

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 ANational Performance Management Measures. The Rule went into effect on May 20, 2017. State DOTs and MPOs are required to establish 2-year and 4-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. 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 Plans (TAMP) to evaluate the Astate of good repair of transit agency vehicles, facilities, and equipment.@ Recipients of public transit fundsCwhich include states, local authorities, and public transportation operatorsCare 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 are directed to share information with MPOs and states so that all plans and performance reports are coordinated. MPOs are to consider the State Asset Management Plan and the Transit Asset Management Plan for their respective jurisdiction during the LRTP planning process.

The Rule,ATransit 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.

## **PROCESS FOR AMENDING THE MPO LRTP FINANCIALLY CONSTRAINED TRANSPORTATION PLAN**

With the adoption of the MPO LRTP Financially Constrained Transportation Plan, there is a need to explain how the plan will be amended in the future when needed. As with all long range plans, conditions in the community likely will change over time and related shifts in priorities will occur. A change such as an increase in the amount of growth in one direction of the urbanizing area with a corresponding decrease in expected growth in another direction will shift the needs and priorities of the transportation system. Some projects that were expected to be needed farther out in the planning period may become needed sooner. Likewise, a project that is no longer needed as soon as expected could be delayed.

Changes in the basic assumptions or goals and policies of the 2040 Lincoln/Lancaster County



Comprehensive Plan and the MPO LRTP may require formal amendments to both documents. More likely will be more specific shifts in needs and priorities that will need to be reflected in the MPO LRTP in order to continue to have a financially constrained plan that meets the needs of the community over time. Changes to the Financially Constrained Transportation Plan are to be made by a formal plan amendment through the MPO planning process. These may take the form of a standalone amendment or as a package of amendments during the established annual review process discussed in the Plan Realization chapter of LPlan 2040.

For example, when a project is identified as needed sooner than expected and that need is in the first ten years of the MPO LRTP Financially Constrained Transportation Plan, a project(s) of similar cost will need to be dropped lower in the priority list to keep the plan financially constrained.

Close adherence to the amendment process will be of particular importance if a project is desired to be placed in the first four years of the plan. The first four years of the MPO LRTP Financially Constrained Transportation Plan plan should closely reflect the MPO Transportation Improvement Program (TIP) for projects of regional significance and those using the federal planning process and federal funding. Close coordination and consistency between the TIP and the Long Range Transportation Plan should be an ongoing effort.

All amendments to the Financially Constrained Transportation Plan will need to be reviewed and approved by the Technical Committee of the Metropolitan Planning Organization (MPO) that includes local, state, and federal representation, the Lincoln-Lancaster County Planning Commission, and the MPO Officials Committee. The amendment process will also need to adhere to the MPO's Public Participation Plan to ensure opportunities for public engagement and information dissemination.