

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE



Apr 18, 2025 10:00 AM Zoom: <https://us02web.zoom.us/j/83794470199?pwd=1QLZ6zuaLT9qH6TBHz96CWBZsJlxlQ.1>

📍 2222 Cuming Street Boardroom, Main Level ▾

TTAC Voting Members

- **Todd Pfitzer** (Douglas County)
- **Alex Evans** (City of Papillion)
- **Joe Soucie** (City of La Vista)
- **Eric Williams** (Papio NRD)
- **Kristi Evans** (City of Omaha)
- **Derek Miller** (City of Omaha)
- **Mark McLaughlin** (City of Omaha)
- **Andy Wicks** (Council Bluffs)
- **Damion Stern** (NDOT)
- **Maurice Hinchey** (NDOT)
- **Jarrold Walker** (NDOT)

TTAC Non-Voting Members, Virtual Attendees, & Guests

- **Joan Green** (E&A Consulting Group, Inc.)
- **Jason Carbee** (HDR)
- **John Selmer** (OBI Creative)
- **Dan Carpenter** (Benesch)*
- **Evan Schweitz** (Metro Transit)*
- **John Krager** (City of Bellevue)*
- **Rich McFall** (Nebraska VR)*
- **Sam Huppert** (Greater Omaha Chamber)*
- **Scott Suhr** (Iowa DOT)*
- **Bryan Guy** (City of Omaha)*
- **Yousef Dana** (High Street Consulting)*

MAPA Staff

- **Court Barber**
- **Jim Boerner**
- **Lindsey Button**
- **Elise Emanuel**
- **Carlos Morales**
- **Elle Ward**

*Attended Virtually

MINUTES

Meeting called to order by Todd Pfitzer at 10:08AM. Quorum requirements were met.

Action Items

For TTAC Approval

A. Approval of the Minutes from the [March 21, 2025 Meeting](#)

There were no comments on the minutes.

Maurice Hinchey motioned to approve the minutes, seconded by Alex Evans. The motion was carried unanimously.

Recommendations to MAPA's Board of Directors

B. [Safe Streets for All - Comprehensive Safety Action Plan \(CSAP\)](#)

Jim Boerner and the project team presented the Final CSAP and discussed next steps for seeking funding for identified projects. The CSAP community engagement efforts included over 50 hours at community events, 6 community presentations, and numerous meetings with the public and stakeholders. In a safety survey with 519 respondents, the top safety concerns in the region were identified as speeding, distracted driving, and impaired driving. Key countermeasures prioritized across various contexts (speed, pedestrian/bike, road segments, intersections, and rural areas) included speed reduction, protected bike lanes, roundabouts, and systemic stop control modifications.

The presentation then covered the Memorandum of Understanding (MOU) process, which signifies local commitments to the Safe System Approach and CSAP goals, acting as a formal resolution to strengthen federal grant

applications. The MOU is designed to be supportive and adaptable. Details on the FY25 Safe Streets for All (SS4A) grant program were provided; applications are open, and that the MAPA CSAP meets eligibility requirements. The next steps include publishing the CSAP after Board approval and continuing discussions with interested parties regarding grant applications prior to the June 26th deadline.

Joe Soucie inquired about the ranking of red-light running as a community safety issue, to which Boerner noted is a consistent concern and that he would follow up about it. John Selmer questioned potential input bias regarding countermeasures like roundabouts and road diets, asking if responses differed between general populations and specific interest populations. Boerner discussed engagement strategies, how safety data shifts perspectives, and the challenges of communicating technical terms. Court Barber contrasted high-level, broad input with specific project feedback. Carlos Morales framed these engagement events as educational opportunities focused on the regional goal of reducing severe crashes. Selmer commented on using more direct and stirring language to potentially increase public engagement.

Further questions addressed specific scenarios and grant details. Pfitzer asked if a dangerous state highway intersection previously discussed would be eligible for SS4A funding; Boerner confirmed state cooperation is possible and agreed to discuss further, with Damion Stern commenting that, for grant application purposes, an intersection's designation as "rural" is subject to change and should be considered as such. Scott Suhr mentioned a similar Iowa intersection considering a roundabout as a solution using traffic safety funds.

Alex Evans inquired about project limits and local match; Boerner explained grant caps and focus areas. Eric Williams confirmed the federal funding source (80%) and asked about Benefit-Cost Ratio requirements, which Boerner informed were not mandated for application, though cost analysis occurs. Stern asked about integrating CSAP with existing state projects, and Boerner confirmed that this is a goal. Pfitzer requested MAPA staff meet with his office before the June 26th deadline, which Boerner agreed to. Williams asked if an executed MOU is required for application eligibility, which was confirmed by Lindsey Button.

Maurice Hinchey motioned to approve, seconded by Pfitzer. The motion was carried unanimously.

C. [FY2025 Transportation Improvement Program \(TIP\) Amendment 6](#)

Elle Ward presented the amendment, which includes funding and programming changes to projects sponsored by the City of Omaha and Iowa DOT. Eric Williams offered a word of support to the City of Omaha for continuing the Beltline Trail to Field Club Trail Connection Study, and stated that he believed it was important work that he was glad to support. He also suggested that streetscape work should be considered around Hamilton Street related to the study.

Joe Soucie motioned to approve, seconded by Derek Miller. The motion was carried unanimously.

Discussion Items

D. Public Comment

Members of the public were offered an opportunity to speak. There were no comments.

E. State and Federal Policy Updates

Carlos Morales presented a summary of legislative bills in Nebraska and Iowa related to MAPA planning activities as well as a request from the House Transportation and Infrastructure (T&I) Committee to [submit legislative proposals](#) as part of the 2025 surface transportation reauthorization process.

Notably, Nebraska's red light enforcement bills are stalled and unlikely to go forward, while Iowa's hands-free law has passed and will become enforceable starting July 1st. Federally, with the IIJA expiring September 2026, the House T&I committee seeks input for the 2025 surface transportation reauthorization process via an online portal linked above. MAPA is following this closely, bearing in mind their core priorities: more funding, lower local matches,

supporting local decision-making, and shifting discretionary funds to formula-based MPO allocations. USDOT is also seeking comments on streamlining regulations.

Regarding community project funding, local entities are encouraged to use NDOT's simple grant pairing portal. Derek Miller highlighted past issues with coordinating grants and funding with the City of Omaha, and requested for MAPA to advocate for better communication. Jarrod Walker agreed. Miller also urged ensuring local departments (City of Omaha Public Works or Parks and Recreation) are consulted before MAPA provides letters of support for funding requests. Morales acknowledged these points.

F. Member Agency Updates (time permitting)

- Maurice Hinchey (**NDOT District 2**) - Construction updates.
- Jarrod Walker (**NDOT**) - General update.
- Eric Williams (**Papio NRD**) - Project updates.
- Todd Pfitzer (**Douglas County**) - Project updates.
- Joe Soucie (**City of La Vista**) - General updates.
- Alex Evans (**City of Papillion**) - General updates
- Kristi Evans (**City of Omaha Public Works 1**) - Construction update.

Pfitzer inquired as to when the construction around Cumberland Street will be done. Evans replied that possibly summer, but it is uncertain due to the utility relocation present in the project.

G. Additional Business (time permitting)

There was no additional business.

Meeting adjourned at 11:15AM by Soucie, seconded by Pfitzer.

Future Meetings & Events

- **MAPA Board of Directors: April 24, 2025**
- **RPAC: June 6, 2025**
- **TTAC: May 16, 2025**

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