miles traveled that are reliable	97.1%	94.7%	94.7%	97.5%	Yes	Yes
Non-Interstate Travel Time Reliability	Percent of person-miles traveled that are reliable	87.3%	90.2%	87.3%	95.1%	Yes	Yes
National Highway Freight Program (NHFP) Measure	Performance Measure	Baseline (2017)	4-Year Targets		Measured (2021)	Met Target?	Better than Baseline?
			Original	Revised			
Freight Travel Time Reliability	Truck Travel-time reliability ratio	1.25	1.14	1.28	1.25	Yes	No

LRTP 2050 Performance Measures

The MAPA 2050 LRTP was largely informed by ConnectGO and the joint NDOT/MAPA Metropolitan Area Transportation Improvement Study (MTIS). The relevant LRTP 2050 performance measures to be evaluated within the CMP are listed in the tables on the following pages. Additionally, draft MetroNEXT performance measures are shown in Table 5. As data is collected and analyzed these measures will be further refined and incorporated into MAPA public-presentation tools, project selection guidance, and annual regional reporting. Continued coordination with supporting jurisdictions may result in additional measures or modification/removal of existing measures based on analysis.



Table 3: LRTP 2050 CMP Performance Measures (MTIS)

PERFORMANCE MEASURE	TARGET	EXISTING CONDITIONS BASELINE	FUTURE NO-BUILD CONDITIONS BASELINE
System Reliability (Trucks Included)	Address reliability issues along five (5) segments with highest RI80	Urban Arterials: 1.11 Rural Arterials: 1.07 Urban Freeways: 1.20 Rural Freeways: 1.03	N/A
Vehicle Miles Traveled (VMT)	2040 VMT per Household grows by 5% or less compared to 2010 levels	16.1M Daily VMT 55.1 Daily VMT per Household	24.3M Daily VMT 62.4 Daily VMT per Household
Vehicle Hours Traveled (VHT)	2040 Scenario reduces VHT growth by 25% compared to 2040 No-Build	401,300 Daily VHT 1.37 Daily VHT per Household	753,900 Daily VHT 1.94 Daily VHT per Household
PERFORMANCE MEASURE	TARGET	EXISTING CONDITIONS BASELINE	FUTURE NO-BUILD CONDITIONS BASELINE
Delay	2040 scenario reduces delay growth by 25% compared to 2040 No-Build	16,300 Daily Hours Delay	109,000 Daily Hours Delay
LOS / Congested Miles of Freeway (Mainline)	2040 congested miles of freeway same or lower than 2010 levels	6.8 miles at LOS E or F	23.5 miles at LOS E or F
Miles of Congested Non-Freeway Segments	2040 reduces number of congested miles of Non-Freeway by 33% compared to 2040 No-Build	34.5 miles at LOS E/F	126.8 miles at LOS E/F



Table 4: LRTP 2050 CMP Performance Measures (ConnectGO)

GOALS	STRATEGIES	PERFORMANCE MEASURES	OBJECTIVE(S)
Ensure equitable access to opportunity	Increase access to employment	# Jobs within 30 minutes of home via auto # Jobs within 45 minutes of home via transit	
	Increase access to education and training	% Homes/population within 60 minutes of colleges and universities via transit # Miles of sidewalk gaps within ¼ mile of elementary schools.	
	Increase access to healthcare.	% Homes/population within X min of hospitals/clinics via _____.	
	Increase access to groceries.	% Homes/population within X min of grocery stores via _____.	
Cultivate a quality of place that attracts and retains talent.	Transportation options	# Miles of Low-Street Bike Facilities # Population within 1/4 mile of frequent transit service.	
Foster economic growth throughout the region.	Eliminate freight bottlenecks	FHWA truck and travel time reliability measures.	
	Use transportation investment to catalyze higher value real estate development.	# Taxable value of land along major corridors or in major districts.	



Table 5: CMP Performance Measures (MetroNEXT - Draft)

GOALS	STRATEGIES	PERFORMANCE MEASURES
Address equity in our region	Placing more jobs within reach for low-income and minority populations	Sampled populations will gain access to 47,000 jobs within a 30-minute transit commute (54%)
		Sampled populations will gain access to 138,000 jobs within a 60-minute transit commute (24%)
	Adding transit service in low-income neighborhoods	Low-income populations within 1/4 mile of frequent service will increase by 15,000 (127%)
	Adding transit service in minority neighborhoods	Low-income populations served by the overall transit network will increase by 2,000 people (4%)
Improve and expand connections		Minority populations within 1/4 mile of frequent service will increase by 37,000 people (154%)
		Minority populations served by the overall transit network will increase by 6,000 people (5%)
	Extending service to a broader population	Regional population within 1/4 mile of frequent service will increase by 69,000 people (127%)
	Improving access to jobs	Regional population served by the overall transit network will increase by 13,000 people (5%)
	Improving access to essential services	The number of jobs within 1/4 mile of frequent service will increase by 36,000 (35%)
Provide an excellent travel experience		Access to essential services within 1/4 mile of frequent service will increase by 97%
		Access to essential services within the overall transit network will increase by 4%
		Supplying approximately 40,000 people with access to a new bus shelter
		Benefitting approximately 85,000 students each year through the permanent implementation of the K-12 Rides Free program



Table 5b: CMP Performance Measures (MetroNEXT - Draft) Continued

GOALS	STRATEGIES	PERFORMANCE MEASURES
Promote environmental stewardship		Eliminating approximately 1.4 million vehicle miles traveled annually by automobiles due to new ridership Reducing more than 3,7000 metric tons of greenhouse gases per year due to new ridership
Lead responsibly and collaboratively	Adding transit service near zero-car households	Providing service to 97% of areas in our region designated as 'highly suitable' for transit Increasing annual ridership by an estimated 540,000 rides (25%) Zero-car households within 1/4 mile of frequent service will increase by 37,000 people (85%) Zero-car households served by the overall transit network will increase by 150 people (1%)
Cross cutting		Maintain or improve on-time performance

Step 4. Collect Data / Monitor System Performance

The rapid growth in the volume and quantity of available data and analysis tools will likely require more frequent updates to the MAPA CMP documentation. A high level summary of existing data sources available currently are listed in Tables 6a and 6b, along with the current and proposed system performance reporting uses.

The primary source of region-wide data which MAPA has gained experience with while evaluating progress towards the NHPP and NHFP performance measures is the National Performance Research Data Set (NPMRDS). The existing contract through Iowa DOT with the Catt Lab also provides additional access to analysis tools within the Probe Data Analytic Suite (PDA Suite) which utilizes INRIX XD travel-time data available on higher volume non-NHS roads within the MAPA TMA. This data and corresponding tools have only been used in limited instances to report on COVID-19 pandemic response impacts, but offer potential for broader use in corridor and regional analysis.



Table 6a: CMP Data Sources and Associated System Performance Reports Outside the CMP

Data Source	Description	Update Cycle	MAPA Reporting Use
NPMRDS	Travel-time dataset contracted through Iowa DOT used for NHPP and NHFP PM	5th of each month	PM3 Annual Progress Project Selection Criteria
American Community Survey	Socioeconomic data provided by the Census Bureau used in travel time, mode, and equity analysis	Annually (Typically November)	Demographic Profiles Development Report
MAPA Travel Demand Model	Regional model which evaluates baseline and future year performance for proposed projects and assumed growth		LRTP Updates Studies and Projects
MAPA Traffic Report	Summary of local jurisdiction traffic counts and corresponding traffic flow maps with segment, intersection, and interchange traffic volumes	Biannually	Traffic Flow Map PM1 Annual Progress Studies and Projects <i>Safety Report</i>
Automatic Traffic Recorders	State monitored 24/7 traffic recorders which provide traffic volume and seasonal characteristics	Monthly Annual	Traffic Flow Map Regional Traffic Reporting
City of Omaha Bike and Pedestrian Counts	City of Omaha planning product which collects and reports on bike and pedestrian traffic	Annual	Evaluate for use in measuring Non-Motorized Miles Traveled
Strava Heatmap	Publicly available bike data provided by Strava users	As Required	LRTP Updates Studies and Projects
Longitudinal Employer-Household Dynamics (LEHD)	Data on where workers are employed and where they live and associated worker characteristics such as age, earnings, or industry groups	Annually (2019 data is available in March 2022)	



Table 6b: CMP Data Sources and Associated System Performance Reports Outside the CMP

Data Source	Description	Update Cycle	MAPA Reporting Use
Heartland Bikeshare	Total trips, ride duration, registered riders, and station statistics	On Demand	
Crash Data	Nebraska and Iowa DOT crash data for the region	Annually	Safety Dashboard Safety Report
EPA Air Quality	As available, the five applicable design values for “criteria” air pollutants will be reported	Annually	Little Steps, Cleaner Air Climate Action Plan
State Freight Plans	Freight bottlenecks, safety areas, priority corridors	Every Five Years	TIP LRTP
Metro Ridership and Performance	Data supporting the MetroNEXT measures and on-time performance data	Per Metro Schedule	



Step 5. Analyze Congestion Problems and Needs

In collaboration with DOTs, Metro, the MetroArea Traffic Incident Management (TIM) team, and local jurisdictions, MAPA will collect data and monitor system performance of the CMP network. System multimodal performance will be analyzed and reported both regionwide, and for a set of exemplar home-to-work subregions. Appendix A provides a timeline for the standardized reporting items listed below which will also be included in updates to the MAPA Multimodal Performance Report.

The subregional analysis will describe the socioeconomic characteristics of users of the transportation system, and measure current conditions and trends across modes. As data becomes more readily available, and analysis techniques are refined, the MAPA Multimodal Performance Report will be used to identify priority corridors for projects, and offer a means of measuring success of completed projects or implemented policies.

Truck and travel time performance reporting is conducted annually, and areas identified as experiencing recurring congestion as indicated by speed data will be reported.

Observed traffic volumes will be collected and analyzed in the MAPA Traffic Report.

TIM Performance Measure reporting data as provided by the DOTs will be presented in conjunction with crash data to better understand the relationship between incidents and non-recurring congestion. Annual progress towards safety performance targets are reported annually to the DOTs and local FHWA offices.

Transit ridership and performance data will be presented as available from Metro.

MAPA will update the regional travel demand model and utilize the output to highlight potential future priority areas, and provide performance measure data to assess progress towards CMP objectives.

MAPA will work with NDOT and local jurisdictions to evaluate the effectiveness of corridor retiming and ASCT implementation.

MAPA will coordinate with PROSECOM, TAP-C, and TTAC for recommended changes to the STBG and TAP Project Selection Criteria documents.



Step 6. Identify and Assess CMP Strategies

L RTP 2050 relies heavily on the planning and outreach efforts of ConnectGO and MTIS. The results of that planning are a recommended set of projects in a **“Preferred Scenario (SP 7)”**⁴ for MTIS, and a list of 10 strategies in 10 years in the **ConnectGO Regional Strategy Overview**.⁵ Phase 3 of MTIS provides a needs-based “Freeway Systems Vision and Implementation Plan” that includes both capacity improvements as well as additional details on other congestion mitigation strategies.⁶ As new projects are developed, they will first be evaluated on merit in their support to the existing strategies listed above. Recently completed or ongoing planning studies will also inform project strategies and will be considered by organizations submitting projects for consideration for federal funding.

- Metro Transit’s MetroNEXT Initiative
- City of Omaha’s Bicycle and Pedestrian Master Plan
- Park Omaha Parking & Mobility Strategic Plan
- Urban Core Mobility System
- MTIS Implementation

Step 7. Program and Implement Strategies

Through the Transportation Improvement Program call for projects, MAPA will work in collaboration with PROSECOM and TAP-C committees to develop a holistic set of transportation projects recommended for MAPA Board approval. MAPA will also continue outreach with local jurisdictions through the MAPA Transportation Technical Advisory Committee to identify locally-funded projects and programs, and to better understand how to evaluate performance.

Step 8. Evaluate Strategy Effectiveness

Regional CMP strategy effectiveness will be measured in coordination with the DOTs, local jurisdictions, and the MetroArea TIM team. Existing reporting mechanisms include:

1. NDOT Annual Report
2. Council Bluffs Interstate System Traffic Management Center Reporting
3. MAPA Safety and Truck and Travel Time Reliability Reporting

For 2022, MAPA intends to build a subregional reporting system which will overlay travel time reliability and transit performance data with demographic information. This tool is intended to

⁴ L RTP 2050. (2021) Chapter 6 | Regional Transportation Investments. (p. 6-2 thru 6-4).

<http://mapacog.org/wp-content/uploads/2020/10/MAPA-2050-L RTP-Chapter-6.pdf>

⁵ Greater Omaha Chamber. (August, 2021). ConnectGO Regional Strategy Overview.

<https://www.omahachamber.org/connectgo/resources/>

⁶ MTIS. (2019), Phase 3. Freeway Systems Vision and Implementation Plan.

<https://mapacog.org/reports/mtis-phase-3-final-report/>



more effectively present and measure issues related to access as well as localized congestion as they impact MAPA travelers.



Appendix A

Process Timeline

Date	Task	Description	Process
3/30/2022 4/18/2022 4/24/2022	Approve Network Modifications	Adds Harney, Farnam, portions of 10th Street and 24th Street to the CMP network for additional data collection	PROSECOM(R) TTAC(R) BOARD(A)
4/18/2022 4/24/2022	Approve Objectives and Principles	Objectives are currently measurable L RTP2050 performance measures	TTAC(R) BOARD(A)
May	Iowa LRTP Update	Incorporate Iowa LRTP updates	Staff
May - June	Incorporate MetroNEXT Planning	As required, update performance measures and metrics	TTAC(R) BOARD(A)
May - June	Evaluate Signal Projects	Assess effectiveness of Automatic Signal Corridor Technologies (ASCT) and signal corridor retiming	In parallel with the Annual PM3 Report
5/20/2022 5/26/2022	Annual PM3 Report of Progress	Annual update to DOTs/FHWA on progress towards truck and travel time reliability metrics	TTAC(R) BOARD(A)
7/21/2022	Iowa State Freight Plan Update	Update CMP documentation based on the updated Freight Plan	Staff
7/22/2022 7/28/2022	MAPA 2021 Traffic Report	MAPA traffic data updated through 2021.	TTAC(R) BOARD(A)
	Evaluate TDM Strategies	Provide an update on effectiveness of regional Travel Demand Management strategies	In the Traffic Report? Standalone?
10/01/2022	DOT PM3 Targets	Participate in DOT planning related to second performance period target setting	Staff
10/21/2022 10/26/2022	MAPA PM3 Targets	Pending coordination with State DOTs, MAPA establish regional PM3 targets	TTAC(R) BOARD(A)



Process Timeline - Continued

Date	Task	Description	Process
October	Project Selection Criteria Updates	As necessary, provide performance criteria and scoring updates	Staff PROSECOM
11/01/2022	Nebraska State Freight Plan Update	Update CMP documentation based on the updated Freight Plan	Staff
November	ACS 5-Year Updates	Updates to demographics utilized in MAPA reporting	Staff
12/2/2022 12/8/2022	MAPA Multimodal Performance Report	Publication of the corridor assessment and evaluation tool	TTAC(R) BOARD(A)

Future Year Tasks (2023-2025)

Date	Task	Description	Process
January	MAPA Multimodal Performance Report	Publication of the corridor assessment and evaluation tool	TTAC(R) BOARD(A)
June	Annual PM3 Report of Progress	Annual update to DOTs/FHWA on progress towards truck and travel time reliability metrics	TTAC(R) BOARD(A)
July, Even Years	MAPA Traffic Report	Update to the MAPA Traffic Flow Map and intersection/interchange reports.	TTAC(R) BOARD(A)
October	Project Selection Criteria Updates	As necessary, provide performance criteria and scoring updates	Staff PROSECOM
November	ACS 5-Year Updates	Updates to demographics utilized in MAPA reporting	Staff

