

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE



Friday, June 16, 2023 | 10:00a
Boardroom - Main Level of the Metro Transit Building

Attendance

MINUTES

In attendance:

TTAC Voting Members

Eric Williams (PMRNRD)
Krista K. Wassenaar (Omaha PWks)
Todd Pfitzer (Douglas Co.)
*Matt Cox (CB PWks)
*Craig Wacker (NDOT)
Derek Miller (Omaha Plng)
Mike Kleffner (Papillion)
Tim Weander (NDOT D2)
Lauren Cencic (Metro Transit)
Austin Rowser (Omaha PWks)

TTAC Non Voting Members & Guests

Bryan Guy (Omaha PWks)
Maurice Hinchey (NDOT D2)
Sherri Levers (Metro Transit)
Kara Kosiski (Olsson)
Bart Pugh (Schemmer)

MAPA Staff

Carlos Morales
Jim Boerner
Court Barber
Michael Blank
Mike Helgerson

**Attended virtually. Voting members are not eligible to vote while attending virtually and do not count for quorum.*

The meeting did not reach quorum.

Pfitzer called the meeting to order at 10:05 am.

Action Items

For TTAC Approval

A. Approval of the Minutes from the May 19, 2023 meeting

Pfitzer and Barber brought up the minutes, no problems were found.

B. Carbon Reduction Program (CRP) Committee

Barber presented MAPA's proposal for how to select projects under the Carbon Reduction Program. He brought up the history of CRP, the basics of its procedures, and the options for how to address it moving forward. The three main options are to either create a new CRP committee, place CRP funding under TAP-C, or place CRP funding under ProSeCom. CRP funding has roughly the same amount as TAP-C funding, its federal eligibility is similar to that of TAP-C, and its requirements are similar to TAP-C.

Kleffner discussed with Barber about the requirements of CRP, and what projects are typically under the program. Barber brought up that MAPA is putting criteria together right now, and we will reach out to members of ProSeCom and TAP-C, likely through a survey, to gauge what the requirements should be.

Williams asked about the next steps to put CRP funding under TAP-C if we go that route, which was answered by Barber. Barber also brought up that we could just gauge general approval amongst TTAC members here today, and then put together a new draft TAP-C bylaws that includes CRP funding, and put that up for voting at the next TTAC meeting.

Weander asked about using CRP funding for traffic engineering to improve the flow of vehicles. Barber responded that it can, but if need be TAP-C could discuss and decide this, TAP-C does have a traffic engineer amongst its voting committee so it has the expertise to decide this amongst other CRP project options.

Wacker mentioned that CRP will not be running the same way as TAP-C on the state level in terms of how money is allocated, but rather like STBG in that there will not be a call for projects.

Pfitzer clarified that generally there is support amongst TTAC to place CRP under TAP-C.

Recommendations to MAPA's Board of Directors

C. Amendment 3 to the 2050 Long Range Transportation Plan (LRTP)

Barber presented the amendment, which included the addition of projects sponsored by NDOT, the PMRNRD, the City of Bellevue, and the City of Omaha.

D. Final FY2024 Transportation Improvement Program

Barber presented the final program, which included a demonstration of fiscal constraint and a request for recommending approval of the document.

E. Amendment 9 to the FY2023 Transportation Improvement Program

Blank presented the amendment, which included changes to a project sponsored by NDOT and the addition of two projects sponsored by the City of Omaha.

Weander brought up the importance of the NDOT project, and that he hopes the Board approves the Amendment.

Rowser asked about what happens if the Board doesn't approve the Amendment when it comes to the streetscape project and the federal funding allocated toward it. Barber clarified how some of this works, but noted that ultimately it may come down to how FHWA decides this. Ultimately though, the project needs to be in the TIP, and if the Board doesn't approve it, then the federal funding would be put on pause.

Pfitzer asked about what types of projects need to be included in the TIP, which was clarified by Barber and Morales that since the Omaha project has federal funding it should be in the TIP. Transportation projects that have a major impact on the urban region should also be in the TIP to show coordination between MPOs and member jurisdictions.

Overall, TTAC found no issues with the Amendment.

Discussion Items

F. Safety Report

Boerner presented on the regional progress towards the current PM1 safety targets for MAPA.

Boerner and Helgerson clarified PM1s and its association with funding, and that at the moment MPOs do not run the risk of having limitations on funding allocations if they don't meet their PM1 targets like States, however it's possible this may change in the future.

Williams asked for clarification about the steps and requirements of a comprehensive safety action plan and SS4A, which was answered by Boerner and Helgerson.

G. Member Agency Updates (time permitting)

Hinchey discussed the many projects NDOT is currently working on within the metro area, and some projects that are nearing completion.

Pfitzer noted a project over the Elkhorn for Douglas County, as well as ongoing NEPA work. 168th street work is one of Douglas County's first online bid processes.

Rowser noted ongoing bridge work, and the ongoing signal master plan for Omaha. Ongoing projects to upgrade substandard streets to city standards.

Williams discussed upcoming planning and trial work by PMRNRD, as well as safety improvements to some of the trails within the metro region.

Cencic mentioned that Metro has been rapidly increasing their staffing size, and that Metro has returned almost all their services to pre-COVID amounts. Currently Metro has been able to have a good amount of bus drivers, but still needs more mechanics.

Helgerson mentioned that Omaha is developing a climate action plan for the region, and that MAPA has been in discussion with Omaha about how to support them for this. The timeline for this is over the next 18 months to have some form of deliverable. Currently transportation and energy are the two biggest contributors to climate change in terms of greenhouse gas emissions.

H. Additional Business (time permitting)

Kleffner and Barber discussed next steps for approval of committee membership.

Helgerson and Pfitzer brought up that this is the last meeting for Weander, and congratulated him on his efforts within the MAPA region.

Barber brought up and addressed the upcoming TTAC Meeting/Project Selection Criteria Workshop on July 21, 2023, and asked whether to have one meeting that is 2 hours during TTAC time, or two separate meetings. Kleffner noted that if it is a 2 hour meeting that it's better to have that in the afternoon. Pfitzer brought up that maybe it's better to have TTAC start earlier at 9 and then have 2 hours to do with everyone in one room.

Pfitzer ended the meeting at 11:27 am.

Future Meetings & Events

- **MAPA Board of Directors: Thursday, July 27, 2023**
- **TTAC Meeting/Project Selection Criteria Workshop: Friday, July 21, 2023 (likely a 2 hour block)**

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