

# TRANSPORTATION TECHNICAL ADVISORY COMMITTEE



Mar 20, 2026 10:00 AM Zoom access available via notification email or calendar event.

📍 2222 Cuming Street Boardroom, Main Level ▾

## MINUTES

### Attendance:

#### Voting Members

Damion Stern - NDOT  
Maurice Hinchey - NDOT  
Austin Rowser - City of Omaha  
Pat Dowse - City of La Vista  
Bryan Guy - City of Omaha  
Mark McLaughlin - City of Omaha  
Kristine Evans - City of Omaha  
Alex Evans - City of Papillion  
Eric Williams - PMRNRD  
Jarrod Walker - NDOT  
Mark Augustine - City of Council Bluffs  
Todd Pfitzer - Douglas County  
Brian Shae - Pottawattamie County

Greg Youell - FHU  
Todd Spark - City of Omaha  
Chris Rolling - Olsson  
Matt Cox - City of Council Bluffs  
Alex Sick - HDR

#### MAPA Staff

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

#### Virtual Attendees & Non-Voting Members

Andy Wicks - Pottawattamie County  
Mike Kleffner - City of Papillion  
Ed Brooks - Metro Transit  
Jeff Sobczyk - City of Omaha  
Scott Suhr - Iowa DOT  
Tim Adams - WSP  
Joan Green - E&A

Mark Augustine - Council Bluffs  
Bryan Shae - Pott County  
Greg Youell  
Matt Cox - CB  
Joan Green - E&A  
Craig Mielkie - Benesch

Pfitzer called the meeting to order at 10:02.

## A. Action Items

For TTAC Approval

### 1. Approval of the Minutes from the [February 20, 2026 Meeting](#)

Rowser to approve the minutes from the February 20, 2026 meeting. Seconded by Hinchey. Motion carried.

**2. Draft MAPA FY2027 Unified Planning Work Program (UPWP) - Open Public Comment Period**

Morales presented the draft UPWP. Planning priorities for FY2027 include TRIPS, Safety Planning and supporting vision zero, complete streets support for communities, reconnecting communities, regional freight plan, and expanding data collection and leveraging of "Big Data".

Morales also presented an overview of the UPWP budget. MAPA receives approximately \$5.9M in total federal funding, and \$1.5M in local matching funds. MAPA activities focus primarily on MPO Management and Administration, Regional Transportation Planning, TIP and Local Projects, and Complete Streets Planning. An overview of contracts and subrecipients was provided for a total of approx \$3.9M.

Dowse motioned to approve the draftFY2027 UPWP and open the public comment period. Rowser seconded. Motion carried.

**B. Discussion Items**

**1. Public Comment**

No public comments were made.

**2. Safe Streets For All Final Round of Applications**

Boerner presented an overview on the final round of SS4A funding. It is anticipated that the NOFO will launch in the very near future. Borener presented ard copy maps of each community, taken from the regional CSAP, that identify priority projects and asked for members to review those maps and circle / discuss projects of high priority. Boerner presented a brief overview of the types of projects that have been approved for SS4A funding in previous years, including Roadway Safety Audits, MUTCD engineering studies, Safe Routes to School, EMS, and other behavioral and operational activities. Members are eligible for demonstration activities for projects identified in the CSAP.

One project MAPA is focusing on is Regional EMS Whole-Blood programs to assist in post crash care and crash survivability. MAPA is in conversation with the several fire departments throughout the region on this application.

The NOFO is anticipated to launch in March, with an accelerated 60 day application period. Draft applications due in April, final applications due in May, and Awards announced in June. MAPA is considering a single application for the region, which is currently leaning towards a whole blood program, but if there are other region wide interests MAPA will assist where able. MAPA is not able to build, but can apply for local jurisdictions and work as a pass through agency if some funds needed to be used for construction. There is nothing preventing jurisdictions from applying on their own for funding, but MAPA requests that you keep us informed.

Morales noted that some members have not yet adopted the CSAP, and would need to in order to be eligible for SS4A demonstration or implementation funds.

**3. FY2027 TIP Timeline**

Court Barber briefed the committee on the FY2027 TIP development schedule.

Barber will be reaching out to project sponsors with projects in this FY and next FY to get a schedule update for incorporation into the TIP. Draft TIP will be available in May and opened for public comment. Final TIP is due in June, and the program will go live in October.

#### **4. Advance Construction & MAPA's AC Resurfacing Program**

Court Barber provided an overview of the Advance Construction program and how it has been used to deliver resurfacing projects in the region. AC is essentially flexibility in delivering federal aid projects. Essentially, a jurisdiction is able to build now with local funds, still following the federal aid process (NEPA etc.) and be reimbursed in the future when federal funds become available. This flexibility is available for any project.

Historically, ProSeCom and TTAC preferred to focus regional federal funding on expansion projects, effectively prohibiting system preservation. In an effort to allow flexibility, MAPA staff proposed allowing system preservation via AC on the condition that a regionally significant expansion project be delivered with the converted funds once available. The prohibition on system preservation projects no longer exists, however, resurfacing projects would likely not currently score as well as an expansion project due to the current scoring criteria. As such, the resurfacing could be done using AC. System preservation is easier to take through the federal aid process than expansion.

Barber asked TTAC if members are interested in changing how we approach system preservation with regional federal aid? This could be accomplished by updating scoring, or creating a target or set-aside of STBG for system preservation projects.

Pfizer - the last time the city did a master plan update, system preservation ranked very very highly and this did not go unnoticed by FHWA. Part of why we have AC available is to make sure that system preservation work continues. Rowser asked for this to be on the agenda because the converted funds are constrained by designating a single project for converted funds; it seems like it takes away flexibility from the local jurisdiction to use local money on needs as they arise. Rowser would like to discuss that converted funds may be better to use for needs of the jurisdiction as they become available rather than designated for a specific project. In the past we didn't want the funds to go to preservation, but in the City of Omaha this wouldn't happen. In order to go through the federal process for a resurfacing project, even though it's easier, there's still some extra cost. Paying more up front for funding that will become available at a later date. Rowser can't see a situation where Omaha would take a preservation project from the feds on the front end and then use those funds later for another preservation project. Having to go through project selection to get the project that the converted project funds go towards is inflexible.

Barber - one option is to submit for resurfacing up front. Under the current scoring criteria this would not score as highly as other projects. Kleffner - you would still need to apply for those funds, they would still have to be programmed. You apply for a system preservation project vs an expansion project. Barber - you don't necessarily have to tie the resurfacing to another project.

Rowser asked if AC funds could go through a different selection process. Kleffner at the state and fed level has to be programmed properly. Morales clarified that any project funded with AC still needs to be eligible for federal funding. Barber noted that doing another selection process for preservation would effectively create a target or set-aside specifically for system preservation. Morales pointed out that in the region over the last 3-5 years or so, there have only been two communities that use AC funds. Omaha, and Bellevue. Barber noted that some use AC flexibility,

but the only ones that have used the resurfacing program specifically have been Omaha and Bellevue. Morales - as such there is a need for preservation work to be more competitive in scoring so that smaller communities can do system preservation.

Pfitzer asked if there's a limit to how much can be set aside for system preservation. Barber said no. Pfitzer said that there is an opportunity to set aside all STBG for system preservation that may be worth exploring. Do you have any concern with folks that really want to dump money into development, and now when you get this AC fund back, it's already set aside for something specific and can't be grabbed away for something completely different.

Kleffner asked how many years we are programmed out. Baber - 6. Kleffner if we programmed all projects that everyone has and wants, how far out could we program? When we don't even have enough fed money to fund capital projects why would we want to set aside for system preservation. Morales noted that we will never have enough funds to cover all the expansion projects. MAPA's regional goal has been to use regional funding to get through NEPA and the federal process so that these projects can then be competitive for larger discretionary pools. Rowser wants to fund expansion projects that can't be funded through CIP.

Barber - last year we opened a call for amendments. We could do this more frequently to account for existing project shortfalls.

Youell noted that when MAPA's AC program was started, FHWA's requirement to allow for converted funds was that there had to be a project that had been scored through the selection process which demonstrated progress toward the regional goals. Barber noted that at this point system preservation is a major goal within the Metropolitan Transportation Plan. As such, this should be covered.

Barber wants to know if this needs to be a TTAC or ProSeCom discussion. Pfitzer wants ProSeCom to look at it and determine if the scoring criteria be altered to score preservation more highly. How do you prioritize preservation over capacity expansion? Boerner noted that this is MAPA's goal with TRIPS. Understand community needs, what are our preservation needs moving forward.

There is interest in this topic. Barber will put some materials together for ProSeCom to look at, as the project selection policy guide will be updated ahead of a call for projects in the Fall. This will ultimately be brought back to TTAC in September or October.

Guy asked some questions about the City of Omaha's Signal Infrastructure project as there was some discussion about AC funding for that project. It was clarified that this project would still be eligible for AC even if it's not a resurfacing project.

Damian raised questions about State projects with CMAQ funding looking to maybe AC resurfacing projects within the metro. This will need discussion.

Barber - we want to match projects with the best source of federal aid.

## 5. Legislative Update

Helgerson provided a brief update on the legislative session and bills MAPA is monitoring. Priorities include;

- LB 1126: Adopt the Infrastructure Development Investment Program Act
- LB 901: Sales Tax Bill. This one doesn't include any provisions regarding the Build Nebraska Act
- SF 2394: Changes to statewide urban design and specifications (SUDAS) board, including assessment of costs for local government projects that do not comply with the board's design or specifications manuals. If enacted this could lead to some challenges.
- SF 2472: Property tax bill includes indexing gas tax for inflation.

## 6. Member Agency Updates (time permitting)

**Dowse - La Vista** - 84th street project is moving forward. Trail work to start shortly.

**Williams - PMRNRD** - Girard trail ribbon cutting on April 29th.

**Andy - Pott County** - just got western engineering under contract for upcoming overlay projects

**Hinchey - NDOT** - various construction updates.

**Pfitzer - Douglas County** - various construction updates. New School going in to Bennington, requires a new road that NDOT is putting in this summer

**Stern - NDOT** - Sarpy County interchange meeting shortly after the last TTAC was pretty successful. 200+ attendees. Mixed messages from the public either happy that functionality will be improved, or unhappy with increased traffic in a rural setting. Public meeting yesterday for i680 reconstruction from Fort to Blair High rd. Relatively low turn out (30 people), but well received. A public meeting is coming up for i80 reconstruction from 50th to i480, Tuesday from 5-7pm at Buena Vista high school. Potential impacts to the South Omaha Trail have been shelved for the time being, but it could be revisited.

**Rowser - Omaha** - Omaha is looking to submit an application to SS4A for reconfiguration (?). Various construction updates. 33rd and L being converted to a roundabout. Elmwood and Underwood roundabout has been canceled. Sorenson was programmed and contractor bids have come in lower than expected, so scope may be expanded to include other repairs. This project is AC funded. Barber will need to reexamine this project. Bids came in low, so Rowser is looking to increase the scope to get back up to the full budget. Barber will review and discuss with Omaha to make sure this is in alignment with the TIP. Streetcar construction is going well despite some negative media attention.

## 7. Additional Business (time permitting)

Boerner promoted the NDOT AASHTOWARE Safety Training coming up March 24th from 2-3:30pm. This training is restricted to public agencies at this time.

Rowser motions, McLaughlin seconded. Meeting adjourned at 11:22a

## Future Meetings & Events

- **MAPA Board of Directors:** Mar 26, 2026
- **TTAC:** Apr 17, 2026
- **RPAC:** Apr 3, 2026

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