

Transportation Technical Advisory Committee (TTAC) Meeting



Friday May 20, 2022

Metropolitan Area Planning Agency
2222 Cuming Street, Omaha, NE 68102
402-444-6866

MINUTES

In attendance:

Voting Members

Dean Dunn (City of Bellevue)
Dan Glittinger (City of Gretna)
Pat Dowse (City of La Vista)
Derek Miller (City of Omaha)
Todd Pfitzer (City of Omaha)
Krista Wassenaar (City of
Omaha)
Mike Kleffner (City of Papillion)
Dan Kutilek (Douglas County)
Craig Wacker (NDOT)
Maurice Hinchey (NDOT)
Damion Stern (NDOT)
Eric Williams (PMRNRD)
Ivan Maldonado (Metro Transit)

Non Voting Members

Bart Pugh (Schemmer)
Jessica Smith (Alfred Benesch
& Co.)
Kara Kosiski (Olsson)
Lee Myers (AARP)

MAPA

Mike Helgerson (MAPA)
Carlos Morales (MAPA)
Court Barber (MAPA)
Jim Boerner (MAPA)
Lindsey Button (MAPA)

Todd Pfitzer called the meeting to order at 10:02am.

Action Items

- A. **Approval of the Minutes from the December 3, 2021, March 18, 2022, and the April 22, 2022 Meetings**

There was no discussion or questions raised regarding the meeting minutes.

Mike Kleffner made a motion to approve the minutes from the December 3, 2021, March 18, 2022, and April 22, 2022 meetings. Dan Kutilek seconded this motion.

Yay: 13

Nay: 0

Motion carried.

Recommendations to MAPA's Board of Directors

B. [Draft FY2023-2028 Transportation Improvement Program \(TIP\)](#)

Court Barber presented a summary of the draft TIP, including newly selected projects and a demonstration of fiscal constraint.

MAPA expressed appreciation of the time and effort put in by the selection committees over multiple meetings to provide project selection recommendations for all funding groups. This year MAPA received over 40 applications with a total requested dollar amount over 200 million. The current implementation year project status will be updated by the end of today. Court Barber briefly reviewed all new regional projects recommended for funding with a note that total listed cost reflect total project cost. Awards will be 80% of this total.

- STBG (total project cost \$68,728,000)
- TAP (total project cost \$11,105,000)
- Heartland 2050 Mini-Grants (total project cost \$400,000),
- FTA Section 5310 (total project cost 798,030).

Mike Kleffner made a motion to recommend opening the TIP draft for public comment. Todd Pfitzer seconded the motion.

Yay: 13

Nay: 0

Motion carried

C. Amendment 1 to the FY2022 Unified Planning Work Program (UPWP)

Mike Helgerson presented the amendment to MAPA's FY2022 program. This is a yearly amendment to consolidate funding. \$41,000 of RPL funding to carry over to the FY2023 UPWP. Recommendation today to provide those attachments to MAPA board.

Mike Kleffner made a motion to recommend approval of the amendment to MAPA's Board of Directors. Maurice Hinchey seconded the motion.

Yays: 13

Nays: 0

Motion carried

D. Final FY2023 Unified Planning Work Program (UPWP)

Mike Helgerson presented the final program for MAPA's 2023 fiscal year. Major changes since the previous discussion primarily pertained to the end result of this year's project selection. The statement of work remains the same.

No questions were raised regarding the FY2023 UPWP.

With TTAC recommendation, MAPA will take the UPWP to their board including any changes made by the finance committee.

Derek Miller motioned to approve the UPWP recommendation. Pat Dowse Seconded.

Yay: 13

Nay: 0

Motion carried

E. [Amendment 6 - FY2022 Transportation Improvement Program \(TIP\)](#)

Court Barber presented amendment 6, which included changes to projects sponsored by Iowa DOT and the City of Omaha.

Revisions included funding increases to Omaha's 168th Street and West Center Road to:

- Q Street project from \$9,000,000 to \$17,400,000 in local funding for UTIL-CON-CE (AC) in FY2022, and from \$7,200,000 to \$13,720,000 in STBG-MAPA funding for AC Conversion in FY2025,
- Removal of \$38,476,800 of NHPP funding for UTIL-CON-CE in FY2025 for Iowa DOT's I-80: Madison Ave. interchange project in council bluffs, with an increase in NHPP funding in FY2022 for UTIL-CON-CE from \$4,500,000 to \$57,578,400.

Amendment 6 also includes the addition of two new projects; City of Omaha Signal Infrastructure Phases D1 and C2.

Specifics of funding modifications were noted in the slides and committee packet. In addition to the revisions noted in the packet sent to committee members, there was a last minute request for a change to Metro Transits program, as they will be switching the way they are spending 5307 funding.

No questions were raised regarding Amendment 6.

Todd Pfitzer made a motion to recommend Amendment 6 to the FY2022 TIP. Mike Kleffner seconded the motion.

Yays: 13

Nays: 0

Motion carried

F. [Draft Amendment 2 - 2050 Long Range Transportation Plan \(LRTP\)](#)

Court Barber presented amendment 2, which includes changes to projects sponsored by the City of Omaha, City of Bellevue, City of Gretna, the PMRNRD, and Metro Transit.

Summary of changes went out with the TTAC packet. Four projects were updated to align with cost increases and to ensure synchronicity with the remainder of the TIP. One project (the City of Omaha's 168th Street - West Center Road to Q Street) was a large enough cost change to require an LRTP amendment, while the other three were close enough that MAPA decided to include all four projects in order to prevent requiring another potential amendment in the future.

An additional 17 projects were identified through local planning efforts since the adoption of the LRTP. These projects were listed in the packet provided to the committee.

MAPA will also be fixing some minor errors to the LRTP document text with updates to language regarding transit and Metro Next.

As these changes are fairly substantive, MAPA must conduct a public meeting to review these changes. This meeting will be merged with the public meeting held for the TIP on June 8th. This is a larger amount of public engagement than we would typically see for these amendments.

Mike Klefner made a motion to recommend approval of amendment 2. Pat Dowse seconded the motion.

Yays: 13

Nays: 0

Motion carried.

Discussion Items

G. Debrief NDOT Coordination

Carlos Morales, Mike Helgerson provided an update on ongoing coordination efforts with NDOT. Many TTAC committee members attended the NDOT Grants workshop last week to discuss the IIJA and various discretionary grants that are featured in this new act. Coordination efforts are being made to determine how the group may be able to package various projects to match regional plans and needs to make the most of these new funding opportunities. It was suggested that there may be meetings in the future, possibly twice a year, to review and coordinate discretionary grant applications across multiple local jurisdictions and the State. There is an unprecedented amount of funding available to communities, and through proper coordination, we can make our applications more competitive, be more resource conscious and create partnerships that allow for cost reduction for community partners as well. MAPA has also created a slide deck to summarize NOFO information for new grant opportunities as they become available. This resource will be made available on the [MAPA website](#).

Craig Wacker stated that NDOT's strategic planning office has opened up an RFWQ for ongoing planning consultant services, and expanded these services to make them available to LPAs and MPOs for use in grant application and other transportation planning work. This resource has already been used for some last minute short window applications, and will be a great opportunity for smaller project needs.

Todd Pfitzer congratulated MAPA and NDOT for this effort. He found last week's workshop to be very helpful in the grant application process, and noted that the slide decks will be very helpful as well in increasing funding application success moving forward.

Carlos Morales stated that MAPA is open to discussion with new partners to determine how best to navigate NOFOs in terms of actions and next steps. After initial reviews we will be able to bring in additional partners and determine if there is a coordination need at the federal level, or if a project may be better suited to non federal funding opportunities.

Mike Helgerson noted that we can fund some projects, but not all. We want to understand how to get to that decision document / NEPA review. Federal agencies want to make sure that projects are shovel ready and that funds can be spend within that period of performance. There could be opportunities for seed funding that would get these projects ready for federal funding. This model is more sustainable, makes us more agile, and enables us to take advantage of new funding opportunities as they arise.

H. Annual Update on Truck and Travel Time Reliability Measure (PM3)

Jim Boerner provided a brief update on MAPA progress and planned target-setting process for the second evaluation period. Slide decks will be made available on the MAPA website. The main takeaways included that the TMA has an exceptionally high performance when compared to other major metros, but that there are limitations and challenges that arise from using the data as presented. Next steps will include regional discussions with signal corridor operators to ensure consistency in reporting, and working to include additional data (such as posted speed limits) to get a more accurate understanding of truck and travel time reliability.

I. Safe Streets for All

Jim Boerner presented on the Safe Streets for All (SS4A) program, the NOFO for which was released on Monday of this week. Slide deck will be made available on the [MAPA website](#).

SS4A builds off national roadway safety guidance, implements a safe system approach, and adopts safe streets solutions. These are large value awards and include three primary grant activities; Action Plan Grants, Supplemental Planning Activities for those with an eligible action plan, and Implementation Grants. Eligible recipients include MPOs, local jurisdictions and tribal governments. This program specifically does NOT include States as eligible recipients, which differs from historical norms and represents a large change safety funding in framework. There is a strong focus on teamwork and including multiple jurisdictions in an application, and to involve the MPO in the planning and implementation process. As with vision zero, there needs to be a clearly stated goal (such as achieving zero roadway deaths, or setting a goal to reach $\frac{2}{3}$ reduction by a given year) in order for an application to be competitive.

Priorities laid out in the NOFO include low cost, high impact strategies. An applicant would not need to have high level details, but will have to show the nature of the crashes and fatalities seen in the area, provide goals for solutions they would look to implement, and include equity, environmental justice, and performance measures. The NOFO also sets out very specific requirements for baseline analyses using FARS data paired with information based on total population and disadvantaged populations. Jim presented and compared maps of crash location data for MAPAs TMA, as well as Des Moines, Salt Lake City, and Kansas City TMAs for reference.

MAPA has put together a series of training topics with NDOT that will be provided over the course of this year that will help provide base understanding to assist with planning grant applications. This sets us up well for this program. MAPA is looking to collect and pass on best

practices for safety planning in the region, and to submit safety related projects to multiple funding opportunities.

MAPA will be investigating an application for a planning grant under SS4A. Jim provided a brief overview of the Comprehensive Safety Action Plan Process. The first step will be looking for leadership commitment and champions. MAPA will be looking to talk with all members to determine scope and location, where the greatest needs are, and what plans can be constructed. The application process does not appear to be too lengthy, so getting leadership commitment and setting bounds and goals is the most important piece here.

SS4A also has a longer lead time than other funding applications, with an application deadline of September 15th. This is a natural extension of what MAPA has been working towards the MAPA safety committee. This will be a great opportunity provided there is interest from community partners, and may also be an opportunity for a dedicated funding source to address community needs.

There is a section of the NOFO that allows a community that already has a vision zero action plan to perform a step by step process to determine if it would meet the criteria for a SS4A action plan. Todd Pfitzer made reference to Complete Streets Omaha and stated that leadership would like to continue to evolve in that program. Today is the first executive committee meeting for Omaha's Vision Zero.

No other questions or comments were raised about the SS4A program.

J. Member Agency Updates

MAPA (Mike Helgerson):

Certification review was this week. Initial report out - commendations for the work being done; mini-grants, block talks, public engagement strategies, visualization. Recommendations - how MAPA conducts planning process, recommended changes to committees and representation, engagement opportunities and who is able to participate in the planning process. Justin Luther will present to our board next week and there will be a formal report 4-6 months from now; Indianapolis trip at the end of April - successful trip with lots of discussion on trails and transit strategies and looking at growth and development opportunities to incorporate multi modal transportation; Streetcar session with Council Bluffs; TIP in process.

PMRNRD (Eric Williams); Western Douglas county trail ribbon cutting June 21st; NEAT in person site visits by bike on Saturday; Submitted CE for hwy 74/75 crossing.

Douglas County (Dan Kutelig); 180th project is underway with Hawkins plan to complete by this fall

City of Papillion (Mike Kleffner); Currently contracting and going through selection for design and NEPA on the Hwy 370 trail underpass; Subdivision infrastructure improvements.

City of La Vista (Pat Dowse); Atwood creek trail open for bid in June and will move forward; Asset preservation; East LaVista Sewer rehabilitation project had a no bid situation for the first

time in a while so will rebid at the end of the month to start in 2023; Minor signal change outs of signal heads and striping.

City of Omaha Public Works (Todd Pfitzer & Krista Wassenaar); Master plan CMAQ funded project will be meeting this week with Douglas County as the plan involves some of their signals in phase 3 of implementation; Working to get the CIP finished up and have had good coordination with MAPA this year working to get the CIP to mirror the TIP; Notes on various improvement project; Streetcar; College World Series coming up in June. Project at 168th St from Q to Center has received NEPA sign off and is moving into PSNE. This project started in 2007.

City of Bellevue (Dean Dunn); No updates

NDOT Planning (Craig Wacker); Going through all discretionary grants in the new bill and looking at what the NOFOs will look like; Electric vehicles infrastructure plan has to be turned into FHWA by August 1st (fast turn around). Doing a new RFQ because we needed to tap into the oncall consultants a lot for this one. Will include the i80 corridor for the 1st (and likely 2nd) year of funding. Must do alternative fuel corridors before we can expand out to other areas; Carbon reduction program - Will get started on a new reduction strategy plan sometime this summer for the Carbon Reduction Program. Will be procuring a consultant for that in the future, coordinated by the MPOs. MPO region will get 2mill in CRP funds to spend - vague guidance on state run vs. MAPA run. Similar to CMAC, but more opportunities (kind of a blending of CMAC and TAP).

City of Omaha Planning (Derek Miller); No updates

NDOT Engineering (Maurice Hinchey); Introduction of District 2s new project delivery engineer, Damion Stern, who will be taking over for Barb; Progress updates on numerous infrastructure improvement, repaving, bridge work, striping, barrier replacement, trail, repair, intersections, road closures, and other projects.

Metro Transit (Ivan Maldonado); Metro next study was completed last month and adopted by the board. Will improved signage at all bus stops, new shelters and amenities, returning routes to pre covid levels, increased frequency of service and expanding coverage areas, and looking at other options for regional transportation / travel. More information is available in the plan.

K. Additional Business

No additional business.

Motion to adjourn made by Maurice Hinchey. Meeting was adjourned at 11:46am.