

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
Transportation Technical Advisory Committee
Minutes of April 24, 2015 Meeting

The Transportation Technical Advisory Committee met on Friday, April 24, 2015, 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 |
| Bruce Fountain | Sarpy County Planning Department |
| Bill Herr | Sarpy County Public Works |
| Jeff Roberts | City of Bellevue Public Works |
| Greg Reeder | City of Council Bluffs Public Works |
| Matt Cox | City of Council Bluffs Public Works |
| Joe Soucie | City of La Vista Public Works |
| Murthy Koti | City of Omaha Public Works |
| Todd Pfitzer | City of Omaha Public Works |
| Bryan Guy | City of Omaha Public Works |
| Derek Miller | City of Omaha Planning Department |
| Chad Weaver | City of Omaha Planning Department |
| Dan Freshman | City of Ralston Public Works |
| Dan Kutilek | Douglas County Engineers Office |
| Scott Suhr | Iowa Department of Transportation |
| Curt Simon (alternate) | Metro Transit |
| Tim Weander | Nebraska Department of Roads – District 2 |
| Eric Williams | Papio-Missouri River NRD |

NON-VOTING MEMBERS

| | |
|----------------|---|
| Greg Youell | Metropolitan Area Planning Agency |
| Pat Kastl | Alfred Benesch & Company |
| Terry Bailey | Council Bluffs Chamber of Commerce |
| Jason Carbee | HDR, Inc. |
| John Jorgensen | HGM Associates, Inc. |
| Doug Holle | The Schemmer Associates |
| Jim Kollbaum | URS Corp. |
| Justin Luther | Federal Highway Administration – Nebraska |

GUESTS

| | |
|-------------------|--------------------------------------|
| Kyle Kovar | 3M Company – Traffic Safety Division |
| Lee Myers | AARP |
| Ernest Wesolowski | Citizen-At-Large |

STAFF

| | |
|------------------|-----------------------------------|
| Michael Felschow | Metropolitan Area Planning Agency |
| Ashley Myers | Metropolitan Area Planning Agency |
| Mike Helgerson | Metropolitan Area Planning Agency |

A. Approval of Minutes

Motion #1: Approval of the minutes of the March 20, 2015 Transportation Technical Advisory Committee Meeting.

Motion by: Dan Kutilek
Second by: Jeff Roberts
Motion Carried

B. Draft TTAC Member List

Mr. Felschow asked the Committee to look over the Member and Associates listing of TTAC and a final listing will be voted on at the June meeting.

C. Preliminary Draft FY 2016 – 2019 Transportation Improvement Program (TIP)

Mr. Felschow presented the Preliminary Draft FY 2016 – 2019 TIP. Among portions of the TIP explained, Mr. Felschow said the staff had gone through the statistical process and updated all of the projects in the existing TIP and created a new database. A TIP Amendment Table was also updated. He said language was included for projects that double in construction costs and must go through a re-evaluation process. The draft still requires projects from IDOT as well as the Public Involvement Chapter.

Mr. Felschow said the TTAC is being asked to approve the fiscal constraint portion of the TIP. In May, the document will be released to the public for comment with final approval to be made in June. Omaha's 24th Street STP comment will be removed as it will be going to safety.

Mr. Felschow asked the Committee to review the document in the next two weeks for comments. Revisions, if necessary, will be made so it can be voted upon to go to public comment at the May TTAC meeting.

Motion #2: Seeking approval of the Transportation Technical Advisory Committee at their April 24, 2015 meeting of the Preliminary Draft FY 2016 – 2019 Transportation Improvement Program's fiscal constraint as it currently stands with modification of one table containing the Tiger Grant, if necessary.

Motion by: Curt Simon
Second by: Tim Weander
Motion Carried

D. FY 2015 – 2018 Transportation Improvement Program (TIP) Amendments

Ms. Myers said the TIP's Amendment 5 is for bridges over I-680 at Hwy US-6 and for Heartland B-Cycle Expansion. The bridges project is changing the year and amount of NHPP funding. \$295,000 of state funding in FY 2015 will be programmed for PE-NEPA and program \$7,125,000 of NHPP funding in FY 2021 for construction. \$930,327 of CMAQ funding will be programmed in FY 2016 for construction for the B-Cycle expansion.

Motion #3: Seeking approval of the MAPA Board of Directors at their April 30, 2015 meeting of the FY 2015 – 2018 Transportation Improvement Program Amendment 5.

Motion by: Tim Weander
Second by: Dan Kutilek
Motion Carried

E. Draft Bicycle / Pedestrian Master Plan

Mr. Helgerson said the Draft Regional Bike / Ped Plan has involved many over the past year. Initial planning began in 2012 with an application with TCSP. Stakeholders identified needs with Heartland 2050 planning with its purpose being to identify regional priority corridors for bikeways and develop recommendations for implementation. On the Nebraska side, trails generally run northwest to southeast and going east to west and north to south being difficult. The process began in earnest in early 2014 with public meetings in January and October in 2014, stakeholder and steering committee meetings. Mr. Helgerson presented slides showing existing and proposed trails.

In the planning process, Mr. Helgerson said they are looking at bicycle levels of service and appropriateness to accommodating bike facilities. The process looks at the possibility of incorporating on-street facilities for bikeways, the speed limit, road width, daily traffic volumes and the availability of parking lanes.

Short, medium and long-term recommendations have been discussed. To not have to wait 15 to 25 years for the opportunity of reconstruction, a parallel network of the plan is being explored which includes neighborhood routes that could be low-volume neighborhood streets. Population and employment density has been looked at, proximity to existing trails or bike facilities as well as to schools which lead to where trips are often beginning and ending.

Recommendations of the plan focus on a corridor which could be centered on an arterial or a minor collector. Some of these could be short-term recommendations as opposed to a long-term recommendation. Different cross sections have been discussed at different parts of the corridor. In addition, there is a recommendation for signage throughout the plan which would be MUTCD compliant.

The recommendation at this time is on all of the corridors as indicated on the map provided to TTAC. They're categorized in short, medium and long term recommendations. Based on the analysis, many of the short-term recommendations are on the parallel routes and neighborhood streets that with some minor improvements to the roadway, changes can be made that are not too costly but would provide connections for short trips for riders' daily needs. Some of the medium term recommendations are projects that are traditional bikeway infrastructure, bike lanes, small trail segments and bridges over creeks. These recommendations would be a 5 to 10-year timeline for improvements.

Different from these recommendations are corridors that connect communities and that provide some of the east-west and north-south mobility. At the time of reconstruction, bikeways are considered but these projects could possibly not come up for 20 or 25 years, at best.

In studying the pedestrian element, pedestrian audits were conducted with case studies involving different types of areas and recommendations based on current use and future redevelopment. A tool kit was used for going into a neighborhood that may not have been developed with sidewalks and prioritizing sidewalk investments. HDR did an example of this in an Omaha Westside neighborhood where sidewalks had not been required when the neighborhood was developed.

The next FY 2050 LRTP will incorporate the Heartland 2050 regional transit vision and the bike / ped plan. After the public review period, the document will come back to TTAC for recommendation to the MAPA Board in June for final approval.

Motion #4: Seeking approval of the MAPA Board of Directors at their April 30, 2015 meeting releasing the Draft Bicycle / Pedestrian Master Plan to a 30-day public review period.

Motion by: Eric Williams
Second by: Joe Soucie
Motion Carried

F. Draft 2040 Long Range Transportation Plan (LRTP)

Mr. Felschow said the LRTP is a stop-gap plan until the feds provide performance measures. This document will be merging the Heartland 2050 Vision, Bike / Ped Plan and the Regional Transit Vision. There are currently seven public meetings scheduled during this review period. In June, the Draft LRTP will come back to TTAC and then go to the MAPA Board for its recommendation to the Council Officials for their final approval in July.

ProSeCom, the bike/ped committee, Coordinated Transit Committee (CTC) and the Citizen Advisory Committee (CAC) have all been part of the process to date. There are 17 chapters and hopefully next year it will be streamlined for easier reading.

- Scenario 1: ProSeCom listed projects in the 2035 to 2045 range and those projects were added to the 2035 LRTP
- Scenario 2: Core density where growth was shifted 10% from outside the interstate loop to within the 2035 projects
- Scenario 3: Shift 10% of growth from outside Interstate loop to within, Phase III Transit projects, and 2035 LRTP projects
- Scenario 4: Assumption that all priority corridors would have capacity improved by 13% and 2035 LRTP projects

- Scenario 5: Increases all Priority Corridors in the no-build network to 6 lanes

| Preliminary Scenarios | | | | | | | | | | | |
|---|--|------------|--------------|------------|-----------|----------------|--------------|---------------------|--------------------|-------------|--------------------|
| Scenario | Description | Total Flow | Priority V/C | Total VMT | Total VHT | Flow/VHT Ratio | Average Rank | Lane Mile Increase* | Capacity Increase* | Cost | Cost Effectiveness |
| A - ProSeCom & 2035 LRTP Projects | Projects identified by ProSeCom and existing 2035 LRTP projects | 79,775,836 | 0.633 | 24,726,863 | 639,287 | 124.8 | 4.0 | 23.5% | 17.0% | \$4,292,319 | \$1.09 |
| B - Core Density & 2035 LRTP Projects | Shift 10% of growth from outside Interstate loop to within and 2035 LRTP projects | 79,869,167 | 0.733 | 24,334,256 | 626,106 | 127.6 | 2.8 | 18.0% | 12.5% | \$4,191,534 | \$0.80 |
| C - Core Density, Transit, and 2035 LRTP Projects | Shift 10% of growth from outside Interstate loop to within, Phase III Transit projects, and 2035 LRTP projects | 79,452,910 | 0.730 | 24,225,206 | 623,147 | 127.5 | 2.3 | 18.0% | 12.5% | \$5,267,975 | \$0.95 |
| D - ITS & 2035 LRTP Projects | Assumption that all priority corridors would have capacity improved by 13% and 2035 LRTP projects | 79,817,561 | 0.683 | 24,690,799 | 638,475 | 125.0 | 3.5 | 18.0% | 22.1% | \$4,212,170 | \$1.05 |
| E - Priority Corridors (6-lanes) & LRTP 2035 Projects | Increases all Priority Corridors in the no-build network to 6 lanes | 80,943,854 | 0.565 | 24,996,257 | 634,170 | 127.6 | 2.5 | 63.6% | 48.0% | \$5,017,484 | \$1.13 |

| Scenario | V/C Rank | VMT Rank | VHT Rank | Flow/VHT Rank | Existing 2035 LRTP Goals | | | | Total |
|---|----------|----------|----------|---------------|--------------------------|-------------------|--------------------------|-----------------------|-------|
| | | | | | Accessibility & Mobility | Safety & Security | Urban Form & Environment | Keep Costs Reasonable | |
| A - ProSeCom & 2035 LRTP Projects | 2 | 4 | 5 | 5 | 0 | 0 | 0 | 0 | 0 |
| B - Core Density & 2035 LRTP Projects | 5 | 2 | 2 | 2 | 0 | 0 | + | 0 | + |
| C - Core Density, Transit, and 2035 LRTP Projects | 4 | 1 | 1 | 3 | 0 | 0 | + | - | 0 |
| D - ITS & 2035 LRTP Projects | 3 | 3 | 4 | 4 | + | 0 | 0 | + | ++ |
| E - Priority Corridors (6-lanes) & LRTP 2035 Projects | 1 | 5 | 3 | 1 | + | 0 | - | 0 | 0 |

The final scenario package results in a cost effectiveness at \$0.65 (in thousands).

Maps provided to the TTAC represented federally-funded projects, locally funded projects and a map indicating a combination of federal, local and illustrative projects which includes the illustrative beltway.

LRTP Fiscal Constraint Overview

| | TIP | Short Term | Medium Term | Long Term | | Total |
|----------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| | 2016-2020 | 2021-2025 | 2026-2030 | 2031-2035 | 2036-2040 | |
| Federal-Aid (IA) | \$354,102 | \$120,508 | \$36,017 | \$57,234 | \$53,600 | \$621,461 |
| Federal-Aid (NE) | \$280,414 | \$210,135 | \$156,650 | \$103,811 | \$115,350 | \$866,360 |
| Non-Federal-Aid (IA) | \$0 | \$13,171 | \$13,434 | \$13,703 | \$13,977 | \$54,285 |
| Non-Federal-Aid (NE) | \$0 | \$168,963 | \$172,343 | \$175,789 | \$179,305 | \$696,401 |
| Total | \$634,516 | \$512,777 | \$378,444 | \$350,538 | \$362,232 | \$2,238,507 |

| | TIP | Short Term | Medium Term | Long Term | | Total |
|----------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| | 2016-2020 | 2021-2025 | 2026-2030 | 2031-2035 | 2036-2040 | |
| Iowa Total | \$316,978 | \$73,868 | \$75,346 | \$76,853 | \$78,390 | \$621,435 |
| Nebraska Total | \$238,164 | \$219,004 | \$223,384 | \$227,852 | \$232,409 | \$1,140,813 |
| Total | \$555,142 | \$292,872 | \$298,730 | \$304,705 | \$310,799 | \$1,762,248 |

| | TIP | Short Term | Medium Term | Long Term | | Total |
|----------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| | 2016-2020 | 2021-2025 | 2026-2030 | 2031-2035 | 2036-2040 | |
| 20% Match (IA) | \$88,526 | \$30,127 | \$9,004 | \$14,309 | \$13,400 | \$155,365 |
| 20% Match (NE) | \$70,104 | \$52,534 | \$39,163 | \$25,953 | \$28,838 | \$216,590 |
| Iowa Total | \$124,232 | \$126,387 | \$128,575 | \$130,797 | \$133,053 | \$643,044 |
| Nebraska Total | \$278,821 | \$279,196 | \$279,422 | \$279,492 | \$279,398 | \$1,396,328 |
| Total | \$403,053 | \$405,583 | \$407,997 | \$410,289 | \$412,451 | \$2,039,372 |

| | TIP | Short Term | Medium Term | Long Term | | Total |
|----------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| | 2016-2020 | 2021-2025 | 2026-2030 | 2031-2035 | 2036-2040 | |
| Iowa Total | \$441,210 | \$200,255 | \$203,921 | \$207,650 | \$211,443 | \$1,264,479 |
| Nebraska Total | \$516,985 | \$498,200 | \$502,806 | \$507,344 | \$511,807 | \$2,537,142 |
| Total | \$958,195 | \$698,455 | \$706,727 | \$714,994 | \$723,250 | \$3,801,621 |

| | | | | | | |
|---------|-----------|-----------|-----------|-----------|-----------|-------------|
| Balance | \$165,050 | \$103,017 | \$280,116 | \$324,195 | \$318,780 | \$1,191,159 |
|---------|-----------|-----------|-----------|-----------|-----------|-------------|

- Mr. Fountain asked if 180th Street could be shifted to 192nd and Mr. Felschow said the Committee selected 180th Street as a priority corridor and it does include a potential interchange.
- Mr. Koti told the TTAC that Dodge is at capacity and it's difficult to get from the northwest grid to downtown. The best scenario would be widening Maple Street to 6 lanes. Mr. Felschow said, however, ProSeCom did not make the choice to widen Maple Street and without improvement in travel, the northwest grid fails.
- Mr. Youell said there are many studies going on, including MTIS, and all will be going into the new LRTP including "big picture" questions.
- Mr. Fountain asked about the locally-funded map and Mr. Felschow said it's strictly local funds. Mr. Helgerson said the Schramm Road project between Hwy 50 and I-80 wasn't in the past plan. TIP and illustrative projects are shown.
- MTIS will allow for better solutions. Preparing a LRTP usually takes 18 months and this Plan was done in 6. Many of these projects being discussed should have been built 20 years ago so catch up will have to be done but, simply, there is not enough money to build sufficient roadways.
- In response to Mr. Miller's question, Mr. Helgerson said the cost of the beltway (illustrative) would be \$1.5 billion for the inner loop with 2008 money.

Mr. Felschow said meetings with the various counties will be scheduled to go over information.

Motion #5: Seeking approval of the MAPA Board of Directors at their April 30, 2015 meeting of the Draft 2040 Long Range Transportation Program for a 30-day public review period.

Motion by: Tim Weander
 Second by: Scott Suhr
 Motion Carried

G. Urban Boundary Map Update

This Agenda Item is tabled at this meeting.

Motion #6: Seeking approval of the Transportation Technical Advisory Committee at their April 24, 2015 meeting to remove Agenda Item G. Urban Boundary Map Update.

Motion by: Curt Simon
Second by: Dan Kutilek
Motion Carried

H. Funding Obligation and Project Status

Mr. Felschow said the project status has changed little since the March TTAC meeting. The obligation has decreased on the STP side with a balance of \$9.6 million. On the TAP side, all of the available OA has been used. The fiscal constraint tables have not changed since the March TTAC meeting.

I. Transportation Activities

Projects included in discussion:

- Metro Travel Improvement Study Meeting – held April 21, 2015
- One-Call Center – Summit scheduled for May 6, 2015

J. Additional Business

Mr. Youell said there was a LOCATE meeting where Khalid Mohamed spoke. He would like to invite Mr. Mohamed and FHWA to the next TTAC meeting.

The next Heartland 2050 summit will be July 15, 2015 at UNO's Thompson Alumni Center.

Mr. Youell said reauthorization most likely won't be happening.

Mr. Weander said the 168th and Dodge eastbound ramp will be closing May 11, 2015 for repair. Also the West Center on-ramp to I-680 to eastbound I-80 will close June 11, 2015 for the rest of the summer.

K. Adjournment

Motion to adjourn:

Motion by: Tim Weander
Second by: Todd Pfitzer
Motion Carried

The meeting was adjourned at 11:35 a.m.