

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE



Friday, May 19, 2023 | 10:00a
Boardroom - Main Level of the Metro Transit Building

Attendance

MINUTES

In attendance:

TTAC Voting Members

David Goedeken - City of Bellevue
Kristine Stokes - City of Gretna
Austin Rowser - City of Omaha
Jeff Riesselman - City of Omaha
Mike Kleffner - City of Papillion
Dan Kutielek - Douglas County
Lauren Cencic - Metro
Craig Wacker - NDOT
Tim Weander - NDOT
Eric Williams - PMRNRD

TTAC Non Voting Members & Guests

Krista Wassenaar - City of Omaha (alternate)
*Brian Guy (alternate)
Sherri Levers - Metro (alternate)
Maurice Hinchey - NDOT (alternate)
Damion Stern - NDOT (alternate)
*Kaine McClelland - NDOT
Jessica Smith - Benesch
Mark Tuch - Burns & McDonnell
Lee Myers - AARP
*Bart Pugh - Schemmer
*Kara Kosiski - Olsson
*Jeremy Williams - HDR
*Chris Rolling - Olsson
*Ngani Ndimbie - High Street

MAPA Staff

Carlos Morales
Michael Blank
Travis Halm
Lindsey Button
*Jim Boerner

**Attended virtually. Voting members are not eligible to vote while attending virtually and do not count for quorum.
Neither the Chairperson nor Vice Chairperson were in attendance.*

Morales called the meeting to order at 10:04am.

Action Items

For TTAC Approval

A. Approval of the Minutes from the April 21, 2023 meeting

Kleffner motioned to approve the minutes from the April 21, 2023 meeting. Seconded by Wassenaar. Motion passed unanimously.

B. TTAC Chairperson Nominations & Election

Current nominees are Todd Pfitzer and Dennis Wilson

Krista nominated Mike Kleffner. Kleffner accepted the nomination.

No additional information was provided from either Todd Pfitzer or Dennis Wilson on their willingness to participate, however, both have been long term members of TTAC in good standing, and have served in the role of Vice Chair and Chairperson respectively.

Rowser motioned to elect Todd Pfitzer as the new chairperson of TTAC. Seconded by Kutilek. Motion passed with 9 votes in favor.

C. TTAC Vice-Chairperson Nominations & Election

Vice Chair nominations include Eric Williams, Dennis Wilson, and Austin Rowser. Morales opened the floor for additional nominations. Weander nominated Mike Kleffner. Kleffner accepted the nomination.

No additional discussion.

Cencic motioned to elect Eric Williams as vice-chairperson of TTAC. Seconded by Wacker. Motion failed with 5 in favor.

Rowser motioned to elect Mike Kleffner as vice-chairperson of TTAC. Seconded by Stokes. Motion passed with 6 in favor.

D. Coordinated Transit Committee (CTC) Membership Recommendation

Halm presented on the CTC membership. The CTC is a subcommittee of TTAC whose membership is adjusted and approved by the CTC on an annual basis. Per committee bylaws the TTAC chairperson must sign off on the CTC membership list. Voting membership and non-voting membership lists were presented. Halm asked for a recommendation that the Chair sign off on the membership list.

Kleffner made a motion to approve the CTC membership list. Seconded by Rowser. Motion passed unanimously.

Recommendations to MAPA's Board of Directors

E. FY2023 Unified Planning Work Program (UPWP) Budget Amendment

Carlos Morales presented a budget amendment to the FY 2023 UPWP. This amendment serves as an annual reconciliation of MAPA's work program with actual program costs, balancing staff work effort based on actual expenditures. It also adjusts work activities and effort anticipated through June 30. Several contracting opportunities are anticipated during FY2023, including the City of Omaha Active Mobility Study, Congestion Mitigation Air Quality (CMAQ) Little Steps and TDM programs, and 5310 Subrecipients.

Weander motioned to approve the budget amendment to the FY2023 UPWP as presented. Kleffner seconded. Motion passed unanimously.

F. Final MAPA FY2024 Unified Planning Work Program (UPWP)

Carlos Morales presented the FY2024 UPWP. The draft UPWP was presented at the April meeting. Updates to the draft include incorporating comments from state and federal partners regarding complete streets, final planning subrecipients, updated contracting projections for Safe Streets for All (changes to project timeline), and updated to include a new contract for Missouri River Multimodal Bridge Study, which will be conducted with private funds. Total activities did not change. Subcontracts went down by approximately \$1mill, which is reflected in the change in the overall budget.

Stokes motioned to approve the FY2024 UPWP as presented. Seconded by Cencic. Motion passed unanimously.

G. Draft FY2024 Transportation Improvement Program (TIP)

Michael Blank presented the draft HY2024 TIP, including a demonstration of fiscal constraint and a request to open a public comment period. The Draft TIP includes no new regional projects. Tables show fiscal constraint through 2029.

Kleffner made a motion to recommend opening of the 30 day comment period for the FY 2024 Draft TIP to the MAPA board. Seconded by Kutilek. Motion passed unanimously.

Williams asked if there would be an additional action item at TTAC following the public comment period before TTAC is set to vote on final approval of the FY2024 TIP. Morales noted that the TIP will be presented to TTAC at the end of June for final approval. Call for projects for the next TIP will open this fall.

H. Amendment 8 to the FY2023 Transportation Improvement Program

Michael Blank presented Amendment 8 to the FY 2023 TIP. This amendment included the changes below;

- The FTA Section 5310 Program is updated with new vehicle cost estimates. A small transit bus awards slated for delivery between 2021 and 2026 are increased from ~\$70,000 to \$83,000 and all lowered floor minivan awards slated for delivery between 2021 and 2026 are increased from ~\$40,000 to \$75,000; the total program impact is an increase of project costs in the amount of \$648,740
- The City of Omaha's Levi Carter Park Trail is decreasing TAP funding from UTIL-CON-CE in FY2025 from \$1,587,000 to \$1,107,000; STBG funding in this category for FY2025 increased from \$0 to \$480,000. This change shifts STBG funding from the Applewood Creek Trail project in order to maintain fiscal constraint of TAP due to that project being fully funded with TAP funding.
- The City of Carter Lake's Walking and Bike Trail project location description is changed to: In the City of Carter Lake: trail connecting existing trail segments at N 5th St., Redick Blvd, Q Avenue, and Hessman Dr, N 17th St. and Corene Blvd, N13th St.

Kleffner made a motion to approve the amendment. Seconded by Rowser. Motion passed unanimously.

Discussion Items

I. Carbon Reduction Strategy Follow-Up Discussion

Craig Wacker of NDOT discussed the State's Carbon Reduction Program. This program brings in \$9 million to the State of Nebraska over 6 years. All eligibility guidance has been written very broadly so NDOT is still working through it. As a requirement of this program, NDOT is in development of their Carbon Reduction Strategy and just completed one on one consultations with the MPOs. NDOT is looking for ways to reduce the carbon footprint in the State of Nebraska and talked to MPOs about how they will be planning to spend their apportionment. MAPA's apportionment is around \$2 mill/yr.

The easiest eligibility is that anything eligible for TAP is eligible for CRP. Some CMAQ programs are also eligible for CRP, but not all. NDOT is looking pretty heavily at the use of sustainable pavements and recyclable materials, as this is listed as an eligible project if you can prove that you are going above and beyond your typical practices. Unfortunately, Nebraska is one of the leading states in the use of sustainable pavements, which means the typical practice is one of the best out there. NDOT is going to look for a way to not publish themselves for above standard practices and find a way to use funds for sustainable mixes. NDOT will be discussing with local communities to see what the local practices are in pavement. If it's not equivalent to NDOT, they will be trying to utilize this as an argument for a lowered typical practice. NDOT has bought out small community funds, so has a lot of funds that need to be spent. Lincoln and MAPA were the only funds not bought out.

MAPA and communities can utilize CRP for a broad range of activities including supplementing the TAP program, standard paving projects if sustainability of materials is increased, replacing incandescent lighting with LEDs, etc. NDOT challenged the MPOs to look through the TIP and find projects that are already in there that may be eligible. NDOT's priority is to ensure funds are let on time, and may not be able to spend funds on new projects until later

years, so are looking for projects already in the federal aid pipeline. MAPA developed a list of TIP projects that could be eligible for CRP and provided this list to NDOT.

NDOT will be trying to make their case as best they can and any assistance the local members can make will be appreciated. NDOT will be reaching out to ask about current mixes used by the jurisdictions.

Kleffner asked if pavement sealers and things like that would be an option. Wacker is unsure. When NDOT started asking questions to FHWA they came back and said NDOT would have to send a specific project that proves the new project is more carbon emission reduction than what you would typically do. They won't give us a yes or no on a programmatic level, but will say yes on lighting and TAP projects. In later years they'll start putting together FAQs, and will start being able to weed out what kinds of projects are and are not eligible. It will get easier as the program goes on. Right now it's a case by case basis. NDOT is going to try to make the case for utilization of their current pavement mix under the argument that just because they are currently using best practice doesn't mean they should be penalized and not permitted to spend funds when the same mix could be used in Iowa as an eligible project as they are not currently using as sustainable a pavement mix.

Williams asked for clarification on funding amounts; \$2mill to MAPA and \$6mill to the State. Wacker confirmed these funding amounts are provided on an annual basis. Button clarified that because MAPA did not do a call for projects this fiscal year, these funds will roll over into FY2024, and MAPA will have approximately \$4mill available when they open their call for projects in the Fall.

Williams asked for clarification on the timeline of when funds need to be spent given the desire for projects to move quickly. Wacker noted that recipients have 4 years from the start of the bill to obligate the first year of funds. First year of funds must be obligated by Sept 30 2025. Funds come from the Bipartisan Infrastructure Law. Williams clarified that when MAPA opens their call for projects in the Fall, CRP funded projects must be let by September 2025.

Weander commented that this program would require a reduction in the carbon footprint while still utilizing materials that use carbon. Morales clarified that other projects are also eligible, including construction geared towards reducing single occupancy vehicle trips and adding trees to the right of way,

Williams asked for clarification that all TAP projects would be eligible for CRP as well as most CMAQ projects. Wacker and Button confirmed.

Morales clarified that sustainable pavement is the strategy from the State. MAPA will be developing their own priorities as a part of their project selection process with ProSeCom and TAP-C. MAPA has priorities looking at vulnerable road users, projects to come out of active transportation plans and vision zero plans, sidewalk enhancements, and transit. There will be further discussion in the coming months. State priorities do not necessarily reflect MAPA priorities.

Williams appreciated this clarification and emphasized the need to make sure we get projects identified as eligible and moved towards funding.

Morales noted that MAPA shares the States concerns regarding letting projects within the allocated time frame, and is aligned with the State in prioritizing the spending of these funds.

J. MAPA Federal Performance Measure Update - Truck & Travel Time Reliability PM3 Update

Michael Blank presented an update on progress towards the 2022-2025 Truck and Travel Time reliability performance measures. MAPA sets its own standards for PM1 and PM3. PM3 looks at travel time reliability for all vehicles across both interstate and non-interstate NHS, and truck travel time reliability on the interstate only.

This progress report is provided to DOT and FHWA division offices and is due June 15th of each year. There is currently only two months of new data available since target setting. Along with performance reporting, this report

also provides a list of future projects which should improve reliability. These projects were provided, along with other Carbon Reduction Program input, during NDOT Carbon Reduction Strategy development.

Blank presented figures of interstate travel time reliability, non-interstate travel time reliability, and truck travel time reliability (interstate only).

Tim noted that queuing of the Interstate on the Iowa side could skew the Nebraska data slightly. Morales clarified that this report includes locations calibrated in the national database. Reliability has been increasing since the pandemic due to more vehicles on the roadway with a dip in December, likely due to Holiday or storm events.

Kleffner asked who is compiling this data. Blank clarified that data is compiled by Jim Boerner, MAPA transportation planner.

Weander asked for clarification on the x axis in the figure presented on truck travel time reliability. Boerner clarified that measures presented are the 50th and 95th percentile of truck traffic. Perfect is 1.0. 1.5 or higher is unreliable, and something we want to stay away from. Of the three measures, the Truck Travel Time Reliability is the most limiting, and the easiest to see that there are needs for improvement.

Kleffner asked about the cause of the spike in Jan of 19 [*reduction in truck travel time reliability*]. Boerner noted that these spikes are typically weather related. Blizzards and the closure of i-80 would have had an impact here as well. Monthly data is provided to MAPA as a number on a chart that is pulled from the dataset. MAPA has requested additional information. Reliability is often due to construction. Truck reliability is often incident or weather related.

Weander posed a hypothetical question. If the numbers were at 1.5 and above CRP does not allow for the adding of lanes, even though this would reduce idling time and carbon emissions. Wacker clarified that you can't use CRP to add lanes, but that doesn't mean you can't add lanes. Weander asked if making travel time more efficient is part of the carbon reduction program. Wacker noted that a part of it is making travel time more efficient, but they're looking more at urban core/ signal timing etc. Boerner noted that a related strategy MAPA has proposed in discussion with NDOT and Iowa DOT is how do we manage incidents and traffic diversions efficiently through the city networks to reduce idling time. Acknowledges our congestion generally is non recurring. Morales provided some contrast in that areas like Chicago and Los Angeles are up around 3 or 4 on the truck travel time reliability Index. Our issues are not consistent / persistent, and are rather non recurring.

K. Member Agency Updates (time permitting)

Metro (Cencic): no updates

Douglas County (Kutelik): F St improvement hwy 31 is moving forward. Working into phases. Intersection will be phase 1. Second phase asking various participants to tell us when they will have SID funds to afford that project and haven't heard back. 2-3 projects working on with developers. West of 204th on Fort St will be open next week. Lots of development out there, with houses going up at 242nd. Douglas County is working to keep up with developers. Weander asked if the County is responsible for maintenance of the roadway every time SIDs go up, and how are you handling the additional miles? Kutelik noted we count on the city of Omaha annexing. The current mayor is very aggressive in this respect, which solves the problem somewhat. Weander asked if in the winter do you do all your own forces or contract out? Kutelik noted that we use all our own. Kleffner - go into the SIDs for snow removal.

Gretna (Stokes): Lots of development going on. Development is non stop.

Kleffner interrupted to ask another question of Douglas County. Does the County go into the SIDs for snow removal? Kutelik clarified not for maintenance, but yes for snow removal. Williams asked if Gretna could update. Stokes continued.

New stoplight going in around 188th for the new Hy Vee opens June 13th. Gretna Landing is also ongoing.

City of Omaha (Rowser): Starting to hit stride with transportation projects. 156th st project from Dodge and Pacific is paved out quite a ways and closed to traffic while under construction. 108th Blondo to Dodge is also closed due to construction. Utility delays but starting to go well. Wassenar noted that the Baby Bob is going to be pushed back a bit due to material supply chain issues but will be starting in October. 42nd St bridges are also happening and should be done at the end of the year. Reissleman added information about the unplanned water main break on center 105th to 108th. Currently westbound is closed with one lane open eastbound. Next week hopefully it will switch to one lane in each direction. The latest update is 12 weeks until completion. They are putting in all new mains as they work through repairs.

NDOT (Weander): upcoming public meeting on 275 and 72nd intersection (Lst and 72nd) to replace the bridge and possibly interchange. NDOT will follow up with specifics for this public meeting. Plans to redo that intersection. Hinchey provided Next month Tim Weander is retiring, and Tom Goodbarn district 1 will be taking over sometime in June.

Papillon (Kleffner): multiple developments ongoing. No other updates.

NDOT (Wacker): NDOT will be putting out a general public survey and stakeholder survey regarding the carbon reduction strategy. You may be getting an email with a link to the stakeholder survey. Also doing a virtual public meeting in the next month or so but it is not yet scheduled. Starting a complete streets project now with the first meeting in July to look at what NDOT can do in terms of complete streets policy, what that looks like for a state agency and what we would like to put into it, what we are currently doing we can put into complete streets. Will do some stakeholder things, but not everything has been finalized as to how this will go. Kickoff in a few months.

PMRNRD (Williams): no updates

Bellevue (Goedeken): Doug Clark has left the city of Bellevue, Dave Goedeken is the new PWKs director. Fort crook road bridge is in the closing stages, with crews currently working on erosion control and sidewalks. Asphalt program approved. Concrete rehab underway. Downtown streetscaping project ongoing to keep up with development in the area.

NDOT (Hinchey): Provided updates on various construction projects throughout the region, including 10-12 bridges on highway 75 undergoing deck repairs and overlay, an overnight closure of 480 on May 31st for installation of a new sign structure, and numerous other bridge and highway improvement and repair projects throughout the region. Stern noted that NDOT will need to discuss project moves with the City of Omaha. NDOT is pushing 132nd st approach replacement 1 year, and other bridges to be pushed.

L. Additional Business (time permitting)

Morales provided a reminder that June 14th is the Council of Officials meeting in Fort Calhoun. MAPA will ensure it's on the website, and if not, will share the meeting information with TTAC

Weander noted that Martin Marietta is opening a new pit on the East side of Hwy75 with active work starting on Monday and for the next month they'll be blasting. Will have short term closures on hwy75 in that location with 5-15 minute delay for blasting. This will be ongoing for the next month or so.

Rowser motioned to adjourn the meeting at 11:14am. Seconded by Weander. Motion passed unanimously.

Future Meetings & Events

- **MAPA Board of Directors: Thursday, May 25, 2023**
- **TTAC Meeting: Friday, June 16, 2023**

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