

Regional Profile | 2050 LRTP

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Population & Demographic Profile

Population and employment in the MAPA TMA region has grown steadily since 1970, (as seen below). Continued growth is expected to steadily occur through 2050. Significant changes to the composition of the region’s population will take place that will play an important role in the transportation system and its ability to meet future demands. MAPA has relied on data sources from the US Census, the State Data Centers of Nebraska and Iowa, and MAPA’s own land use forecasts to guide discussion of population characteristics in the sections that follow.

According to the 2010 US Census (Table A1), the MAPA region was home to nearly 770,000 residents. Since the last Census, the region’s population is estimated to have grown by more than 82,000 additional residents. The Omaha-Council Bluffs region is the largest metropolitan area in Nebraska and Iowa, and an important economic center in the Midwestern region of the United States. The total Census population has increased over 42% from 1970, when the population was an estimated 542,646. This population growth has not been shared equally between the counties. The population of Sarpy County has increased rapidly since 1970, averaging over 20% growth each decade (and nearly 18% since 2010), while Douglas County population has tracked closely with the MAPA total, ranging between 5 and 12 percent growth per decade. Pottawattamie County saw a population decline during the 1970s and 1980s, but rebounded back to consistent growth from the 1990s through the 2010 census. Figure 3.1 shows the growth rate by decade for each of the three counties in the MAPA TMA.

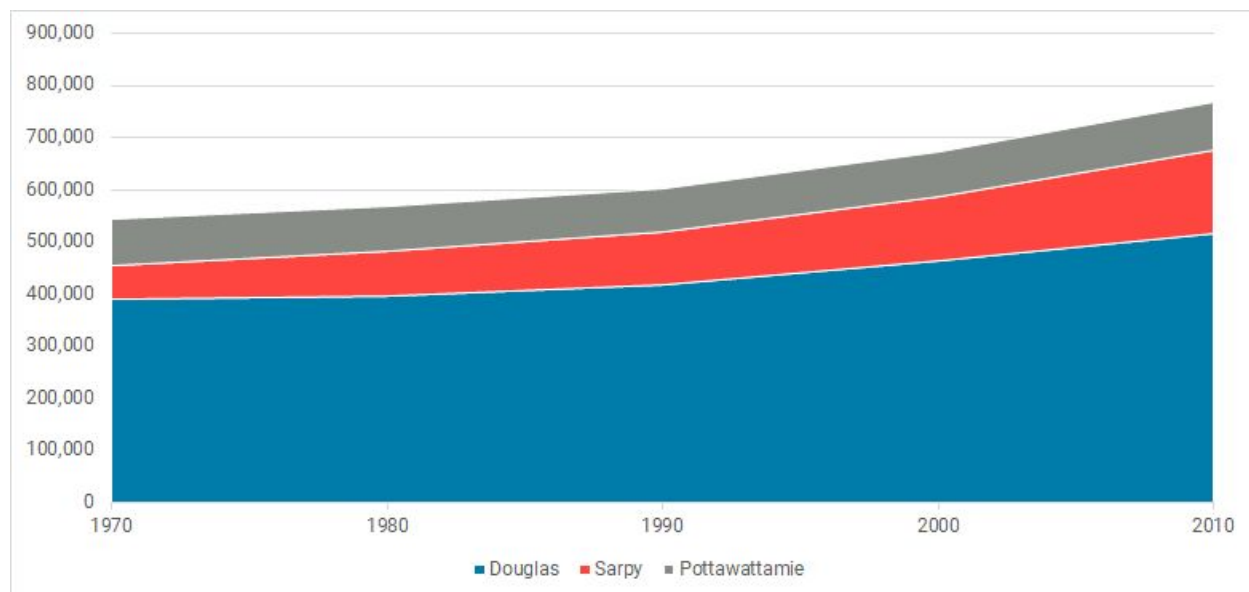
Table A1: Historic Population Trends in the MAPA TMA¹

County	1970	1980	1990	2000	2010	2019
Douglas	389,455	397,038	416,444	463,585	517,110	571,327
Sarpy	66,200	86,015	102,583	122,595	158,840	187,196
Pottawattamie	86,991	86,561	82,628	87,803	93,158	93,206
MAPA TMA Total	542,646	569,614	601,655	673,983	769,108	851,729

¹ This table uses the entirety of Pottawattamie County in all population statistics and projections. The MAPA TMA only includes the western-most portion of Pottawattamie County, but over 80% of the county’s population lives within the MAPA TMA.



Figure A1: Historic Population Trends in the MAPA TMA



US Census Population Estimates, 1970-2010

The population declines and slowing growth that occurred in the 1970s and 1980s was largely due to shifts in domestic migration. Table A2 below shows the trends in net migration from 1950 to 2010. Following a half century of industrial growth driven by industries such as the stockyards and railroads, many residents left the region for other areas of the country, including the “sun belt”. Since 1990, the overall trend of net migration has largely reversed. Between 2000 and 2010, more than 28,000 new residents migrated to the MAPA TMA—supporting a significant portion of the region’s population growth. Combined with the region’s high rate of natural increase (over 73,000 net births between 2000 and 2010), the region’s total population has continued to grow.

Table A2: Total Net Migrants by Decade, 1950 to 2010

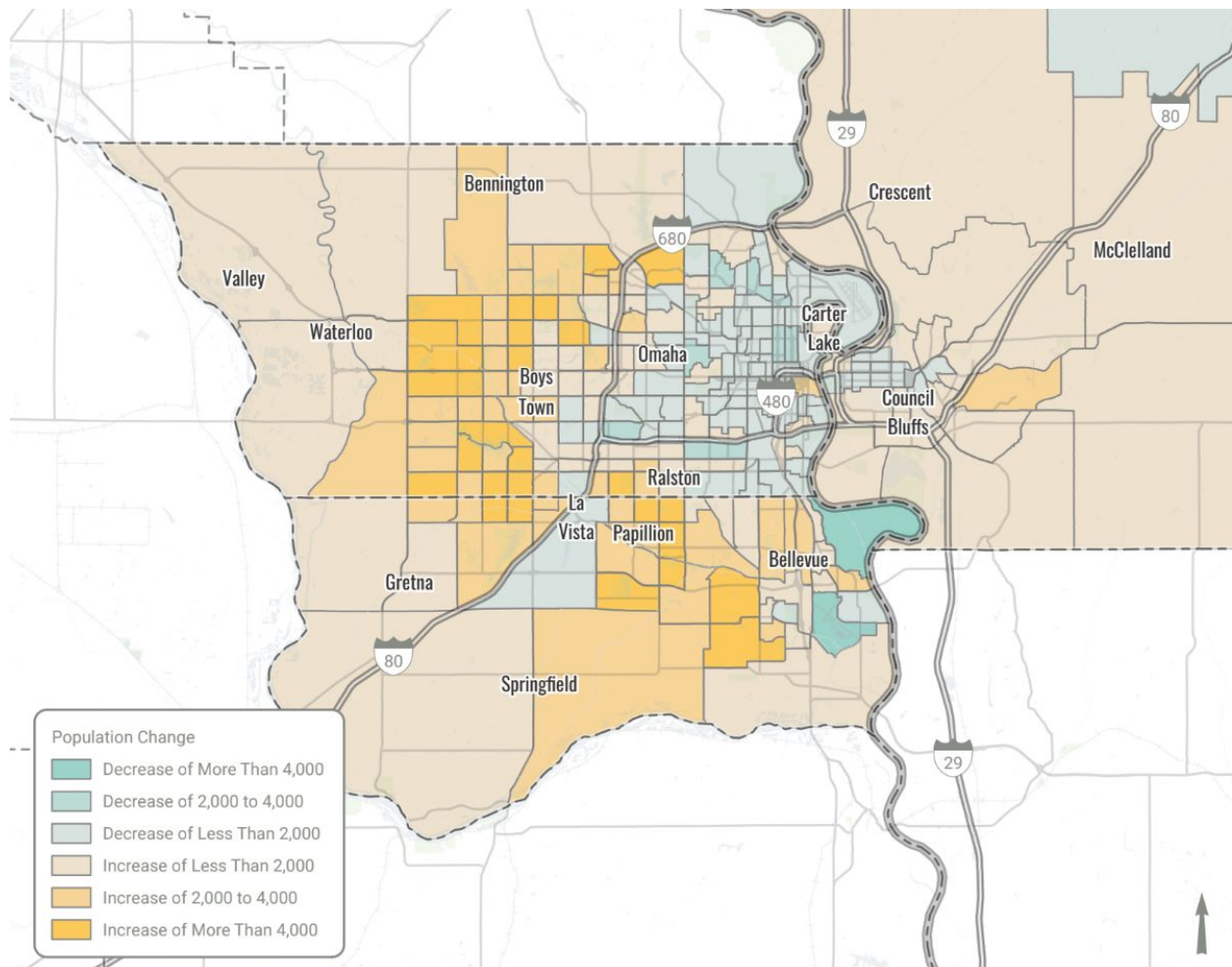
	1950s	1960s	1970s	1980s	1990s	2000s
Douglas	7,844	-8,756	-33,721	-14,883	6,020	8,116
Sarpy	10,378	24,183	7,024	2,516	3,112	18,553
Pottawattamie	1,680	-6,787	-8,203	-9,274	-248	1,887
MAPA TMA	19,902	8,640	-34,900	-21,641	8,884	28,556

The majority of the population growth that did occur during this period occurred along the



periphery in suburban areas, while population declines took place in older, more urban portions of the metro area took place between 1970 and 2010. Figure 3-2 (next page) illustrates this pattern average growth rate by Census Tract between 1970 and 2010. Note the red-colored tracts in the suburban portion of the metro area showing increased population, whereas the light yellow and blue tracts show no growth or population decrease. On balance, many more tracts experienced growth during this period than decline.

Figure A2: Population Change in the MAPA TMA by Census Tract, 1970-2010



Population change within the Omaha-Council Bluffs TMA has seen a large population increase in suburban and exurban areas, while seeing a sizable population decline and disinvestment in many urban neighborhoods over the last 40 years. Redevelopment activity has increased in many communities, notably within the City of Omaha. The 2018 Building and Development Summary, a report on building permit activity, noted that an equal amount of housing units were permitted inside the urban area bound by I-680 and I-80 as there were outside that “loop”. This marked the first time in 30 years that there was parity between the urban and suburban tracts of the city in terms of housing unit development. Omaha, Council Bluffs, and Bellevue each have

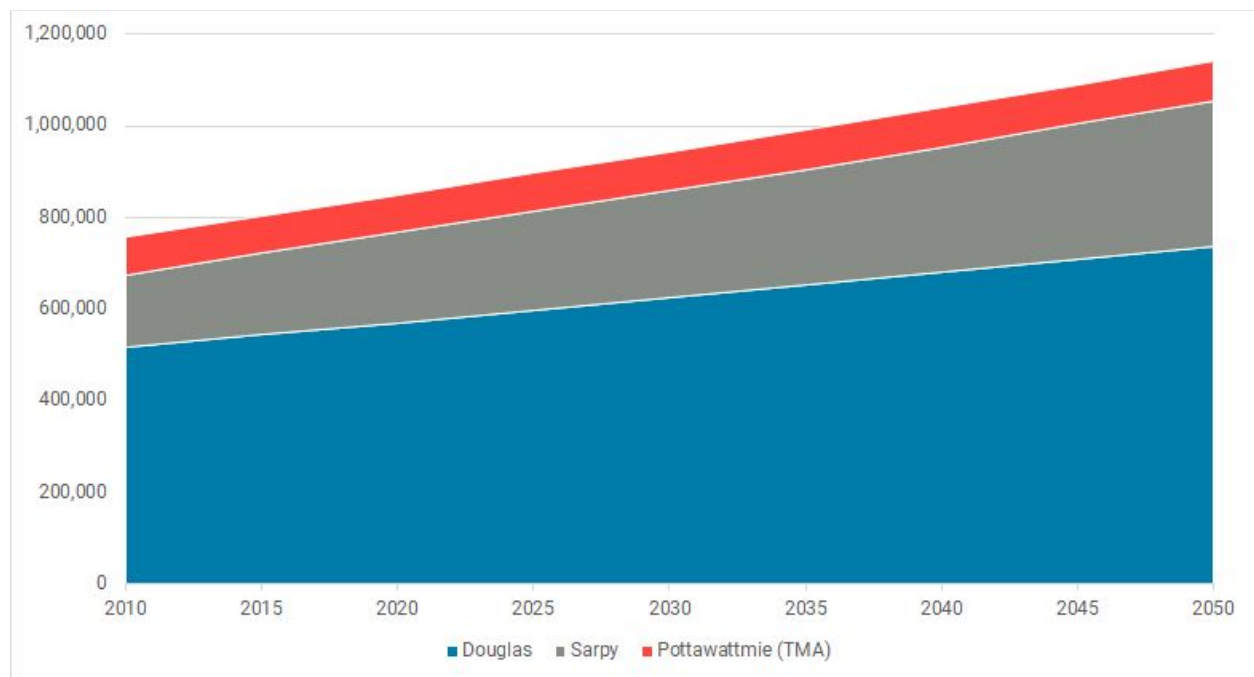


major corridors in which targeted redevelopment activities are occurring to reverse these trends—notably along the 1st Avenue Corridor in Council Bluffs and along Fort Crook Road in Bellevue. MAPA’s Regional Development Report (development.mapacog.org) provides a summary of residential and commercial permit activity in the MAPA region and provides additional analysis of these trends since 2010.

Table A3: Forecasted Population Growth in the MAPA Region, 2010 to 2050²

County	2010	2020	2030	2040	2050
Douglas	517,110	571,311	625,173	680,008	736,658
Sarpy	158,840	196,701	233,688	274,837	317,618
Pottawattamie (TMA)	80,509	81,909	84,705	85,968	85,646
TMA Total	756,459	802,432	943,566	1,040,813	1,139,922

Figure A3: Forecasted Population Growth in the MAPA Region, 2010 to 2050



Nebraska State Data Center, Iowa State Data Center

The majority of future population growth is anticipated to continue along the suburban periphery of the metropolitan area. New residential development in the region’s urban core, such as

² This table shows population only within the portion of Pottawattamie County inside the TMA.



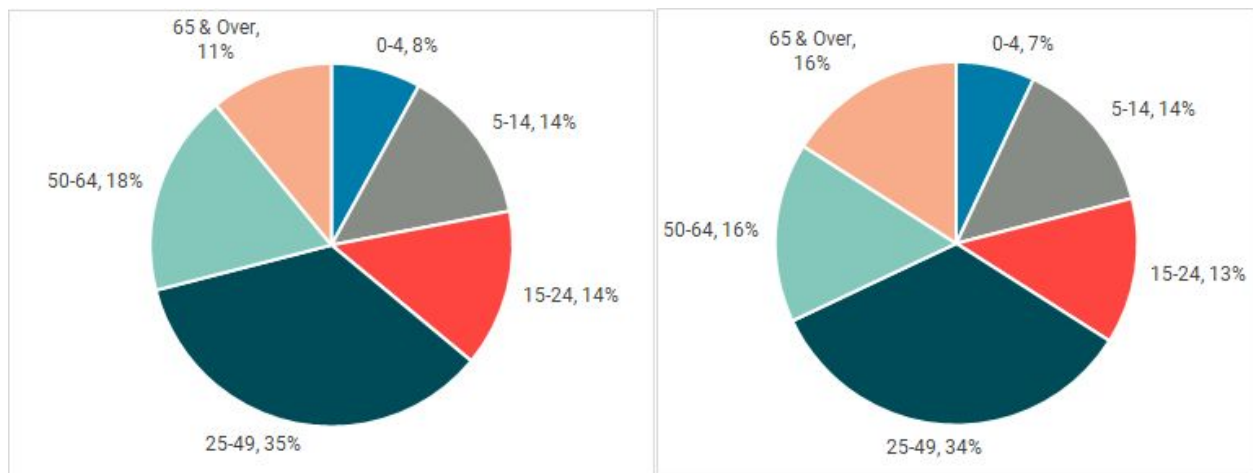
Downtown/Midtown Omaha and the west end of Council Bluffs, is expected to increase over the planning horizon based on more recent trends. Many elected officials and policymakers within the area and other leaders view improving existing developed areas as a key goal for the region, as noted in the Heartland 2050 vision. These shifts in development patterns are characterized in changes to local comprehensive plans and zoning ordinances, guiding growth to existing areas of development.

MAPA staff developed land use forecasts as part of the Heartland 2050 Vision to serve as a basis for the transportation planning process.. Control totals were set based upon a cohort analysis by age and sex. These base projections were then brought to the community who selected a preferred growth scenario that promoted economic well-being, education, healthy living, diverse housing and transportation choices, and the preservation of natural features. Housing and employment was then allocated regionally based upon these preferences. Figure and show the distribution of single-family and multi-family units projected for 2050.

Age Distribution

The average age of residents living in the Omaha-Council Bluffs Metropolitan Area is increasing. The large baby-boom generation has now largely entered into retirement years, resulting in older persons constituting a greater share of the total population. People aged 65 and older constitute about 12% of the metro area’s population, according to the 2018 American Community Survey. By 2050, persons older than 65 years of age will comprise at least 16% of the region’s population. As a result, a smaller percentage of the total future population will be in the workforce, even though all age ranges are expected to increase in population by 2050.

Figure A4: Age Distribution of the MAPA TMA, 2010 vs 2050



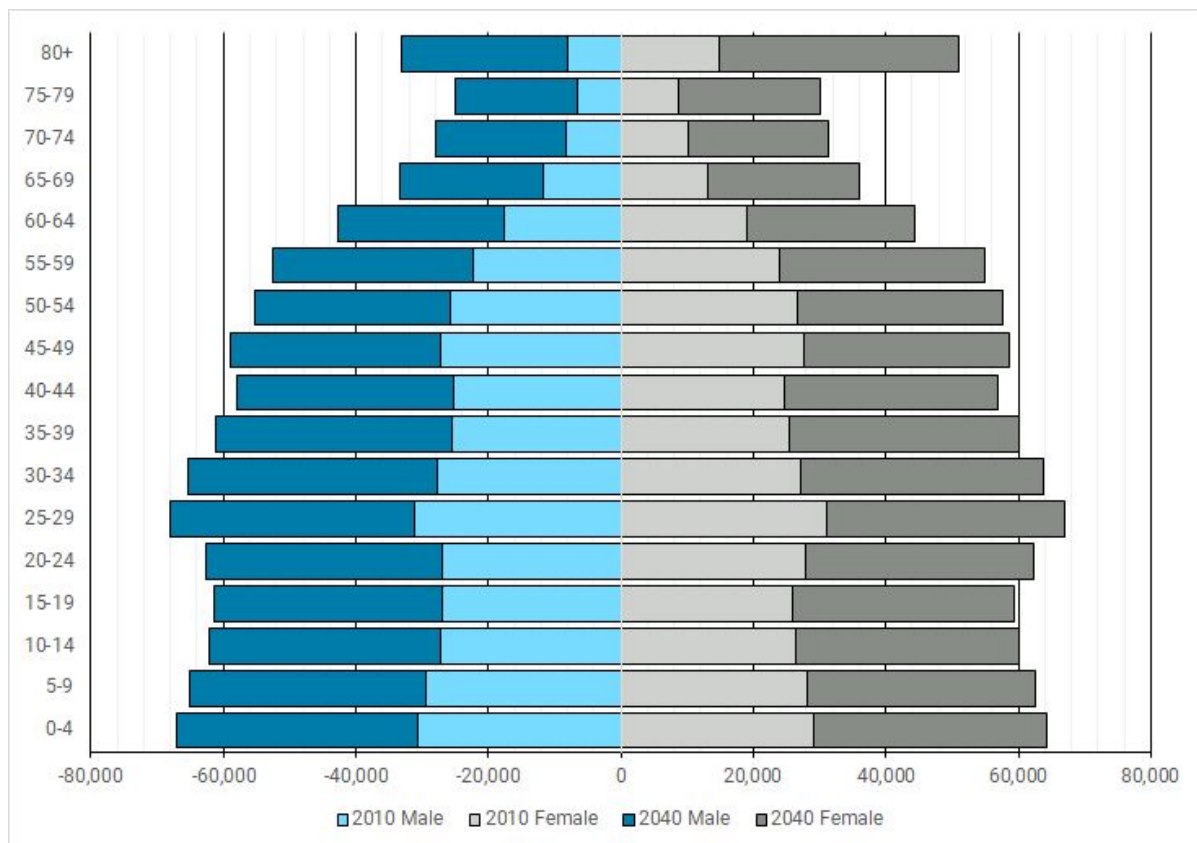
The impact of these shifts in average age can be quite drastic to the number of persons who drive or own a vehicle. Retirees, low income, and minority populations traditionally drive less and do more of their driving during the off-peak hours. These trends would indicate that the



increase in traffic accompanying future population growth may not grow at a corresponding rate to the overall population. In other words, while the region’s population is expected to grow 45% by 2050, traffic will not likely increase by the same amount since the total number of commuters will decrease as a share of the total population. Presently there are approximately 97,000 people over the age of 65 making up 11.25% of the total population. Many of these people live outside of the urban core making it difficult to provide effective and consistent transportation to them. In Nebraska and parts of Iowa the rural and suburban areas are served by the various nonprofits or by private caregivers which often puts the burden of care on family members or limits the mobility of seniors in these areas.

Additionally, many aging adults do not retire completely, often working part-time or working from home. Some have suggested that since baby-boomers’ social and economic behaviors have often departed from previous generations, maintaining a greater level of activity into their later years. Over the next several decades, populations over 65 are anticipated to grow in rural and outer suburban areas as suburban growth continues and households age-in-place. Currently these areas are not designed to facilitate social service providers and aging in place strategies meaning that many people will be left isolated or forced to move out of their homes.

Figure A5: Population Pyramids for the MAPA TMA, 2010 to 2050



Household and Housing Characteristics

In forecasting household size, MAPA relies on estimates from the State Data Centers of Nebraska and Iowa to understand how shifting demographics and an aging population will impact the household size. Overall, the State Data Centers estimate that the average household size for the region will slightly decline from 2.55 persons per household in 2010 to 2.53 persons per household in 2050. Sarpy County is forecast to have the largest decrease in household size and the largest growth in total number of households, while Pottawattamie County is forecast to have a similar household size in 2050 and a lower total growth in the number of households over the planning period. These results are summarized in Table A4.

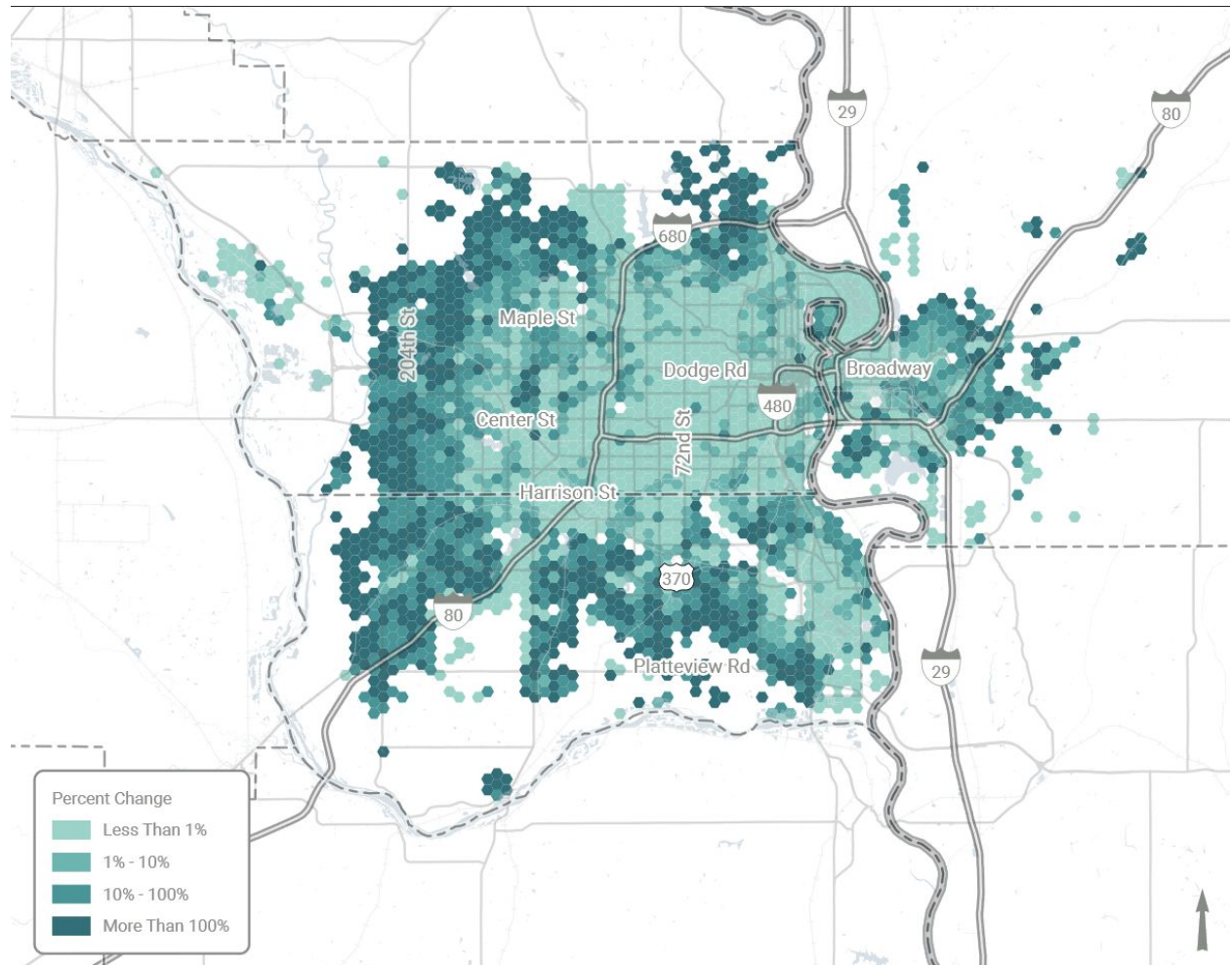
Table A4: Total Households and Household Size in the MAPA TMA by County, 2010 to 2050

County	2010		2050	
	Total Households	Household Size	Total Households	Household Size
Douglas	198,377	2.50	262,379	2.48
Sarpy	56,529	2.70	113,736	2.65
Pottawattamie	44,311	2.52	60,857	2.52
MAPA Total	299,217	2.55	436,972	2.53

Source: U.S. Census Bureau, State Data Center of Nebraska, State Data Center of Iowa



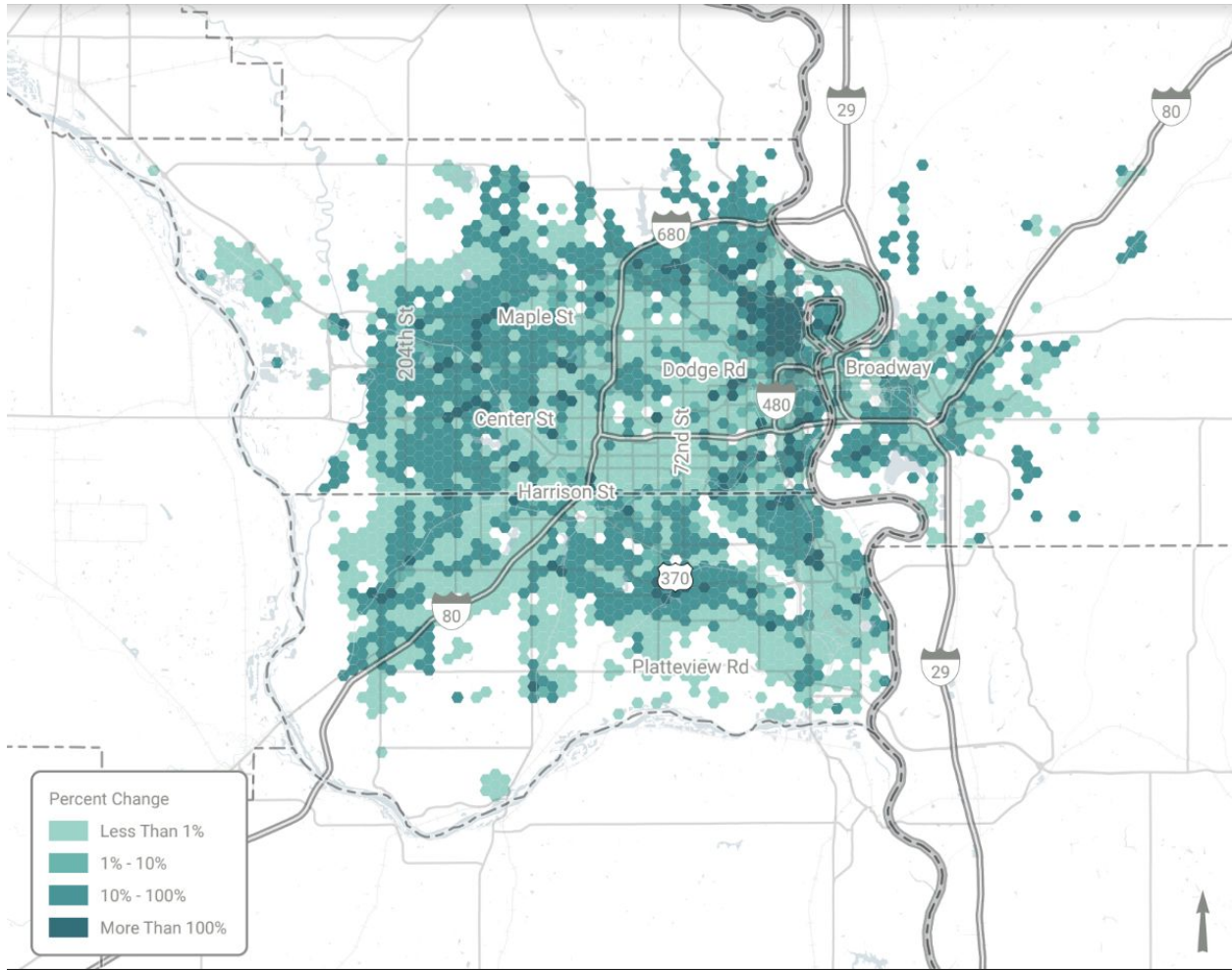
Figure A6: Single Family Housing Growth, 2015-2050



Single family housing growth is anticipated to take place primarily on the periphery of the Omaha-Council Bluffs TMA in suburban areas, while multi-family housing growth is expected to take place on a more evenly-distributed throughout the entire region. Areas for single-family growth are primarily west and south in areas predominated by greenfield development opportunities. Multi-family housing growth is forecasted to be highest in areas of North and South Omaha, the west end of Council Bluffs, and in along major arterial corridors—guided by local comprehensive plans oriented around nodal development.



Figure A7: Multi-Family Housing Growth, 2015-2050



Employment & Economic Conditions

The MAPA region is home to a broad array of businesses and industries. Key sectors of the economy include communications, technology, defense, insurance, finance, health care, gaming, professional trades and services, and agriculture among others. According to the 2018 American Community Survey, more than 450,000 people in the region are participating in the workforce—a number that has grown along with the region’s population.

The Omaha-Council Bluffs region has experienced a consistently low unemployment rate and a stable economy over the past decade, coming out of the economic downturn of 2008. According to the U.S. Bureau of Labor Statistics, the Omaha-Council Bluffs Metropolitan Area decreased in 2019 to 2.9% by December, 2019. Since that time, the COVID-19 pandemic has severely impacted the region’s economy and unemployment rates have increased significantly as communities weather the present economic downturn.

Some jobs were shed during the recession that began in 2008, but new jobs have also been created since that time. Overall, the region’s strong economic position has allowed it to weather economic turmoil relatively well and offers many signs that the Omaha-Council Bluffs Metro Area will continue to demonstrate stable growth over the next 30 years.

Major Employers in Region

7,500+ Employees

Offutt Air Force Base
CHI Health System
Omaha Public Schools

5,000-7,499 Employees

Methodist Health System
Nebraska Medicine

2,500-4,999 Employees

University of Nebraska Medical Center
Children’s Hospital & Medical Center
First Data Corp
Union Pacific
Hy-Vee
First National Bank of Nebraska
West Corporation
Walmart
Mutual of Omaha
Creighton University
University of Nebraska at Omaha
Millard Public Schools
City of Omaha
Paypal
Valmont



Labor Force

The total number of jobs in the MAPA region is expected to grow to over 603,000 by 2050. This represents an increase of over 43%, which is slightly lower than the total anticipated population growth. The majority of these job increases will likely be in Douglas County, although Sarpy County will likely gain an increasing share as it continues to grow over the next 25 years. The total employment in Sarpy County is forecasted to grow by over 129%, from over 60,000 jobs in 2010 to close to 151,031 in 2050. Prior to the COVID-19 pandemic, “Greater Omaha” region experienced 3.1% job growth annually, while unemployment has remained steady at 2.9%.

Table A5: Workforce in the MAPA TMA, 2018

Workforce by Industry (Ages 16+)	Douglas	Sarpy	Pottawattamie	Total
Agriculture, forestry, fishing and hunting, and mining	1,842	844	1,185	3,871
Construction	19,786	6,578	3,556	29,920
Manufacturing	23,473	6,221	4,889	34,583
Wholesale trade	7,230	3,145	1,451	11,826
Retail trade	33,532	10,436	6,288	50,256
Transportation and warehousing, and utilities	15,367	5,251	3,912	24,530
Information	6,776	2,044	804	9,624
Finance and insurance, and real estate and rental and leasing	30,975	8,916	3,612	43,503
Professional, scientific, and management, and administrative and waste management services	35,118	10,988	3,166	49,272
Educational services, and health care and social assistance	69,180	23,301	10,929	103,410
Arts, entertainment, and recreation, and accommodation and food services	25,311	6,810	3,885	36,006
Other services, except public administration	12,457	3,633	1,776	17,866
Public administration	7,837	5,756	1,773	15,366
Total Employed Population	288,884	93,923	47,226	430,033



The largest sectors of labor by industry are in the educational and healthcare sectors, followed by retail, finance and professional/scientific. By 2050, a large transition away from retail trade in particular poses one of the largest economic shifts to the Omaha - Council Bluffs region, as for the rest of the country. Manufacturing currently maintains a large number of jobs within the region, which has been in decline nationally as automation of industries continues to progress.

Underemployment & Labor Availability

Unemployment being at record lows has been a very positive trend for the Omaha - Council Bluffs Metropolitan Area. However, the prevalence of underemployment has been very prominent in the region, and nationally. Many people either lack the skills for higher-paying jobs, or have the skills or degree necessary but simply cannot find a job within that career path. The Prosper 2.0 initiative by the Greater Omaha Chamber of Commerce has made underemployment a key priority in business development within the metropolitan area. Prioritized initiatives to alleviate the existence of underemployment in the region include skill training, continuing education, and recruitment of new businesses to the region.

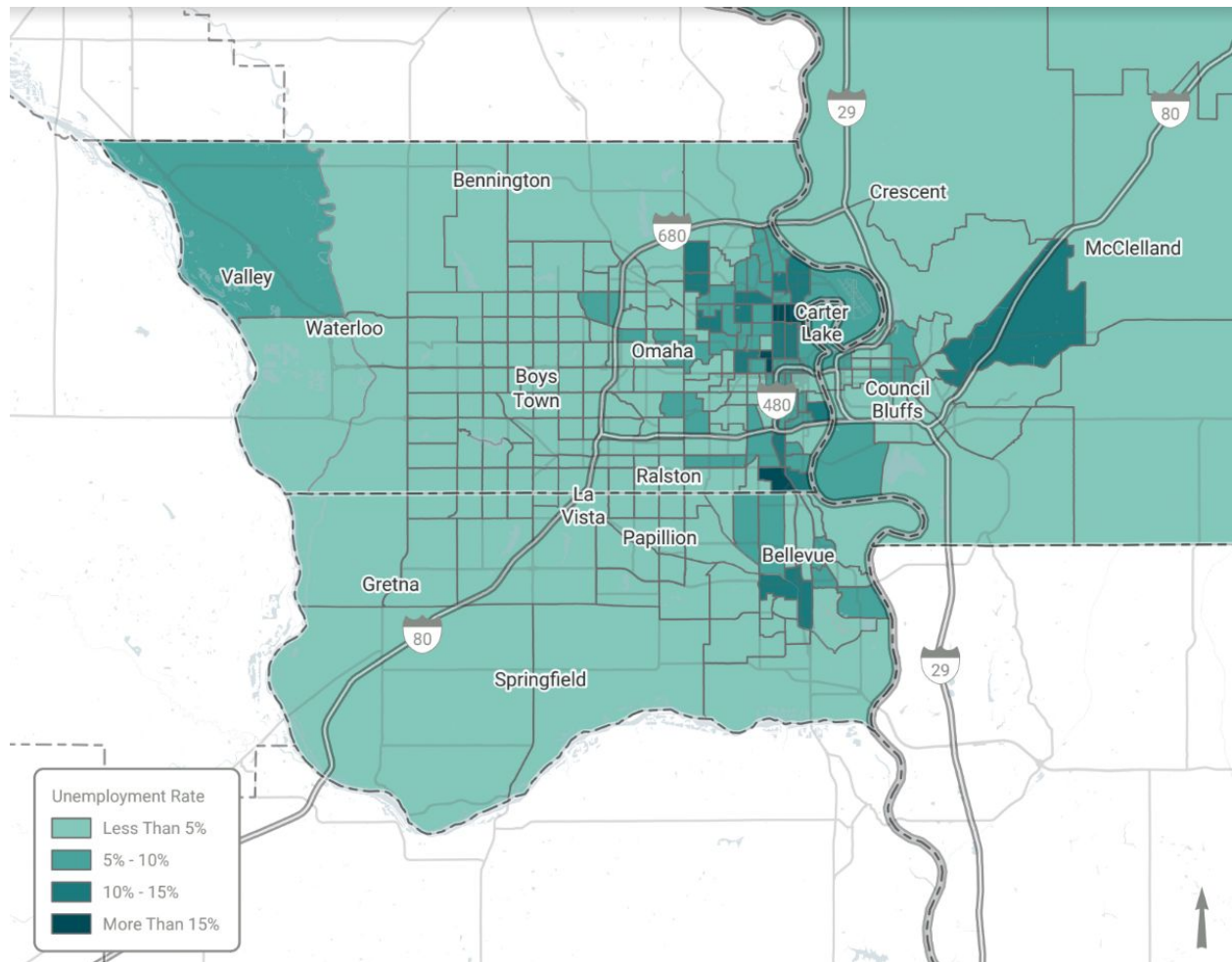
However, demand for persons employed in highly-skilled positions has increased in order to retain these employees in their current roles. In a timeframe of 2014-17, private employers in the Omaha area were reported to have increased wages by upward of 14%, which was a higher rate than cities including Des Moines, Nashville and Austin. Many employers cited that talent retention was this number one factor. Filling these roles as aging boomer generation workers retire will be crucial in retaining the economic vitality of the region.

The COVID-19 pandemic has increased unemployment to record levels as shut-downs and social distancing have impacted the economy. It is currently unclear how long-lasting the effects of the current recession will be on the economy of the Omaha-Council Bluffs region. Many people experiencing unemployment struggle to pay for crucial needs like rent and utilities, causing ripple effects through the economy. While the region has weathered past economic crises better than the control as a whole, the level of uncertainty around COVID-19 makes it impossible to cumulative impacts of the present crisis

Challenges to finding employment are very common in certain areas of the region even during periods of economic growth, most notably North Omaha, South Omaha and in an area just west of Downtown Council Bluffs. While the regional unemployment is normally quite stable and low, particular Census tracts have rates of unemployment over 20%. Figure A8 illustrates the distribution of unemployment in the Omaha-Council Bluffs region in December of 2019. Numerous transportation hurdles occur for persons living in these neighborhoods, many of which do not have regular access to a vehicle, or cannot find work within the existing transit service area which can provide them transportation to-and-from work. These barriers to transportation have been identified in numerous planning efforts, including MAPA's Fair Housing Equity Assessment, the Equitable Growth Profile, and the regional Affirmatively Furthering Fair Housing (AFFH) efforts between the Cities of Omaha, Council Bluffs and Bellevue.



Figure A8: Distribution of Unemployment in Omaha-Council Bluffs region, December 2019



Income & Payroll

Omaha’s regional economy is relatively strong and resilient: unemployment is low and job growth is steady (though slower than it was before the recession). Although the region is experiencing rising inequality, when it comes to other measures of economic health –such as a shrinking middle class and a growing number of low-paying jobs–most of these issues are less severe in the region than they are in other metros or in the nation as a whole. This overall positive economic outlook, however, masks growing inequalities for the region’s communities of color and less-educated residents, and these inequities put the region’s economic future at risk.



Of the estimated 318,000 households in the Omaha-Council Bluffs region, 17% of households make 25,000 of income or less and are considered to be experiencing poverty. Another 27,000 make between \$25,000-\$34,999. Table A6 shows the distribution of household income. The rising inequality in our region and its racial gaps in income, wages, education, and poverty are not only bad for communities of color but also hinder the whole region’s economic growth and prosperity. According to our analysis, if there were no racial disparities in income, the region’s GDP would have been \$4.8 billion higher in 2015. Unless racial gaps are closed, the costs of inequity will grow as the Omaha-Council Bluffs region becomes more diverse. This equity dividend is illustrated with a graphic from MAPA’s Equitable Growth Profile in Figure A9.

Table A6: Distribution of Household Income in MAPA TMA

Household Income	Douglas	Sarpy	Pottawattamie	MAPA TMA
Less than \$10,000	13,174	1,811	1,776	16,761
\$10,000 to \$14,999	8,873	1,258	1,733	11,864
\$15,000 to \$24,999	18,153	3,365	3,526	25,044
\$25,000 to \$34,999	18,833	4,745	3,682	27,260
\$35,000 to \$49,999	28,754	7,038	5,379	41,171
\$50,000 to \$74,999	39,059	12,314	6,969	58,342
\$75,000 to \$99,999	28,484	10,241	5,402	44,127
\$100,000 to \$149,999	33,239	14,154	5,455	52,848
\$150,000 to \$199,999	13,563	6,001	1,755	21,319
\$200,000 or more	13,655	4,118	1,204	18,977
TOTAL	215,787	65,045	36,881	317,713



Figure A9: Equitable Growth Profile, Regional Equity Dividend

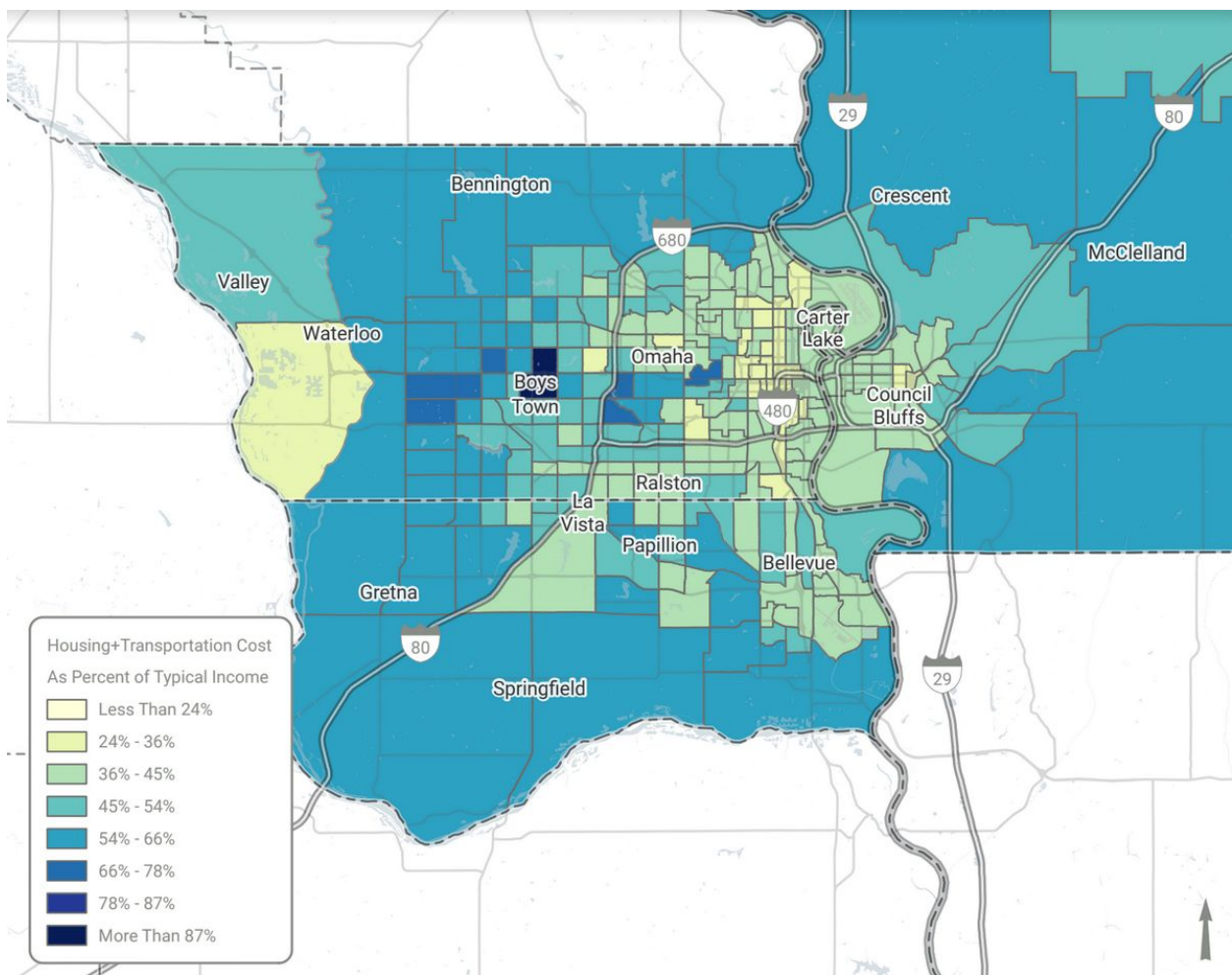
**Actual GDP and Estimated GDP
without Racial Gaps in Income, 2015**



Cost of Living in the MAPA Region

Earnings and personal income are closely tied to the ability of people to pay for essential needs such as housing and transportation. The Midwest region of the United States is often known for its affordable cost of living. While this generally remains true in the Omaha-Council Bluffs Metropolitan Area, some areas remain unaffordable for persons to live, especially if immobility requires them to live near where they work. As the urban area of Omaha and Council Bluffs redevelop, concerns of gentrification and persons being forced to relocate due to housing costs becomes a major concern. Many efforts, including the Affirmatively Furthering Fair Housing (AFFH) work in the Omaha-Council Bluffs region, have sought to continue increasing the availability of affordable housing throughout the region.

Figure A10: Housing and Transportation Costs as a Share of a Typical Income

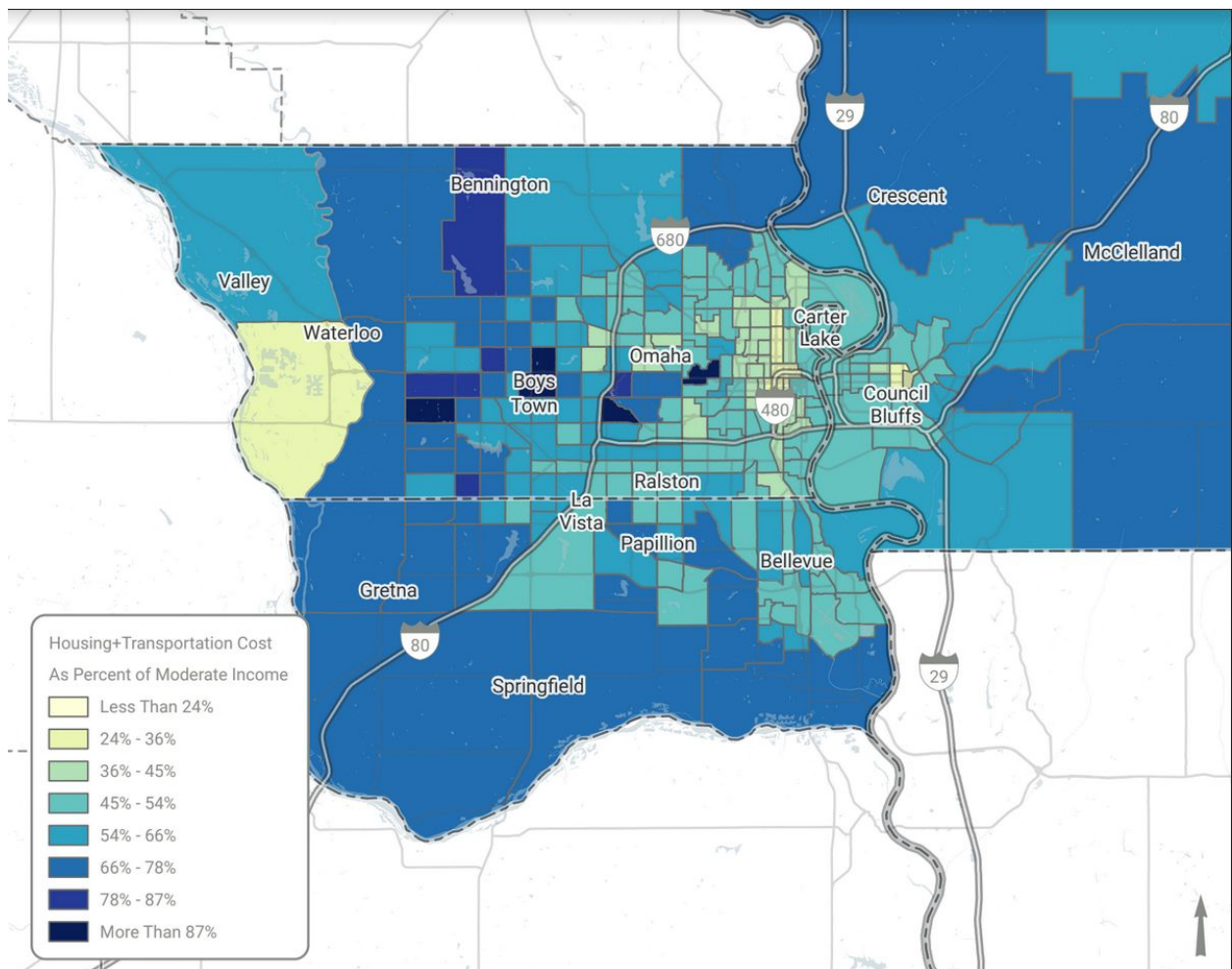


Figures A10 and A11 show the Housing + Transportation Index (H+T index) census tracts throughout the region. These graphics illustrate the affordability of average housing and



transportation costs in those areas for a household at the regional median income and for households with more moderate incomes, respectively. It's clear from these analyses that low to moderate income households are much more burdened, with many spending more than 50% of their income on housing and transportation costs. Additionally, Figure A11 shows how the lack of affordable housing in areas of high growth limits the ability of moderate income families to live in those neighborhoods. Furthermore, while portions of the urbanized area have higher costs of living, on balance rural and exurban residents spend a higher share of their incomes on housing and transportation costs compared to residents living closer to existing employment centers.

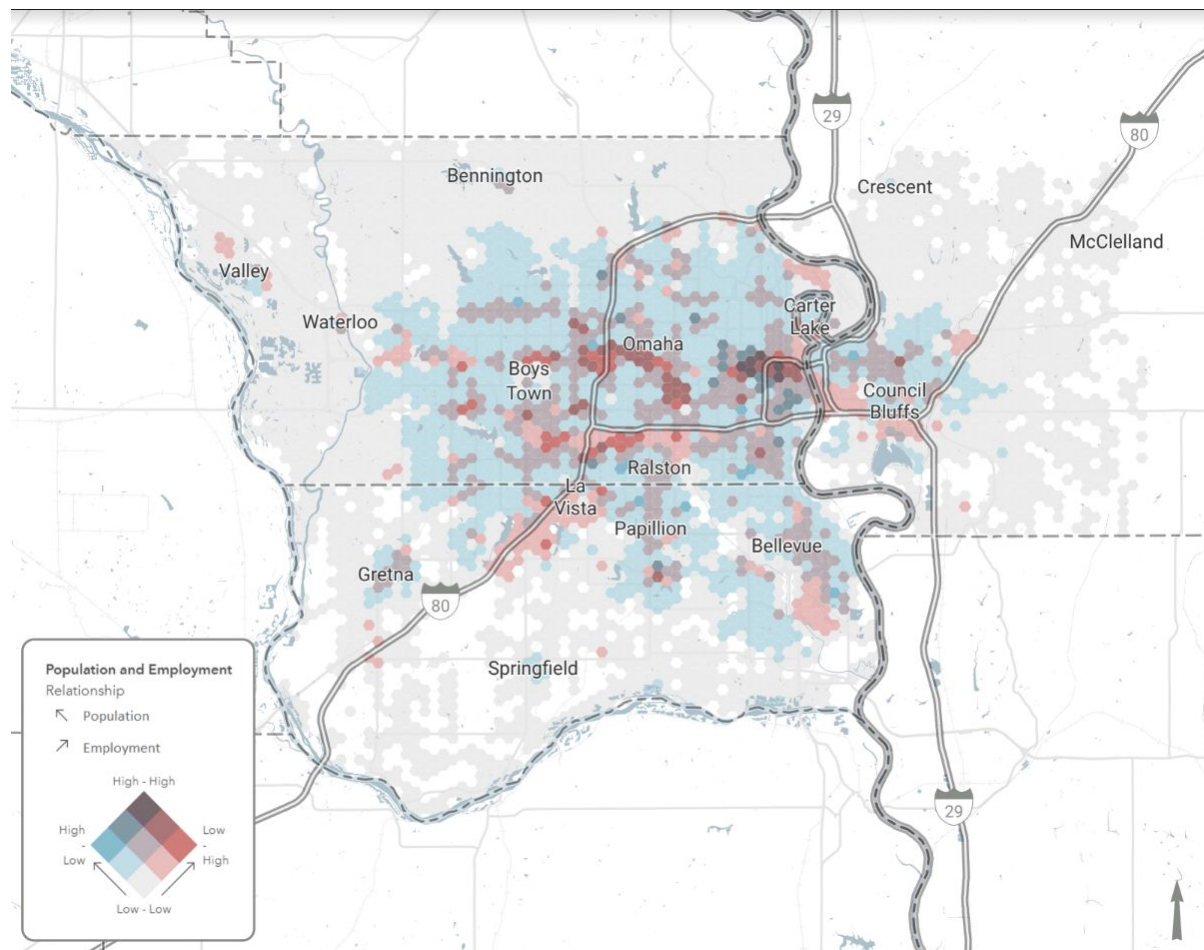
Figure A11: Housing and Transportation Costs as a Share of a Moderate Income



Major Employment Clusters

The Omaha-Council Bluffs Metropolitan Area consists of many different clustered areas of employment. Like much of the region's housing growth, jobs in the Omaha-Council Bluffs region have become much more decentralized over the last 50 years. This pattern is one in which jobs and employment options are moving from an urban core to suburban locations. Downtown and Central Omaha remain the highest concentration of employment in the region, while other corridors (notably the I-680) corridor have a similar level of total employment but at a much lower density. Significant employment centers include the Old Mill and Miracle Hills Business Parks, which are located to the north and south of West Dodge Road between 120th Street and I-680 in Omaha. Established areas such as the area north of L Street in Omaha, North Omaha and corridors along I-80 in Council Bluffs have remained important industrial clusters. Many new industries and businesses have located in La Vista near I-80 and West Giles Road. Figure A12 shows the distribution of population and employment throughout the region.

Figure A12: Total Population & Employment in the MAPA TMA.



Future Employment Growth

By 2050, the MAPA region is expected to have over 603,000 total jobs. This represents an increase of over 43%, which is slightly lower than the total anticipated population growth. The majority of these jobs will likely be in Douglas County, although Sarpy County will likely gain an increasing share as it continues to grow over the next 25 years. The total employment in Sarpy County is forecasted to grow by over 129%, from over 60,000 jobs in 2010 to close to 151,031 in 2050.

These forecasts are derived from a methodology that begins with total future population by age cohort. Historical trends and anticipated factors are then applied to forecast future labor participation rates for each employment type by age cohort, which results in the employment forecasts. Furthermore, during the development of the Heartland 2050 Vision, local counties and municipalities participated in community mapping meetings to determine the predicted land use and economic growth. Local comprehensive plans, community expertise, and data from the US Census were incorporated into Envision Tomorrow software to help determine the future land use and employment growth projections used to develop the original Heartland 2050 Vision. In 2018, MAPA staff updated the base year of these projections to 2015 to support the ongoing development of its travel demand model. Input was solicited from community leaders to refine the Heartland 2050 Vision scenario and two additional scenarios including a lower-density "sprawl" scenario and a more focused "transit-oriented development" scenario to support the transportation planning process.

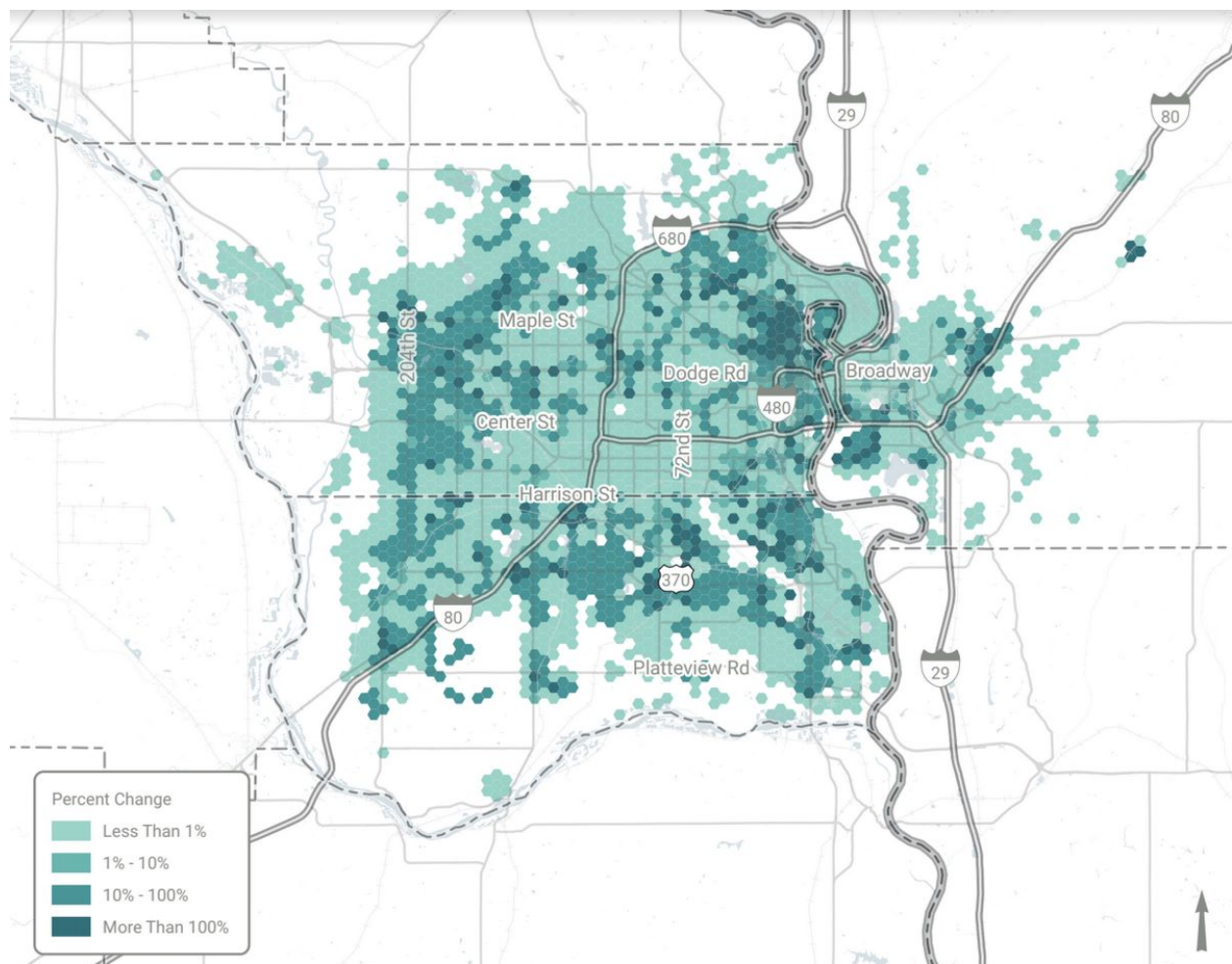
The maps that follow illustrate the distribution of various employment categories of the Heartland 2050 Vision scenario that serves as the socioeconomic data utilized in MAPA's Travel Demand Model. These maps are also instructive of how current land use plans will distribute future employment based on existing zoning requirements and anticipated patterns of development.



Commercial Employment Growth

Anticipated future commercial employment growth is identified in Figure A13, this anticipated growth is derived from local input and coordination with communities on future growth patterns and where they anticipate this growth to happen. Growth is likely to be well distributed, with clusters of future development in North Omaha, West Maple Road, West Dodge Road, and West Center Road corridors in Douglas County. Heavy growth in Sarpy County is anticipated near the current and proposed I-80 interchanges, Highway 370, 144th Street (N-50), as well as significant new development in the Cities of Bellevue, La Vista, and Papillion. Continued commercial growth is anticipated along the I-80 and Veteran's Memorial Highway in Council Bluffs as well.

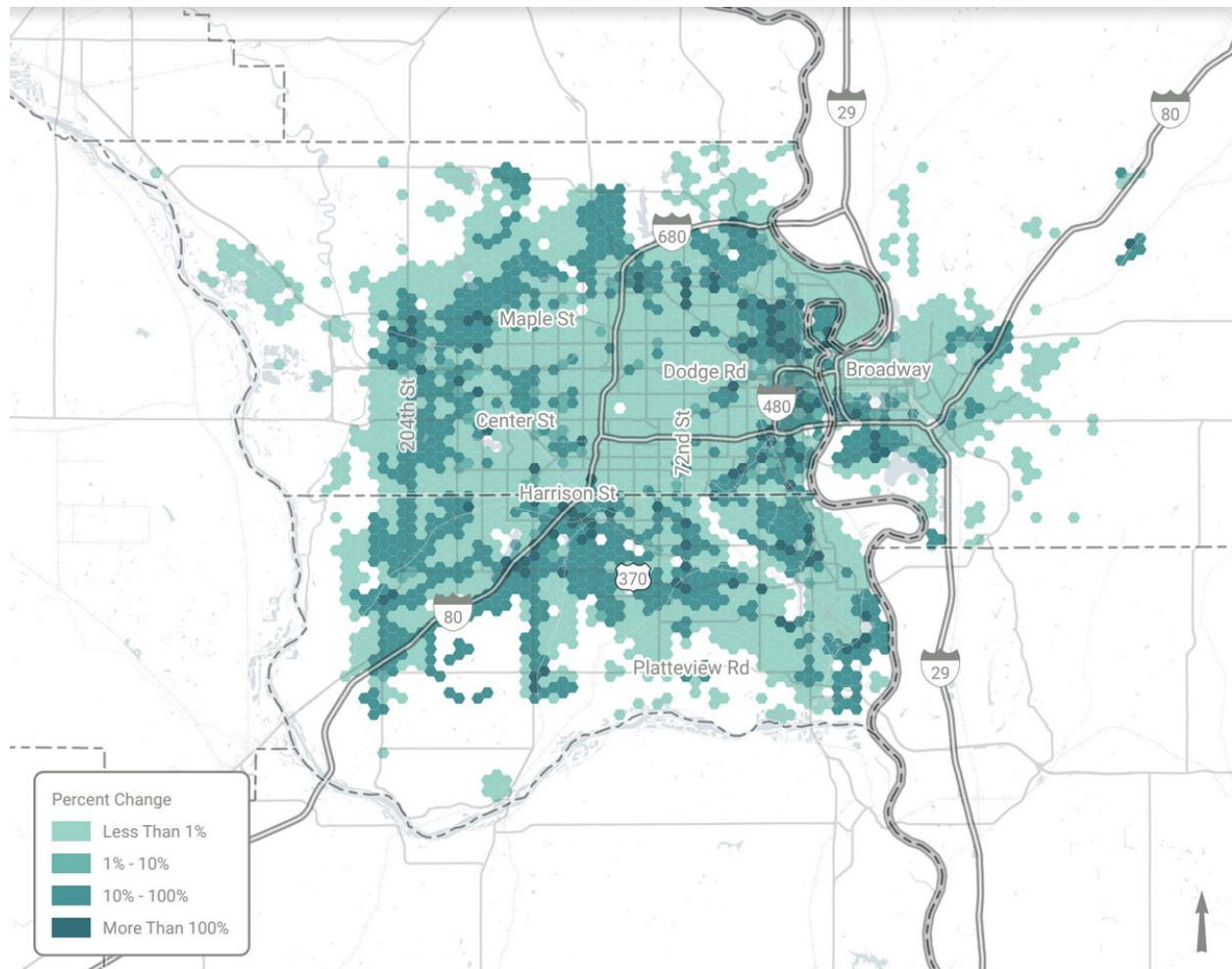
Figure A13: Future Commercial Employment Growth, 2015 to 2050



Office Employment Growth

Growth in office employment is forecasted adjacent to primary transportation arterials (see Figure A14) based on local comprehensive plans. These include the West Dodge Road and West Maple Road corridors, Highway 6/31 in Douglas County, along 72nd Street in far north Omaha, and near the I-80 interchanges in Sarpy County. Smaller areas of office development are also expected in Bellevue, Papillion, Council Bluffs, and developed portions of Omaha. While increases in office employment are anticipated in areas of new growth, redevelopment activities in North and South Omaha and Bellevue are anticipated to increase office growth as well.

Figure A14: Future Office Employment Growth, 2015 to 2050

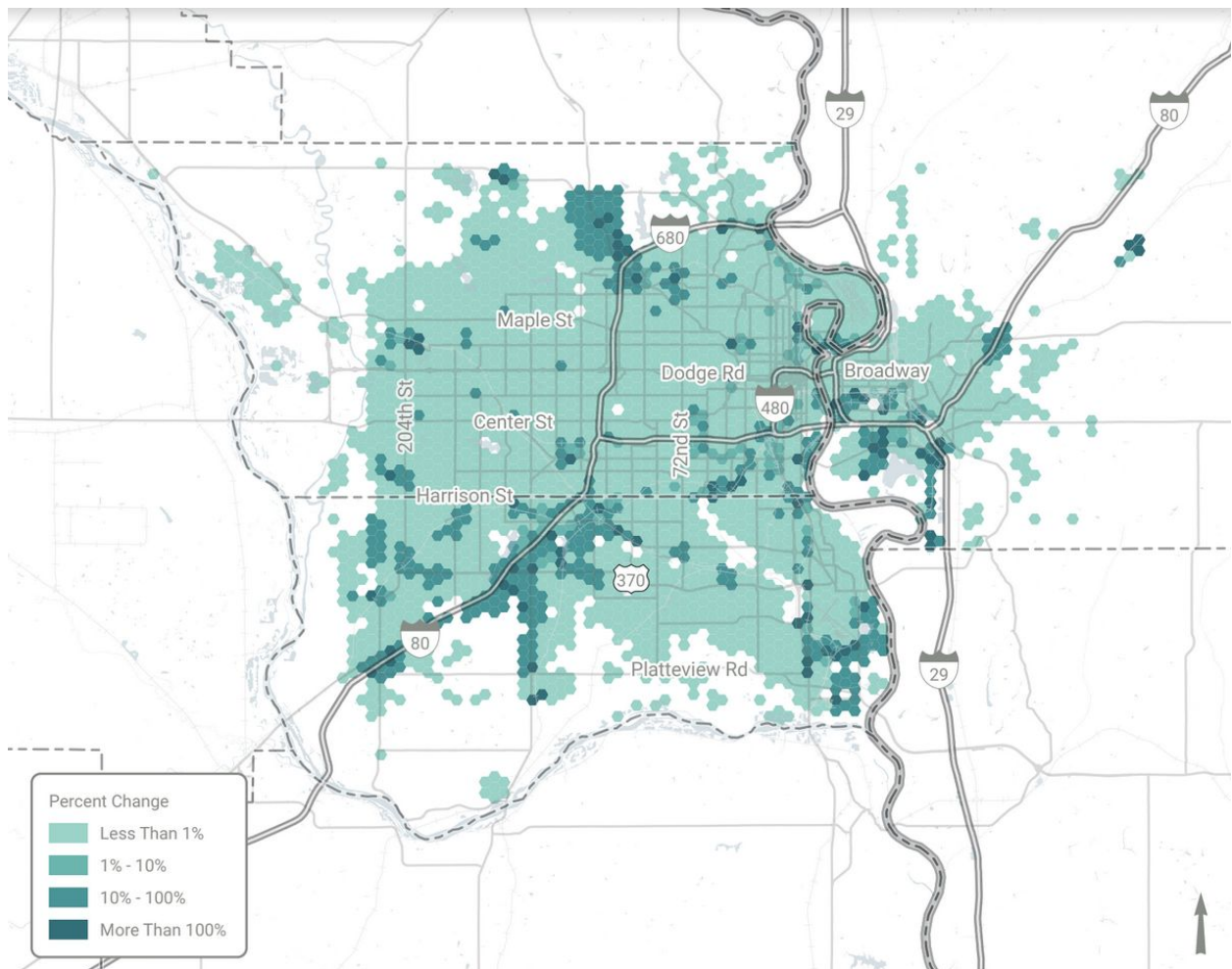


Future Industrial Growth

Industrial growth within the region is located in far more specific locations than commercial and office growth, based on the unique set of needs industrial sites need to be economically viable. Industrial centers are often located in places where access to trucking routes and rail corridors is optimal.

Similar to other growth patterns, large amounts of growth will be located south and west within the region, most notably in Sarpy County in the vicinity of Springfield and Gretna (along Highways 31, 50 and 370) where greenfield development sites are located. Other potential sites include Council Bluffs along Interstate 29, along Highway 133 between Omaha and Bennington, and in Bellevue near and adjacent to the new Highway 34 bridge.

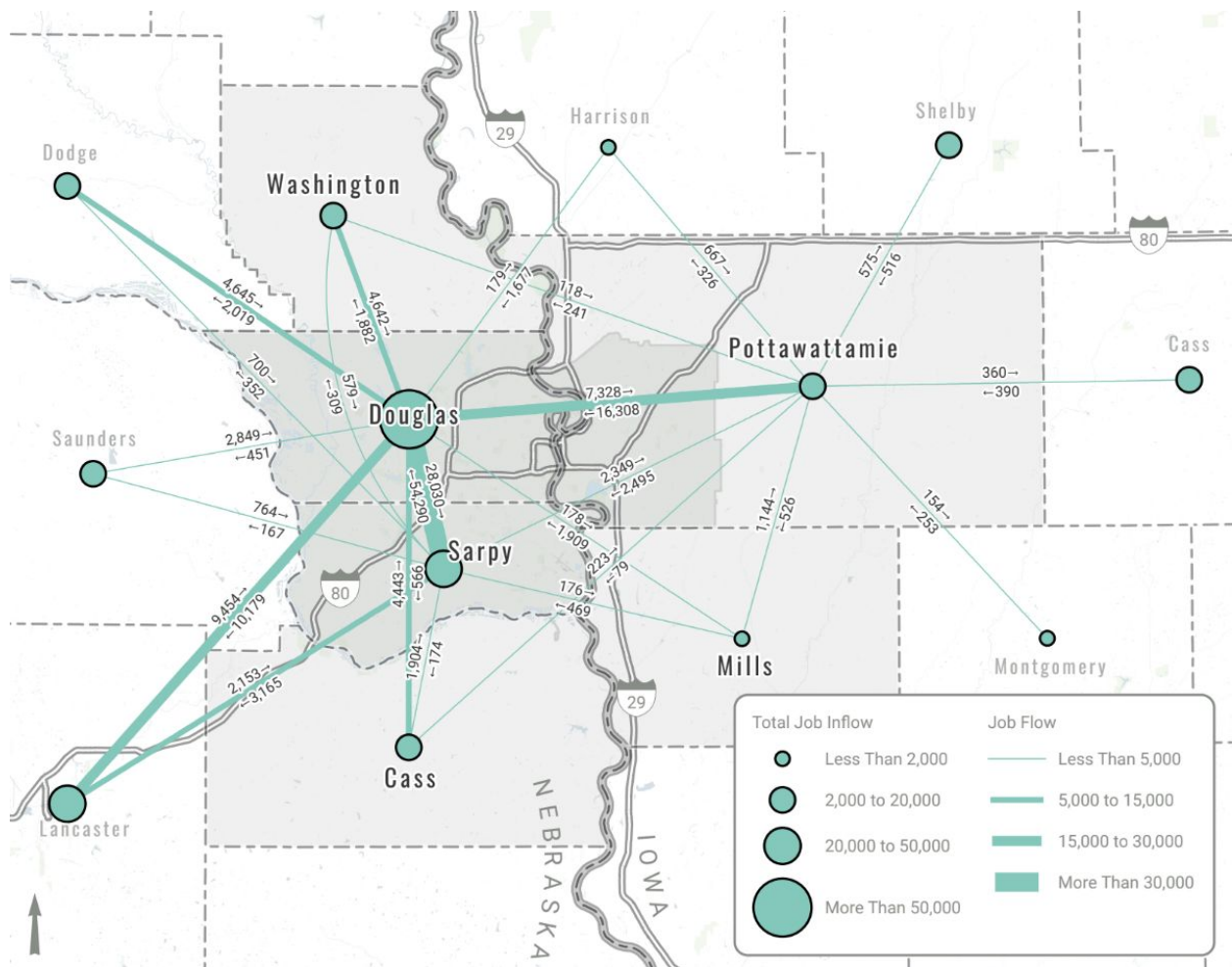
Figure A15: Future Industrial Employment Growth, 2015 to 2050



Commuting Characteristics

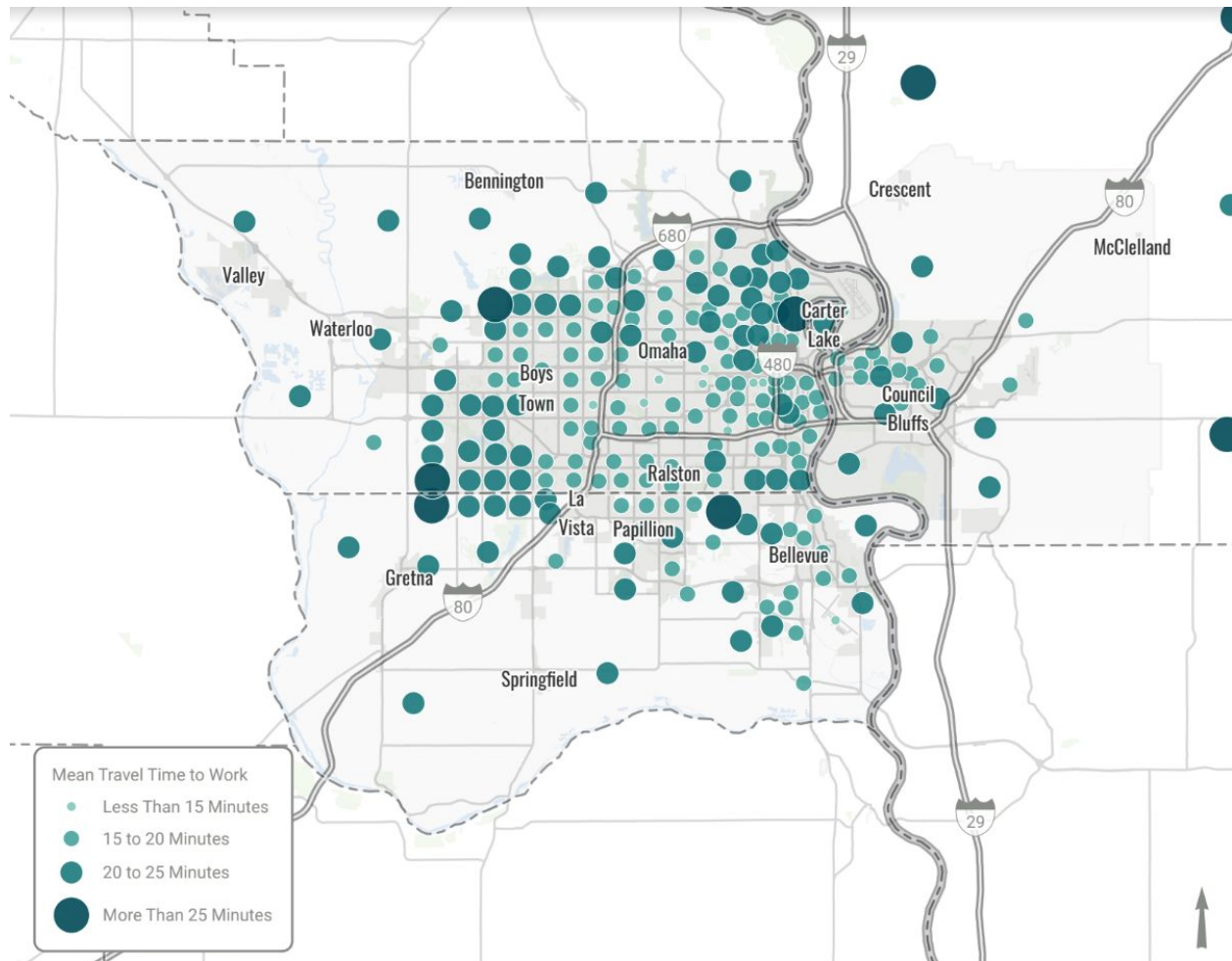
The urbanized area of the Omaha-Council Bluffs metropolitan represents the largest regional draw for jobs. Douglas County, in particular, represents over 75% of the region's GDP and has a significant draw for employees from across the larger region. Figure A16 illustrates the county-to-county commuter flows for the MAPA TMA. Douglas County represents the largest share of jobs in the region and has the largest in-flows of commuters on a daily basis. These flows demonstrate the potential not only for a focus on employment accessibility, but also opportunities for strategies such as intercity buses and vanpool programs at the regional level.

Figure A16: County-to-County Commuting Flows, Omaha-Council Bluffs Metro



Likewise, the Census Bureau collects journey-to-work data, including average travel times for work. Overall, the average travel time for commuters in the Omaha-Council Bluffs region is 20.3 minutes—a figure well below the national average. As the region has grown outward, travel times to major clusters of employment have increased. Additionally, pockets of the urban core (North Omaha and Bellevue) experience longer than average travel time due to westward employment growth, high concentrations of zero vehicle households and reliance on a limited transit network for additional accessibility. Figure A17 illustrates the overall travel times for workers in the MAPA TMA.

Figure A17: Mean Travel Time to Work, 2018 American Community Survey



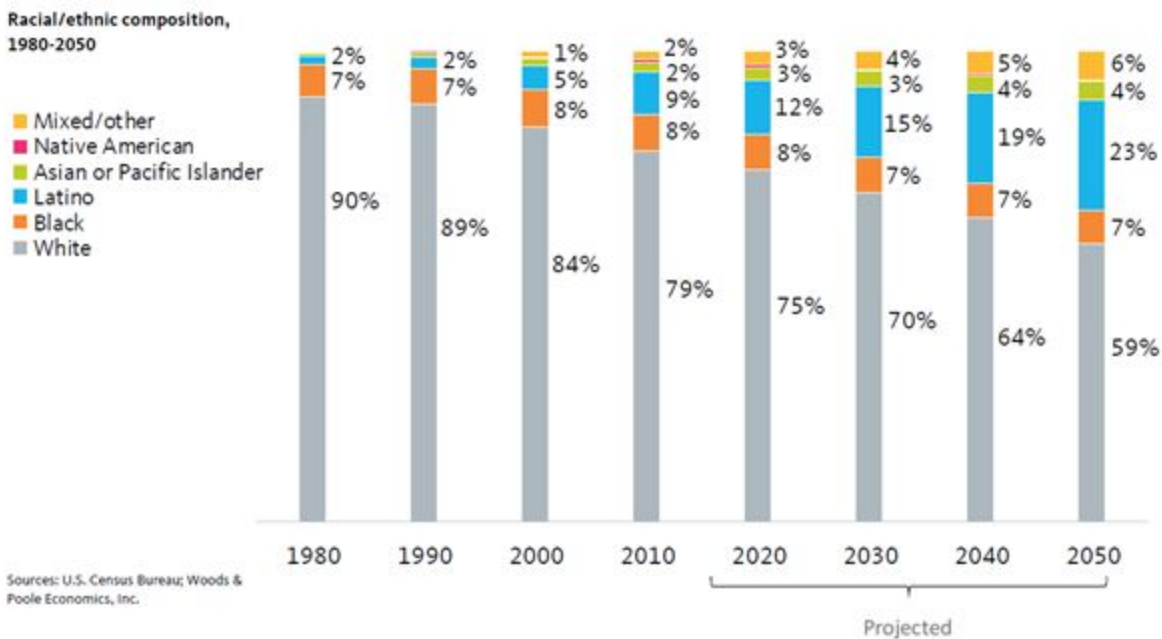
Equitable Growth in the MAPA Region

In 1980, 90% of the 650,000 residents in the Omaha-Council Bluffs Metropolitan Area were White, and the remaining 10% were predominantly Black. By 2010, the share of the population that was people of color had more than doubled, rising to 21% of the region’s 865,000 residents, and a more diverse mix. In the growing region, nearly all racial/ethnic groups are growing in absolute numbers, including the White population, but it is communities of color – particularly Latinos but also Asians, people of Mixed/other backgrounds, and Blacks – who are driving the region’s population growth and change. Communities of color contributed 59% of net growth between 2000 and 2015 and accounted for most new residents in five of the region’s eight counties. Between 2000 and 2010, the Latino share of the population increased from 5% to 9%.

Immigrants are also contributing to growth, with 23% of the growth in the region between 2000 and 2015 coming from immigrants, the overwhelming majority of whom are immigrants of color. This demographic shift is projected to continue, and, by 2050, 41% of the region’s residents will be people of color. Nearly one in four of the region’s residents will be Latino and the Black population will remain at about 7% of the total. While the Asian or Pacific Islander and Mixed/other populations will also grow, the White population share will decline.

Figure A18: Racial and Ethnic Composition of the MAPA Region, 1980 to 2050

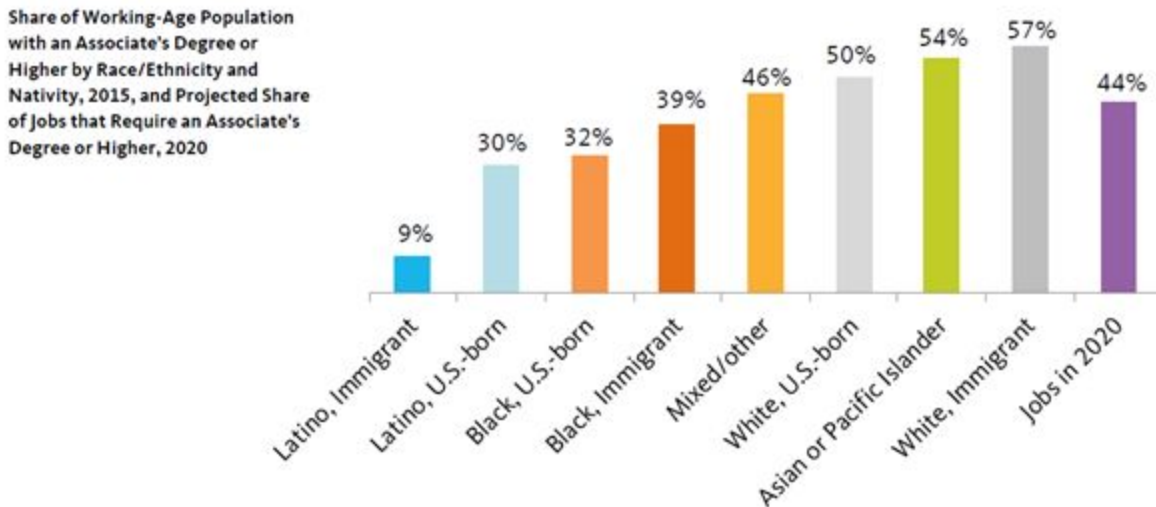
The region is quickly becoming more diverse and, by 2050, four in 10 residents will be people of color.



According to the Georgetown Center for Education and the Workforce, an estimated 44% of jobs in the area will require an associate’s degree or higher in 2020. Today, only 32% of the region’s U.S.-born Black workers and 30% of its U.S.- born Latino workers possess that level of education. This figure is even lower for Latino immigrants, at 9 percent.

Figure A19: Working Age Population with Associate’s Degree or Higher, by Race & Ethnicity

There is a wide gap between the education levels of Black and Latino workers and the educational requirements of future jobs.



Sources: Georgetown Center for Education and the Workforce; IPUMS. Universe for education levels of workers includes all persons ages 25 through 64. Note: Data for 2015 by race/ethnicity/nativity represents a 2011 through 2015 average and is at the regional level; data on jobs in 2020 represents a regional job-weighted average of state-level projections for Nebraska and Iowa.

While unemployment in the region was low and falling 2.9% in 2019, Black workers continue to face recession-level unemployment rates (9.4%), and unemployment remains very high for White workers without a high school diploma (12%). The region’s Black workers are more likely to be unemployed than their White and Latino counterparts at every level of education except for those with a bachelor’s degree or higher (Latino residents had the highest unemployment rate at this level of education at 6%). As was discussed previously, the COVID-19 pandemic has dramatically increased unemployment in the region and deepened existing racial inequities.

For the typical worker in the Omaha-Council Bluffs region – the one right in the middle of the wage distribution– wages have been stagnant (at \$19.90/hour) since 2000. Wage growth was stagnant for White workers (median wage of \$20.50/hour), and just barely increased for Black workers (from \$16.30 to \$16.70/hour), while wages decreased for Latino workers (from \$15.00 to \$13.80/hour), and increased substantially for Asian or Pacific Islander workers (from \$18.50 to \$21.20/hour). Similar to unemployment, wages tend to increase with education, but racial gaps remain even among workers with similar education levels. People of color with a bachelor’s degree or higher earn \$3 less per hour than their White counterparts, which adds up to about \$6,000 less per year. Within the region, racial economic gaps remain even after



controlling for education reveals the persistence of racial barriers to economic opportunity – including overt discrimination as well as more subtle forms of exclusion that are embedded into institutions and systems.

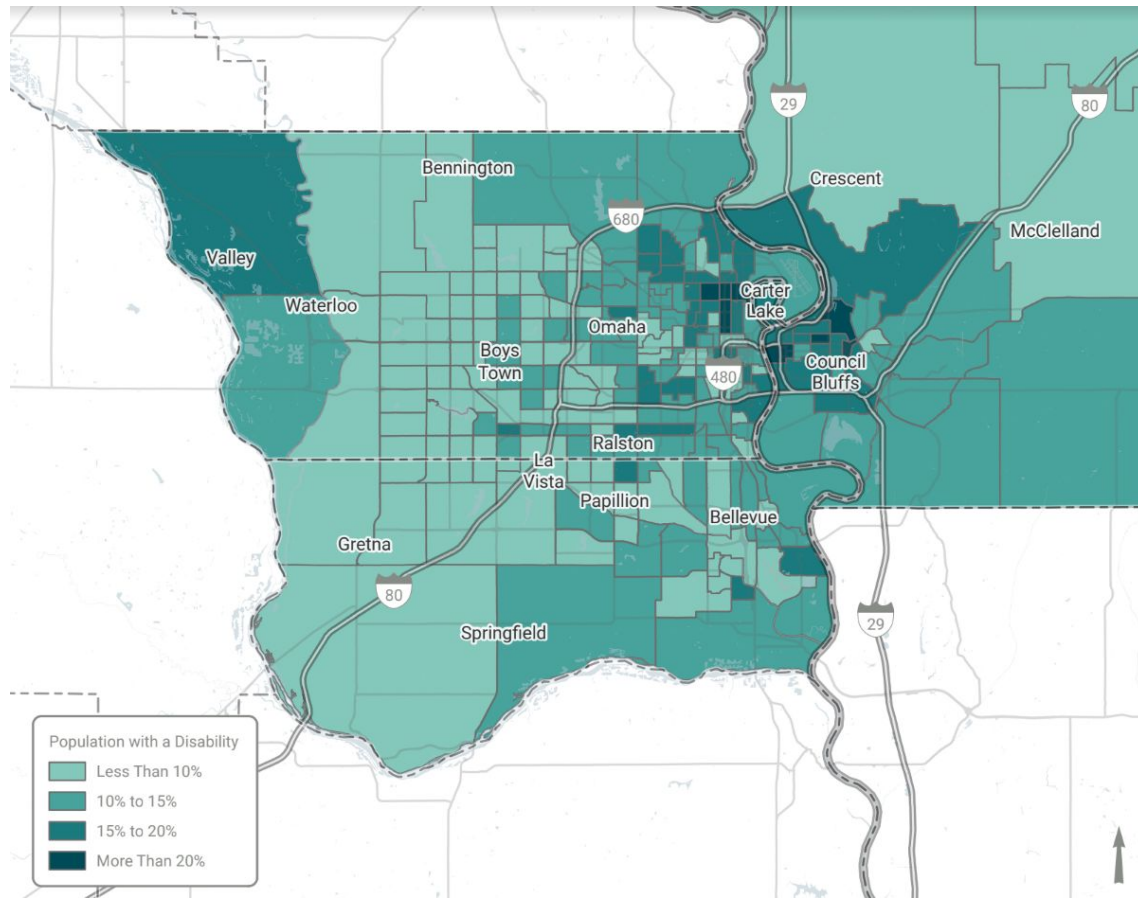
As a part of the Transportation Improvement Program, MAPA annually looks at the impacts of upcoming transportation projects. Programs of projects are analyzed for their geographic distribution as well as the projected benefits and burdens in Environmental Justice areas and non EJ areas to determine if there is a disparity in funding within the region. Program analysis takes into account the differences of impacts that transit, pedestrian, bike, and roadway changes have in a geographic area and the access that these projects provide for EJ and non EJ populations to housing, employment, and education. MAPA continually evaluates the tools available to analyze the impacts of transportation investments on EJ populations and to weigh the benefits and burdens of the transportation system on populations throughout the region

Population with a Disability

Figure A20 provides a summary of the disabled population in the Omaha-Council Bluffs Metro Area. Based on American Community Survey data, there are approximately 86,000 people who are considered disabled, most of these people are concentrated in the North Eastern section of Omaha city and throughout the City of Council Bluffs– particularly near downtown Council Bluffs. Northeastern Omaha is well served by Metro Transit’s fixed route service presently and is within the ¾ mile buffer of fixed route service in which Metro’s MOBY demand response paratransit service operates. Council Bluffs Special Transportation Services provides demand response trips throughout the entire City of Council Bluffs. Additionally, MAPA’s Coordinated Transit Committee continues to work with local stakeholders and non-profit transit providers to expand the mobility of elderly and disabled populations with paratransit services.



Figure A20: Percentage of Population with a Disability

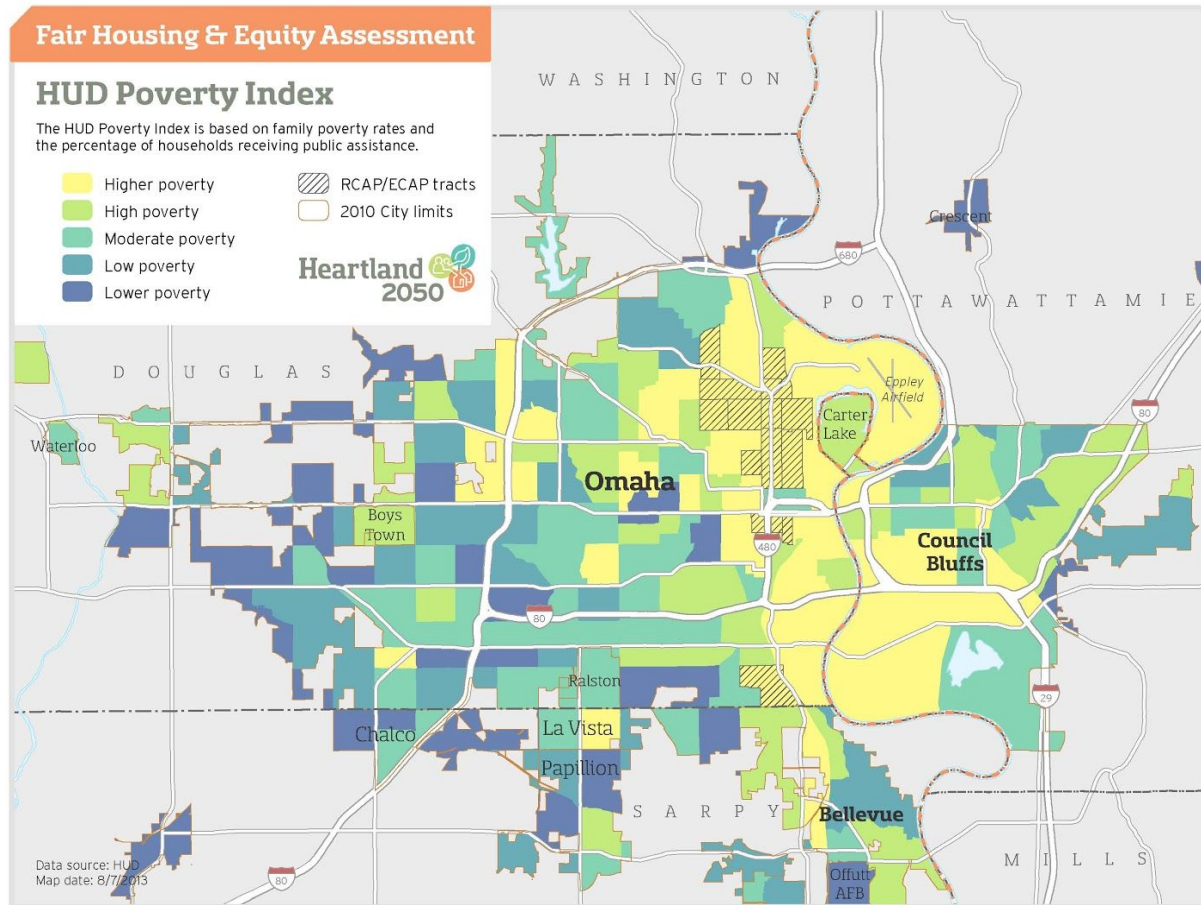


Population Living in Poverty

There are approximately 93,000 people living at or below the poverty line, representing approximately 10.3% of the population. The highest concentrations of these low-income individuals are found within Northeastern Omaha. Figure 21 illustrates HUD's Poverty index, which captures the depth and intensity of poverty in a given neighborhood. The index uses both family poverty rates and public assistance receipt, in the form of cash-welfare, such as Temporary Assistance for Needy Families (TANF). For populations in poverty in Omaha, access to job centers is a critical need. The area of Northeast Omaha that has the highest concentration of poverty is very well-served by transit at present. Additionally, high poverty areas of south Omaha and Council Bluffs have low to moderate levels of transit accessibility, limiting the access populations in those areas have to jobs and educational opportunities.



Figure A21: HUD Poverty Index and RCAP/ECAP Census Tracts



Zero Vehicle Households

Approximately, 22,000 households in the MAPA region do not have access to a personal automobile, representing roughly 6.3% of households in the region. Much like the poverty statistics discussed previously, the highest concentrations of zero vehicle households are found in eastern Omaha within the city’s urban core. The absence of an automobile in a household can create serious limitations on the mobility of residents. While the areas of the MAPA region with the highest concentrations of zero-vehicle households have the highest levels of transit service, the existing transit service only provides access to a small proportion of the total jobs in the region—with less than 30% of the region’s jobs accessible via transit from any location in the metro. Figure A22 illustrates the distribution of zero-vehicle households throughout the MAPA region, and Figure A23 illustrates the accessibility of jobs via a 45 minute transit trip in the Omaha-Council Bluffs metropolitan area.



Figure A22: Zero Vehicle Households in the MAPA TMA, 2018

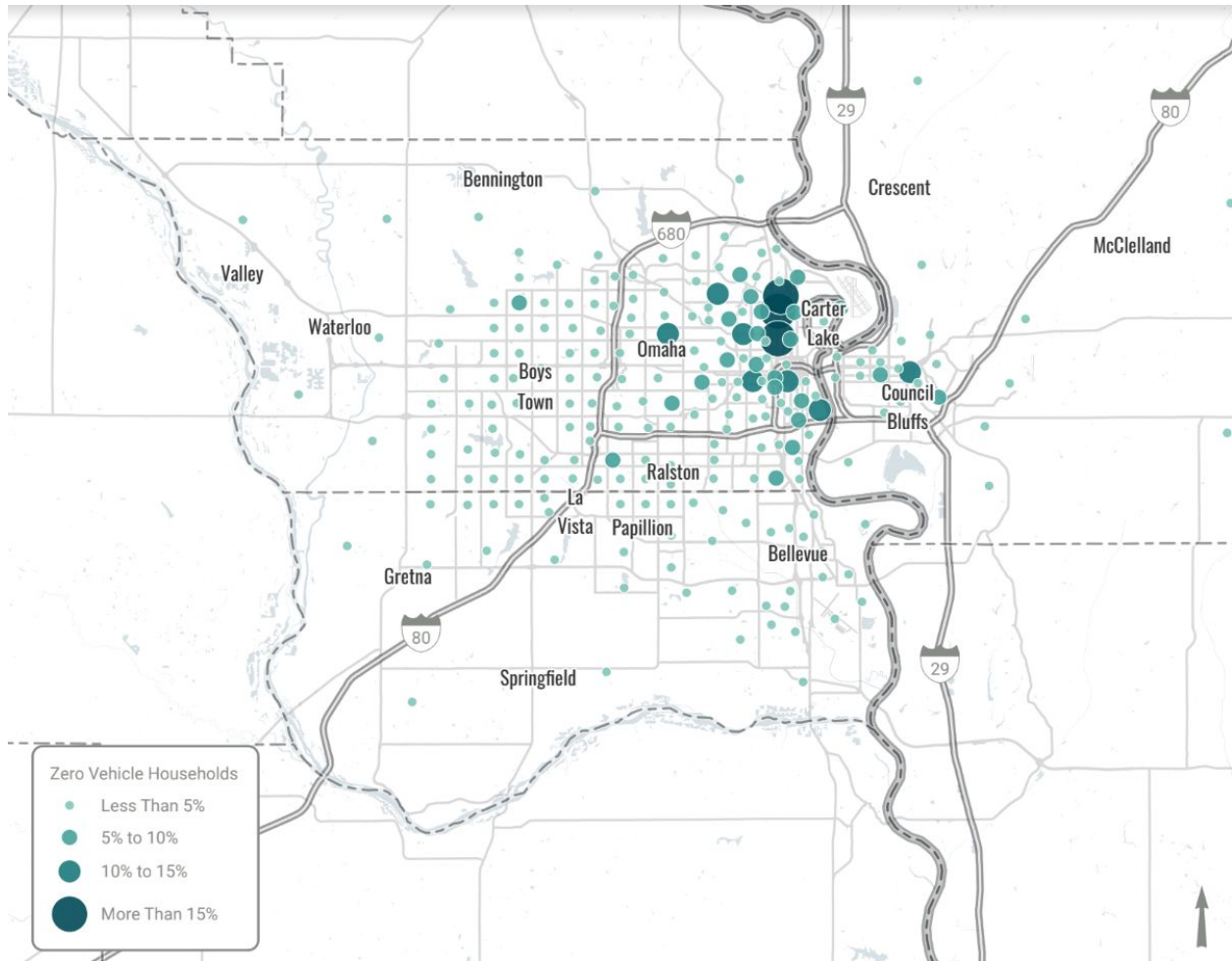
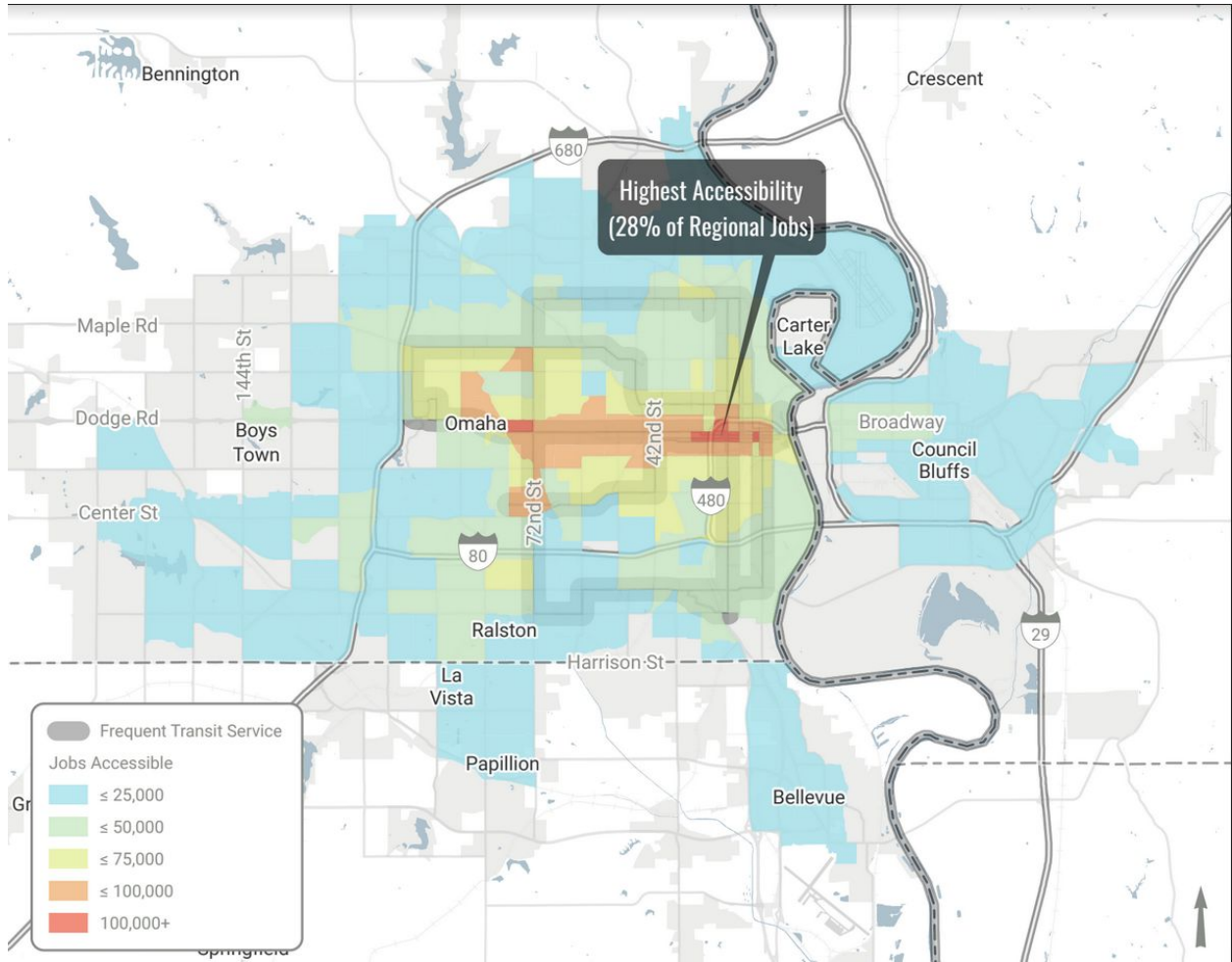


Figure A23: Accessibility of Regional Jobs by 45 Minute Transit Trip



Race and Ethnicity

Table A7 shows the number of people of colour in the Omaha area by geographic concentration. The highest concentrations of minority populations are found in the urban core of the City of Omaha. In general, the Black population in the region is concentrated north of Dodge Street and east of 72nd Street, while the Hispanic/Latino populations are concentrated south of Dodge and east of 42nd Street.

Table A7: Race and Ethnicity in the MAPA Region, 2018

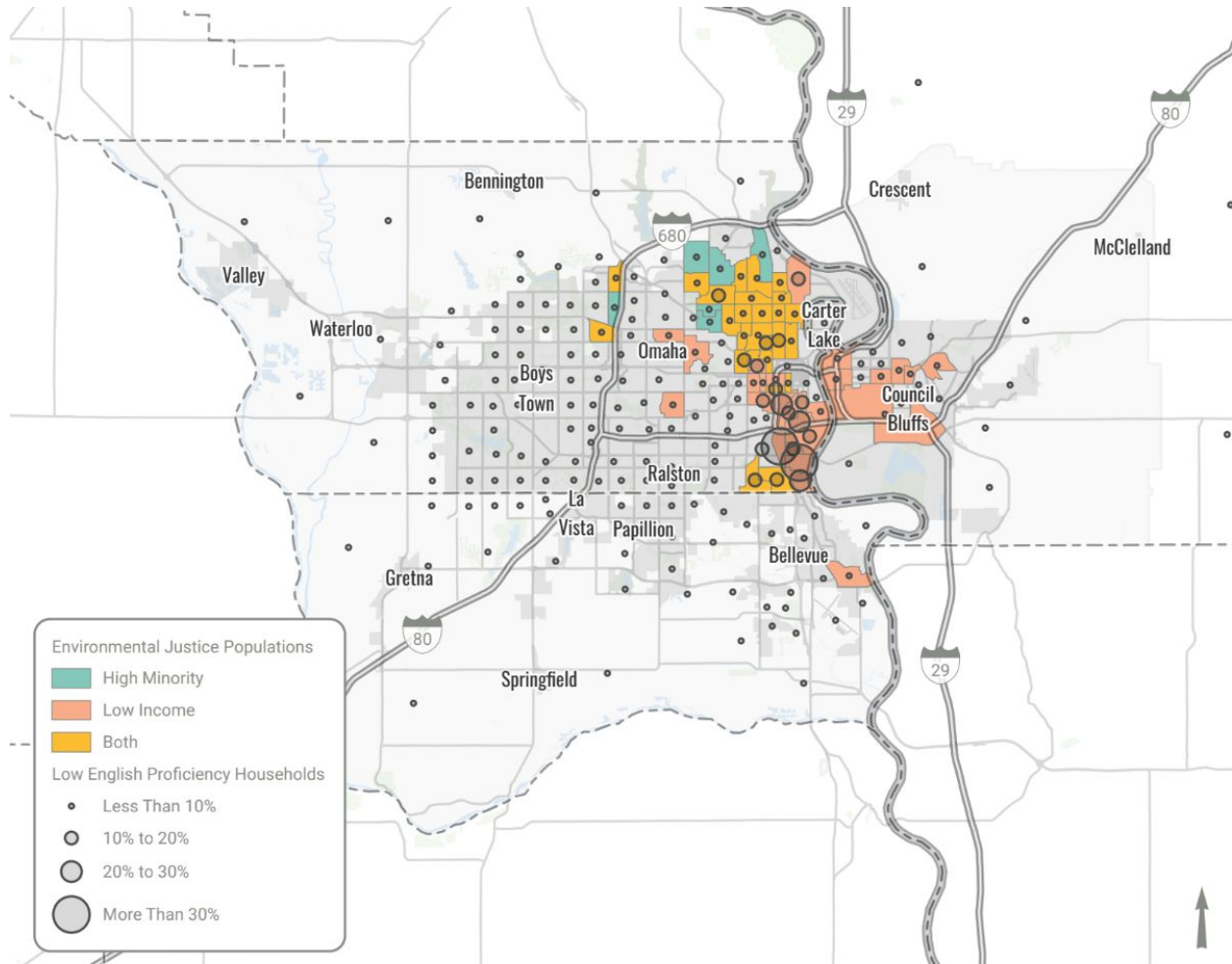
Race	Total	Percent
White	608,232	75.2%
Black	67,639	8.4%
Hispanic/Latino	86,456	10.7%
Other	46,584	5.8%

Total Population	Persons of Color	Percent
808,911	200,679	24.8%

An analysis conducted by PolicyLink in MAPA's Equitable Growth Profile noted that communities of color have been and will continue to drive population growth within the MAPA region. This analysis found it is critical that these communities are able to participate fully in the planning and decision-making about transportation investments within the MAPA region. The analysis and accommodation strategies detailed in this chapter reflect MAPA's commitment to ensuring that these communities have full access to the transportation planning process and services.



Figure A24: Environmental Justice Areas and Areas with Limited English Proficiency



Within the MAPA region, much of the Limited English Proficiency (LEP) population is concentrated in low-income and high-minority areas of the region. Figure A24 illustrates areas in which a disproportionately high number of LEP speakers are concentrated in a particular census tract. These population centers are concentrated largely in the core of the region, with areas in Douglas, Sarpy and Pottawattamie Counties. To quantify the needs of LEP persons within the Omaha-Council Bluffs region, MAPA staff conducted a demographic analysis of American Community Survey (ACS) data to assess the number and proportion of LEP residents. A summary of this analysis is included in Table A8 (next page).



Table A8: Limited English Proficiency in the MAPA TMA

	Total	Percentage
TMA Population (5 Years and Older)	872,662	–
Spoke only English at Home	774,742	88.8%
Language Other than English Spoken at Home	97,920	11.2%
Persons who Speak English Less than "Very Well"	31,416	3.6%

Generally, the vast majority of residents in the MAPA region live in English-only households (88.8%). However, of the households that speak a language other than English at home, nearly one third of these residents speak English proficiently. Thus, while most people who are likely to be impacted by MAPA’s planning activities or services speak English, those who speak a different language at home are much more likely to have difficulty understanding oral or written information provided by MAPA in English. As such, this need is an important consideration of accommodation strategies discussed later in this chapter.



Natural Environment

Climate

The MAPA region is located in the interior plains of North America and is within a transitional area between a generally humid climate to the east and an arid climate to the west. The area is not directly influenced by the presence of mountains, oceans, or large inland bodies of water that serve as climatic buffers. This combination of transitional location and lack of climatic buffers result in the region’s large range of climatic extremes and rapid changes in weather conditions. The unimpeded invasion of large air masses of differing character is commonplace and often causes extreme weather events.

The MAPA region has a continental climate with relatively warm, humid summers and cold, dry winters. Most precipitation occurs between April through September in the form of showers or thunderstorms. Average annual rainfall is 30.4 inches and average annual snowfall is 27.6 inches. Average monthly climate data for the region are provided in Table A9.

Table A9: Average Monthly Climate Data 1981-2010 Normals (Omaha Eppley Airfield)

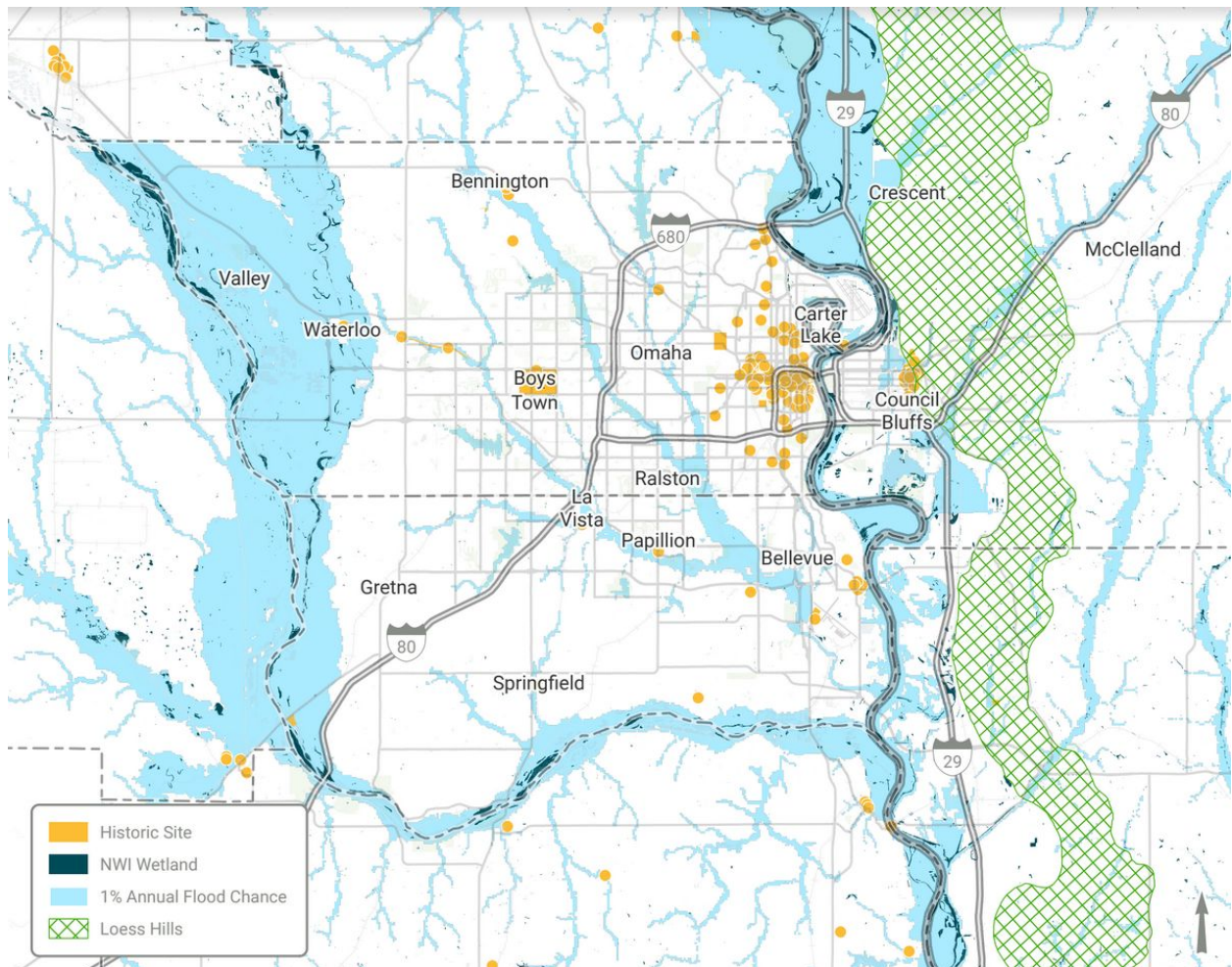
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
AVG TEMP °F	23.5	28.1	39.5	51.7	62.3	72.1	76.7	74.6	65.7	53.2	38.9	26.0
MAX TEMP °F	33.4	38.1	50.9	63.7	73.8	83.2	87.3	85.1	77.6	64.7	48.9	35.3
MIN TEMP °F	13.6	18.1	28.1	39.8	50.9	61.0	66.2	64.0	53.9	41.6	28.8	16.7
PRECIP (IN)	0.72	0.85	1.99	2.96	4.76	4.18	3.83	3.82	2.68	2.15	1.64	1.04



Water Resources

Water sources exist in the MAPA region in the forms of major rivers, lakes, and streams. The Missouri River is the region's largest and most heavily used water resource, both commercially and recreationally. The Elkhorn, Nishnabotna and Platte rivers also traverse the region. Carter Lake and Lake Manawa are the region's two largest lakes, both formed by separate Missouri River floods that occurred in the late 1800s. There are also several key inland wetlands and floodplains in the area which must be considered when building or expanding local infrastructure projects. Figure A25 below shows these key water resources for the region as well as flood plains, historic properties, and the Loess Hills conservation district.

Figure A25: Flood Zones, Wetlands, Conservation Areas and Historic Sites



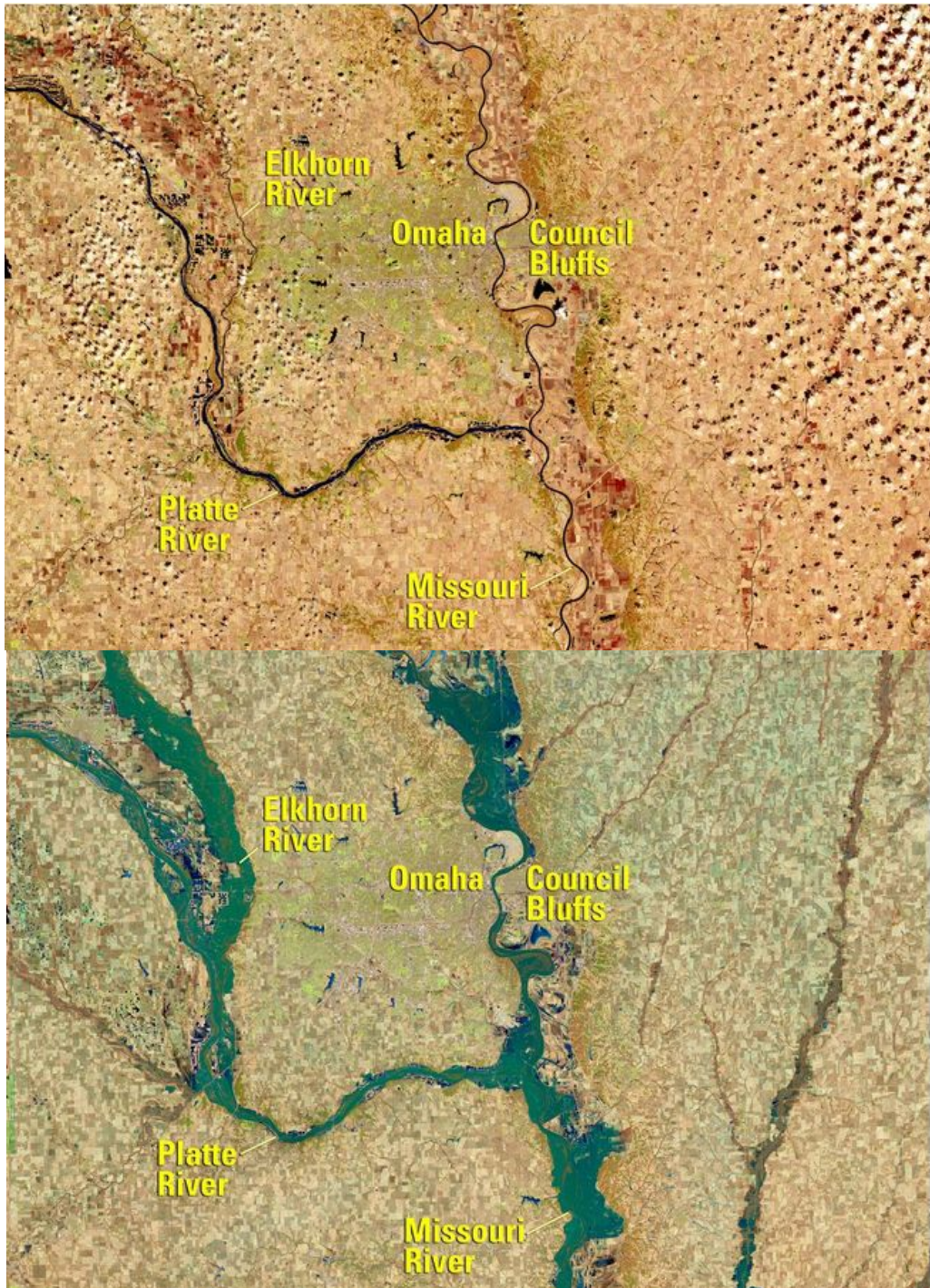
Climate Challenges: Flooding

The Papio-Missouri River Natural Resources District in Nebraska and Golden Hills Resource Conservation and Development in Iowa work to conserve, manage, and enhance the natural resources in the region, including land that is located in flood hazard areas. Flood hazard mitigation is accomplished in different ways, including channelization and dam rehabilitation projects, and by the purchase of properties located in the floodplain. Acquisition programs allow local jurisdictions to acquire properties in flood hazard areas and remove or demolish any structural properties. Once properties are acquired and structures are removed, land is restored to green space with restrictions on development put in place. Buyout programs were implemented with FEMA assistance as a result of Missouri River floods in 1993, 2011 and 2019. Programs as a result of the 2019 flood are currently in progress in Pottawattamie and Sarpy counties.

The flooding in 2011 was unprecedented for several reasons. Heavy rains and delayed snow melt in the upper river basin forced the U.S. Army Corps of Engineers to release record amounts of water from its network of dams. From June through September, portions of all five MAPA counties were inundated with water. Though levees did not fail, they were significantly strained by the record length of inundation. Several bridges and portions of Interstates 29 and 680 were closed off during the flood's duration. Other critical facilities in the region were hindered. The grounds of the Fort Calhoun Nuclear Generating Station were inundated, though the plant was in



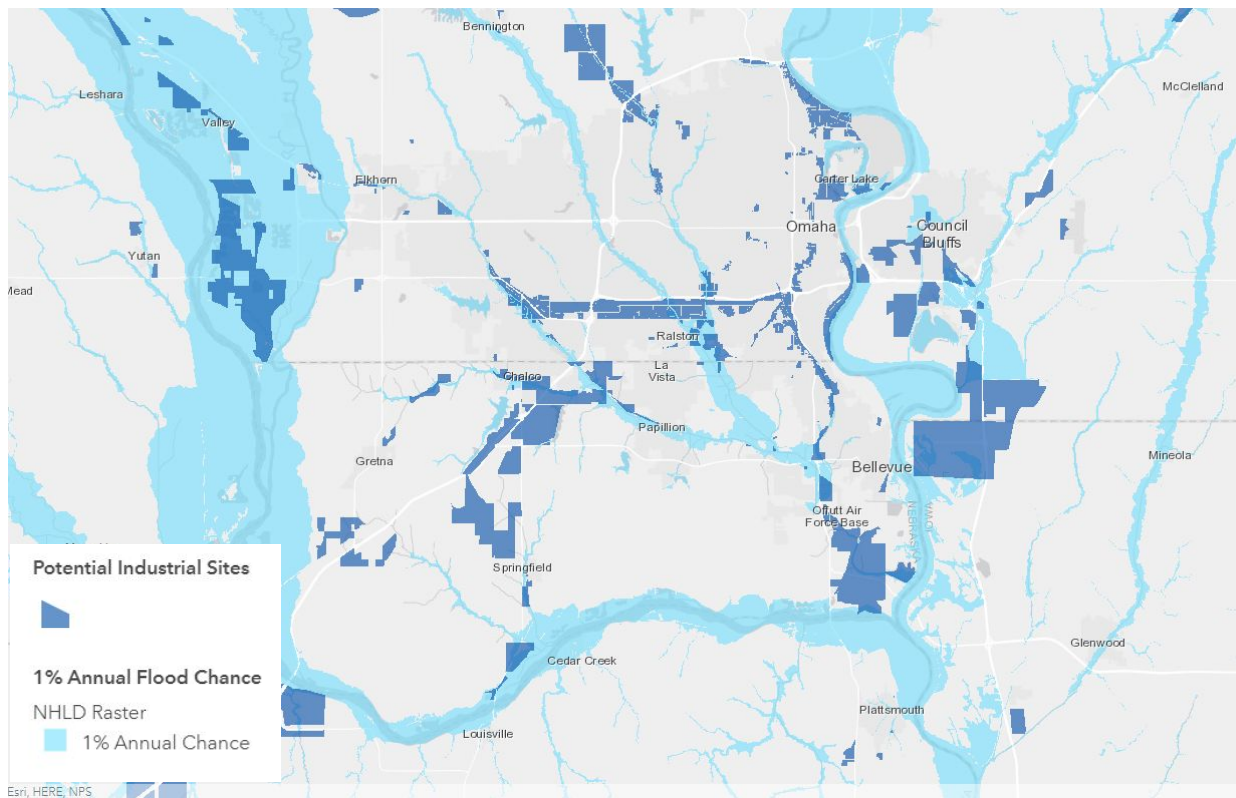
Figure A26: 2019 Spring Flooding Extents - March 2018 vs March 2019 Imagery



shutdown mode for non-related reasons. Eppley Airfield in Omaha had to expend massive resources to keep floodwaters at bay. In Spring 2019, a large weather event, coupled with record snowfall created a large flood event on the Elkhorn and Missouri Rivers which flow through the Omaha-Council Bluffs Metropolitan Area. As shown below (courtesy of NASA) flooding along the Missouri caused rivers to inundate many areas of the region, including Offutt Air Force Base in Bellevue. Portions of Interstate 29 and I-680 were closed for extended periods of time. Increased rainfall in plains states such as Iowa and Nebraska due to climate change has increased the potential for catastrophic flooding on an annual basis.

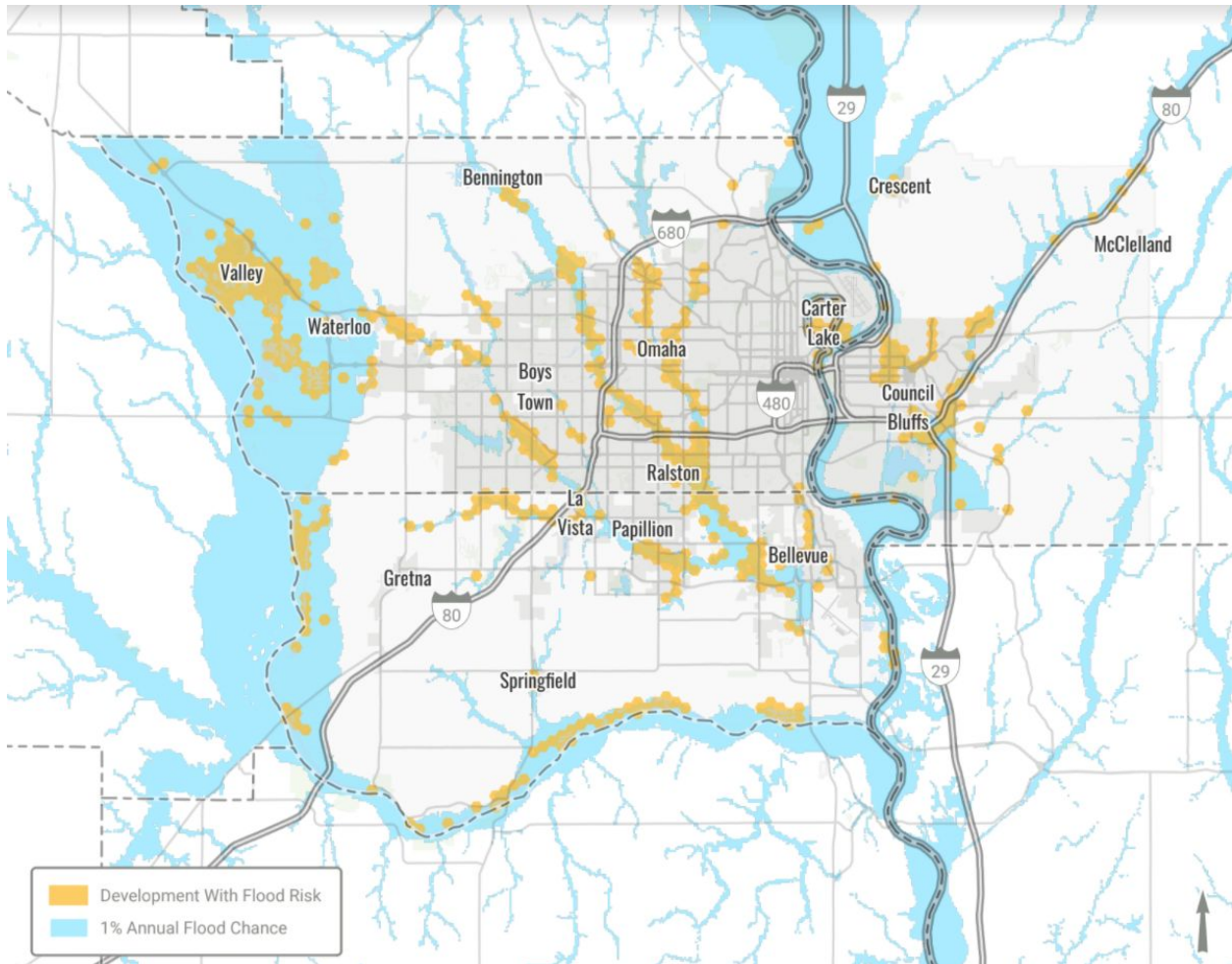
MAPA’s regional development report includes a brief analysis of the impact that recurrent flooding will have on property and infrastructure in the region. Figure A27 shows areas of 1% annual chance of flooding and potential industrial sites. These sites are derived from local comprehensive plans. Industrial land uses are often at odds with flood risk. Many communities will identify industrial sites in areas where other land uses may not be suitable but the risk to potential future industrial development remains.

Figure A27: Floodplains and Planned Industrial Growth in the MAPA Region



Similarly, Figure A28 includes grids with commercial and residential parcels that are within flood areas. The 1% annual chance flood areas are based on elevation modeling and the presence of flood control structures but only estimate the location of areas that could be impacted. Within the metro area we estimate that approximately \$3.3 billion in property value is at risk of flooding.

Figure A28: Floodplains and Property at Risk, MAPA 2020 Regional Development Report



Air Quality

The Clean Air Act, as amended in 1990, requires the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for pollutants deemed harmful to humans and the environment. Air quality sensors in both Nebraska and Iowa continuously monitor the levels of harmful gasses, particulates, and elements contained in the ambient air of the MAPA TMA.



As of January 1, 2016, the entire MAPA TMA is in attainment for EPA air quality standards. Though these are likely to change in the coming years. Figure A29 shows the current allowable levels of ground ozone and the Omaha-Council Bluffs levels. In 2008 ozone levels dropped slightly, due to the economic recession, but rose after 2010 during the economic recovery. MAPA’s “Little Steps, Cleaner” was designed to educate residents of the region about air quality issues and actions they can take to improve air quality. Since 2012, this program has been funded with support from both the Nebraska Department of Roads and Iowa Department of Transportation with Congestion Management & Air Quality (CMAQ) funding. In recent years the region’s design value for ground-level ozone has remained below the standard, but future regulatory changes related to the NAAQS could result in non-attainment for the region. This designation would have significant impacts on the transportation planning process. Hotter summer weather and increases in transportation emissions could threaten our ability to maintain non-attainment status. Figure A30 shows the locations of air quality monitors throughout the region.

Figure A29: Omaha-Council Bluffs Ground-Level Ozone Design Values, 2010-2019

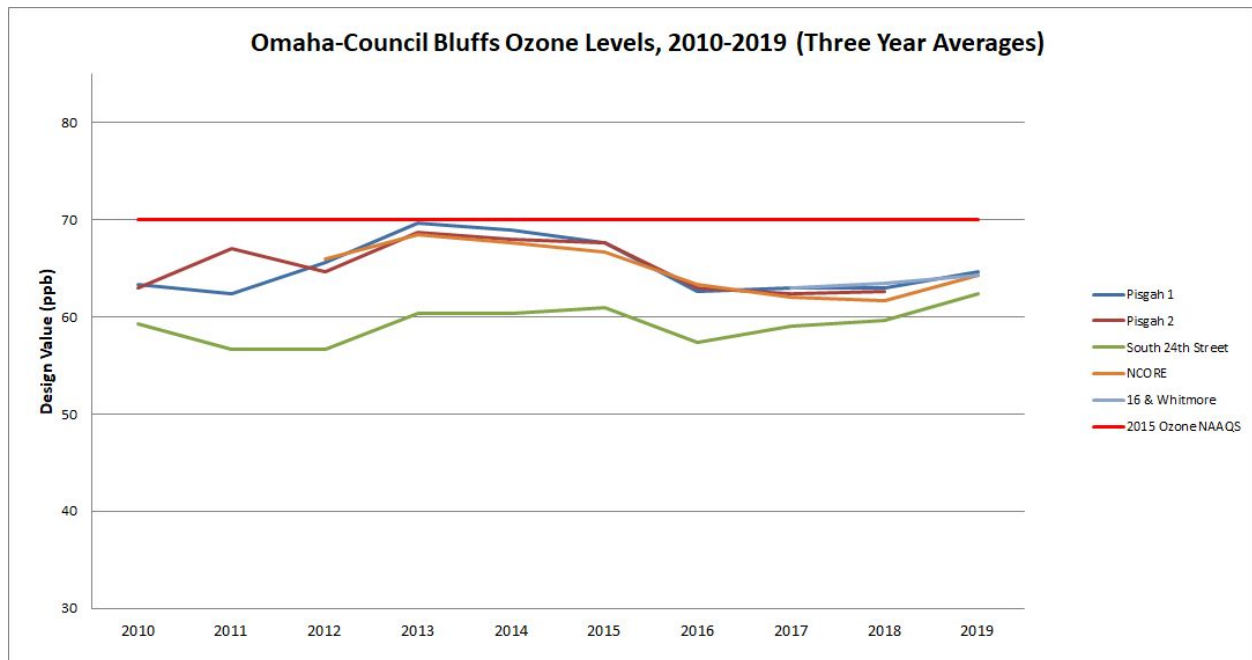
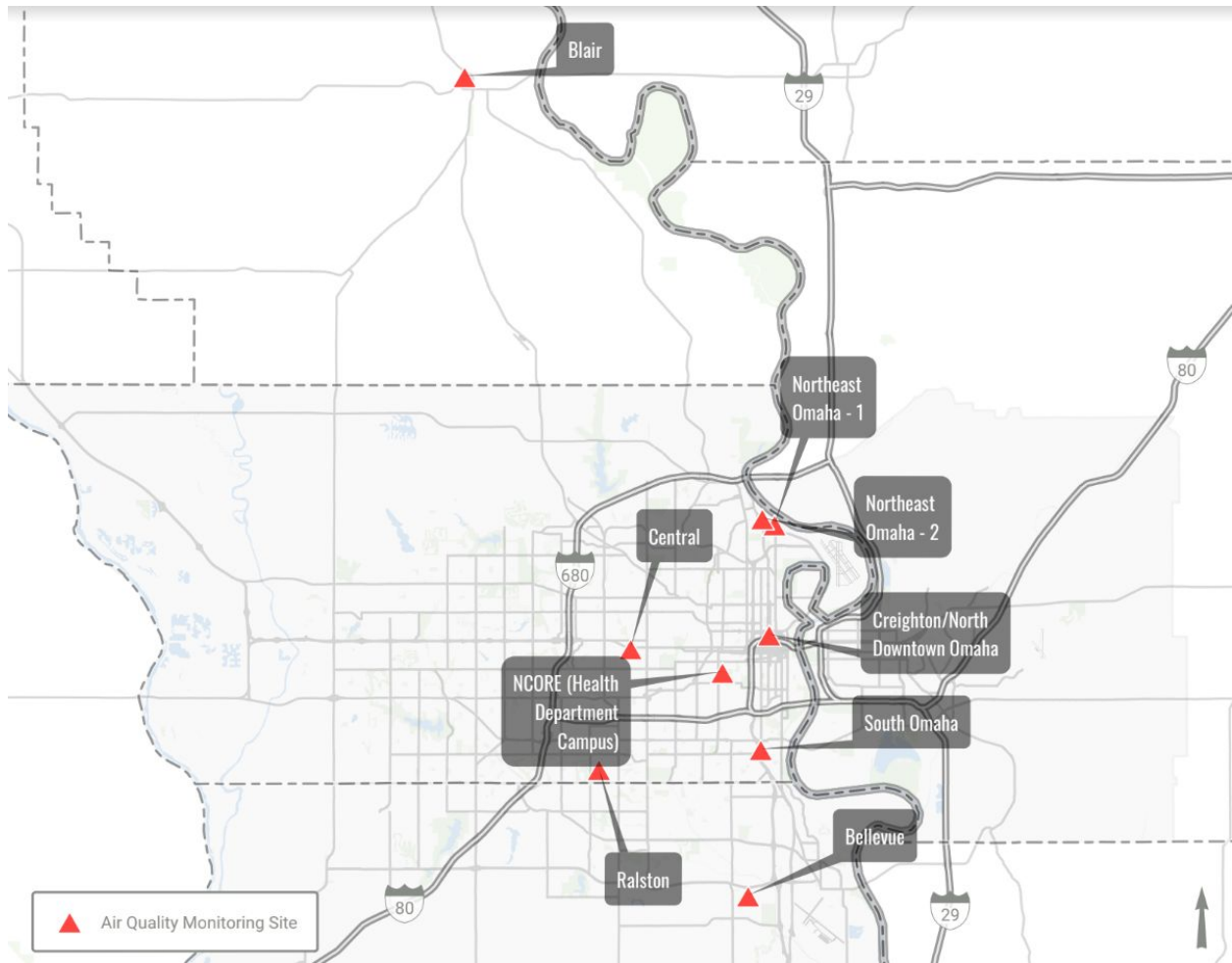


Figure A30: Air Quality Monitoring Locations, Omaha-Council Bluffs Metro

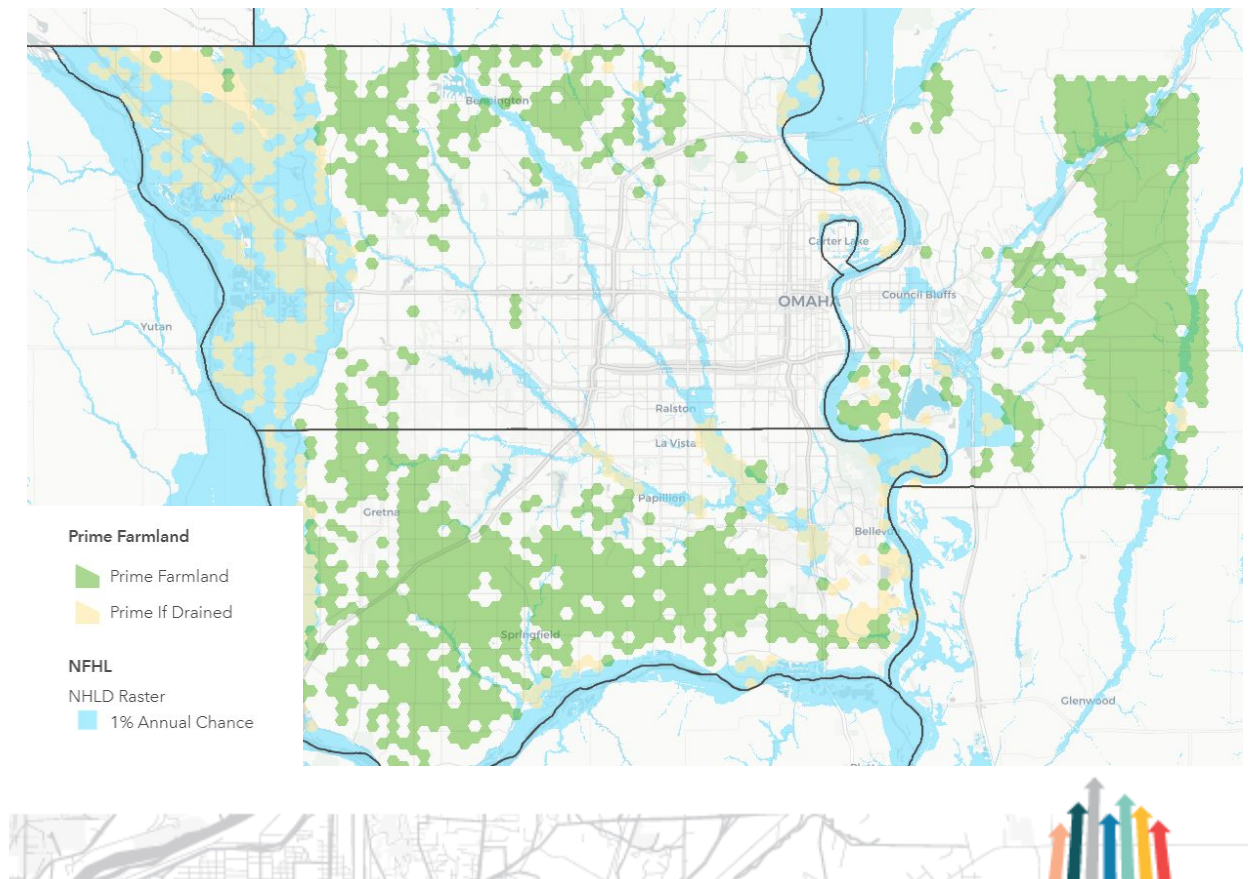


Soil characteristics

The MAPA region is in the Great Plains region of the United States. The soils of the region have developed on the rolling hills of eastern Nebraska and western Iowa and formed in three kinds of parent material: Peoria Loess and younger loess, glacial till, and alluvium. The soils on the bottom land in the valleys of the Elkhorn, Missouri, and Platte rivers formed in alluvium. This alluvium ranges from clay to sand and is commonly stratified. The composition of soils in the MAPA region—and the Midwest in general—is highly conducive to agriculture. The USDA classifies land by soil type through their Natural Resource Conservation Service (NRCS). Using soil composition, slope, and the presence of flooding they rate agricultural acres across the country to identify areas that are highly suitable for farming. These areas are referred to as Prime Farmland. Figure A31 illustrates the intersection of Prime Farmlands and flood zones in the Omaha-Council Bluffs metropolitan area. Much of the metro area once represented some of the most suitable farmland in the country. These conditions still exist in greenfield areas and when drained, in flood prone areas. In developable areas prime farmland conditions exist in:

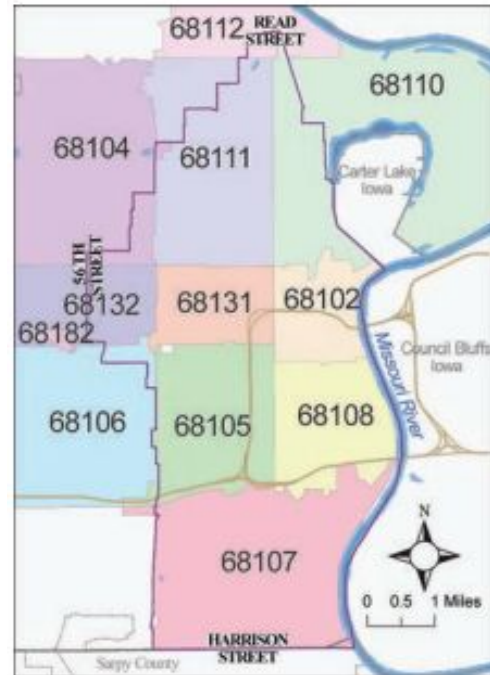
- 49% of Douglas County greenfield acres
- 65% of Sarpy County greenfield acres
- 82% of Pottawattamie County greenfield acres

Figure A31: Prime Farmland in the MAPA Region, MAPA 2020 Regional Development Report



Soil in the urbanized portion of the MAPA region has endured contamination resulting from heavy industry. From the 1870s until the late 1990s, the lead-refining plant Asarco operated on 23 acres along the Missouri River near downtown Omaha. Lead and other heavy metals were emitted into the air and deposited on the ground surface during the plant's operation.

In 1998 the Omaha City Council solicited assistance from EPA to address problems with lead contamination. Soil testing of approximately 22,000 residential properties revealed widespread lead contamination over eastern Omaha. Lead is classified by EPA as a probable human carcinogen and is a cumulative toxicant. The contamination area was added to the National Priorities List by EPA in 2003. The Omaha Lead Site is the area of eastern Omaha where there are many yards that have unsafe levels of lead in them that came from historic industrial air emissions. Lead in yards might have also come from loose and flaking lead-based house paint, auto exhaust and industrial emissions. The lead was blown in many directions by the wind and fell to the ground in the area which was the Omaha Lead Site. Houses, apartments, child care centers, schools, parks and other residential properties are in the site. The impacted area covers approximately 17,921 acres, or 27.0 square miles. Cleanup is still underway and there is currently no fixed end date for remediation. In December 2015, EPA completed the EPA-lead action at the site. Between 1998 and 2015 EPA collected soil samples from 42,047 residential properties.



Omaha Lead Site Area



Long Range Planning and the NEPA Process

The LRTP offers a coordinated effort to support the protection and enhancement of the environment and a streamlined process to achieve the environmental review set forth by the National Environmental Policy Act (NEPA). Integration of the planning and development process will vary for projects included in the LRTP. All efforts should be made to initiate the environmental assessment and to avoid, minimize, and mitigate possible environmental impacts as early in the project developmental phase as possible. The early integration of the planning and the environmental review and approval improves the likelihood that transportation projects and services can be implemented in a timely and environmentally sensitive manner.

MAPA encourages the avoidance, minimization, and mitigation of environmental impacts. These are discussed below, as are the currently used mitigation practices.

Avoidance Minimization and Mitigation

During the planning process, environmental impacts can be reduced by avoiding or minimizing areas of potential environmental impacts.

Where possible MAPA seeks to avoid potential environmental impacts when planning federal infrastructure projects. Examples of possible avoidance activities include but are not limited to the following:

- Alignment Shifts- where possible the alignment of a proposed improvement can be shifted to eliminate possible impacts on protected areas.
 - Example: In the planning stages, wetlands are located adjacent to a proposed alignment. The design team is informed and the wetlands are found to be in a cut area. The alignment can be shifted slightly to avoid impacting this protected area.
- Grade Shifts- where possible the grade of a proposed improvement can be raised or lowered in order to eliminate possible impacts on protected areas.
 - Example: A significant archeological site is identified that warrants preservation in place. During project design it is determined that the entire area can be bridged; impacts are avoided by building the new roadway above the site, preserving it in place.



Minimization practices involve the creation or implementation of measures to reduce potential impacts to a protected area or resource. Examples of potential minimization practices could include but are not limited to the following:

- Alignment shifts Commitment to off-season construction to avoid habitat used by threatened and endangered species during breeding season
- Incorporation of drainage structures to prevent or control the release of excess runoff into protected water resources
- Construction of sound walls or depressing a section of roadway to minimize noise impacts where justified
- Create landscaping option that serve as a visual screen
- Limiting access to an expressway or interstate facility in order to minimize incompatible development

Mitigation practices include compensation and enhancement measures. Compensation measures make an effort to replace land or facilities to offset damages or displacements due to construction. Examples of compensation activities include but are not limited to the following:

- Adding area to a public park or recreation area to replace lost facilities
- Providing off-site compensation (replacement) for lost wetlands
- Enhancement measures add attractive, desirable features to allow a project to blend into the surrounding environment.
- Enhancements can occur when a project's impact cannot be avoided or minimized.

Examples of enhancement measures include but are not limited to the following:

- Developing bicycle and pedestrian trails or paths adjacent to roadways
- Creation of a landscaped gateway boulevard into a community
- Including artistic works (i.e. sculpture, painting, etc.) on an overpass or adjacent to a roadway that requires widening
- Providing signage to recognize specific cultural, scenic, or historical resources
- Naturalizing the look of retaining walls to mimic stone outcroppings
- Creating wildlife overpasses or underpasses

Commonly Used Minimization and Mitigation Strategies

In the MAPA region, the most common type of environmental mitigation revolves around wetlands mitigation. The MAPA TMA is divided and bordered by rivers. The Missouri, Platte, and Elkhorn Rivers are all located in the MAPA TMA. In addition to these major waterways, the MAPA Region has an abundance of creeks, streams, lakes and ponds.

These water resources are sometimes unavoidably impacted by transportation activities. In these cases, the impacted area must be mitigated for. The Nebraska Natural Resources District and the Iowa Department of Natural Resources both maintain wetlands mitigation banks that offer areas for mitigation activities to occur.

General wetlands mitigation banking practices allow for the constructing jurisdiction to add to an existing mitigation bank, restore a previously-existing wetland, or create a new wetland. Wetlands are often mitigated for in excess of the impacted on-project wetland. This means that



if one acre of existing wetland is destroyed through construction, wetlands mitigation would result in the creation, enhancement or restoration of a total more than one acre. Generally, when projects impact wetlands the constructing jurisdiction approaches willing landowners in order to purchase land to construct isolated wetland mitigation banks. Wetlands banks are located in both Iowa and Nebraska but are usually near to a past or current roadway construction project.

Context Sensitive Solutions (CSS) are defined by the FHWA as a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. This approach leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.

CSS is based upon four key principles, which shape the way that projects should be developed with respect to their surrounding environment. The key principles factor in during the planning process, determine outcomes and are key factors in decision making.

1. Strive towards a shared stakeholder vision to provide a basis for decisions
2. Demonstrate a comprehensive understanding of contexts
3. Foster continuing communication and collaboration to achieve consensus
4. Exercise flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments.

The use of CSS results in a windfall of benefits in overall project performance. MAPA promotes the use of CSS and Complete Streets throughout the planning and design process for infrastructure projects inside the region. Some of these potential benefits include:

- improved predictability in project delivery
- the ability to scope and budget the project
- environmental stewardship
- improved public/stakeholder feedback
- increased partnering opportunities
- improved opportunities for economic development

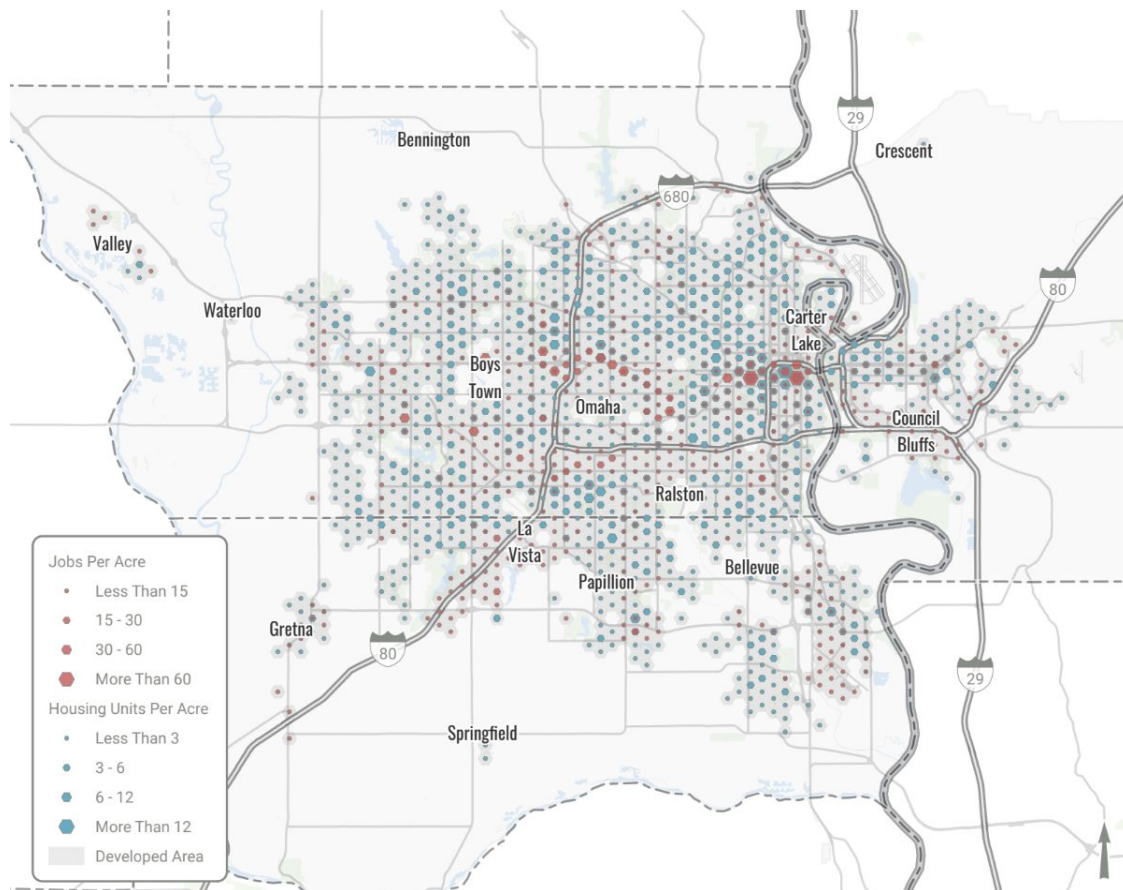
For a complete breakdown of Context Sensitive Solutions including NCHRP Report 642-Quantifying the Benefits of Context Sensitive Solutions, please visit:
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_642.pdf



Built Environment

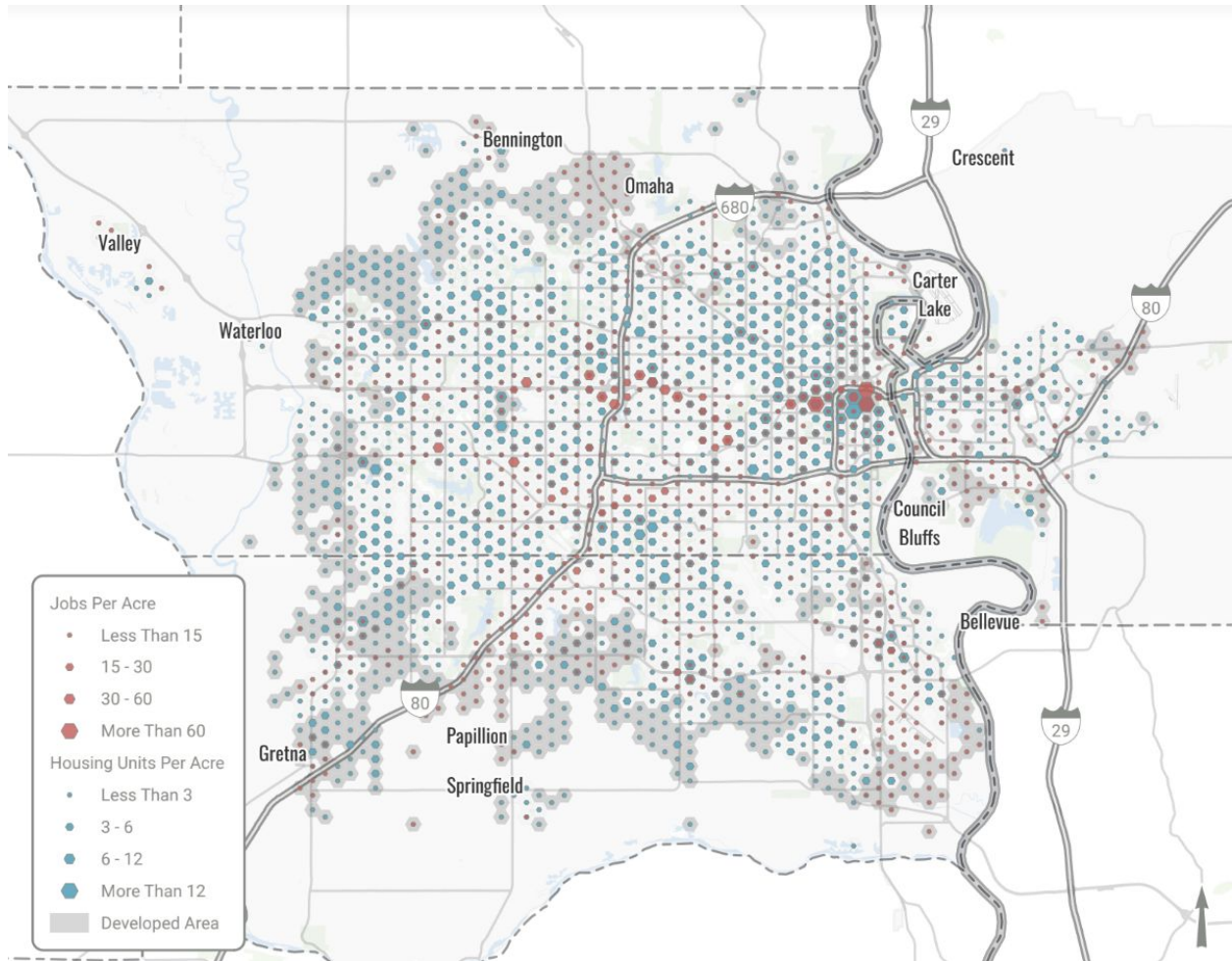
Development of the built environment is a large component of the planning work conducted by MAPA and partnering jurisdictions, agencies and groups. Creating a vibrant and inclusive built environment is paramount to the future vitality of the Omaha-Council Bluffs Metropolitan Area. Planning initiatives like Heartland 2050, Close the Gap, and ConnectGO are designed to promote walkable, dense, multi-modal built environments across the Metropolitan Area, both for the health and well-being of its residents, but for the long term sustainability of the region from a financial standpoint. Current land use and growth patterns show a loss of jobs and housing in the urban core of Omaha, with considerable westward and southward expansion into Douglas and Sarpy County. This current land use direction adds additional strain to the existing transportation network, and creates a loss of farm and industrial land that is turned into housing. Figure A32 illustrates the existing distribution of population and employment in the Omaha-Council Bluffs Region.

Figure A32: Existing Land Use in the MAPA Region



The Heartland 2050 Land Use Scenario projects land use that preserves existing agricultural land and keeps existing urban and suburban centers. Land use strategy is an important factor in reducing the total number of vehicle miles travelled in the region, making transit service more efficient, and supporting non-motorized modes of transportation such as walking and biking.

Figure A33: Heartland 2050 Land Use Scenario Map



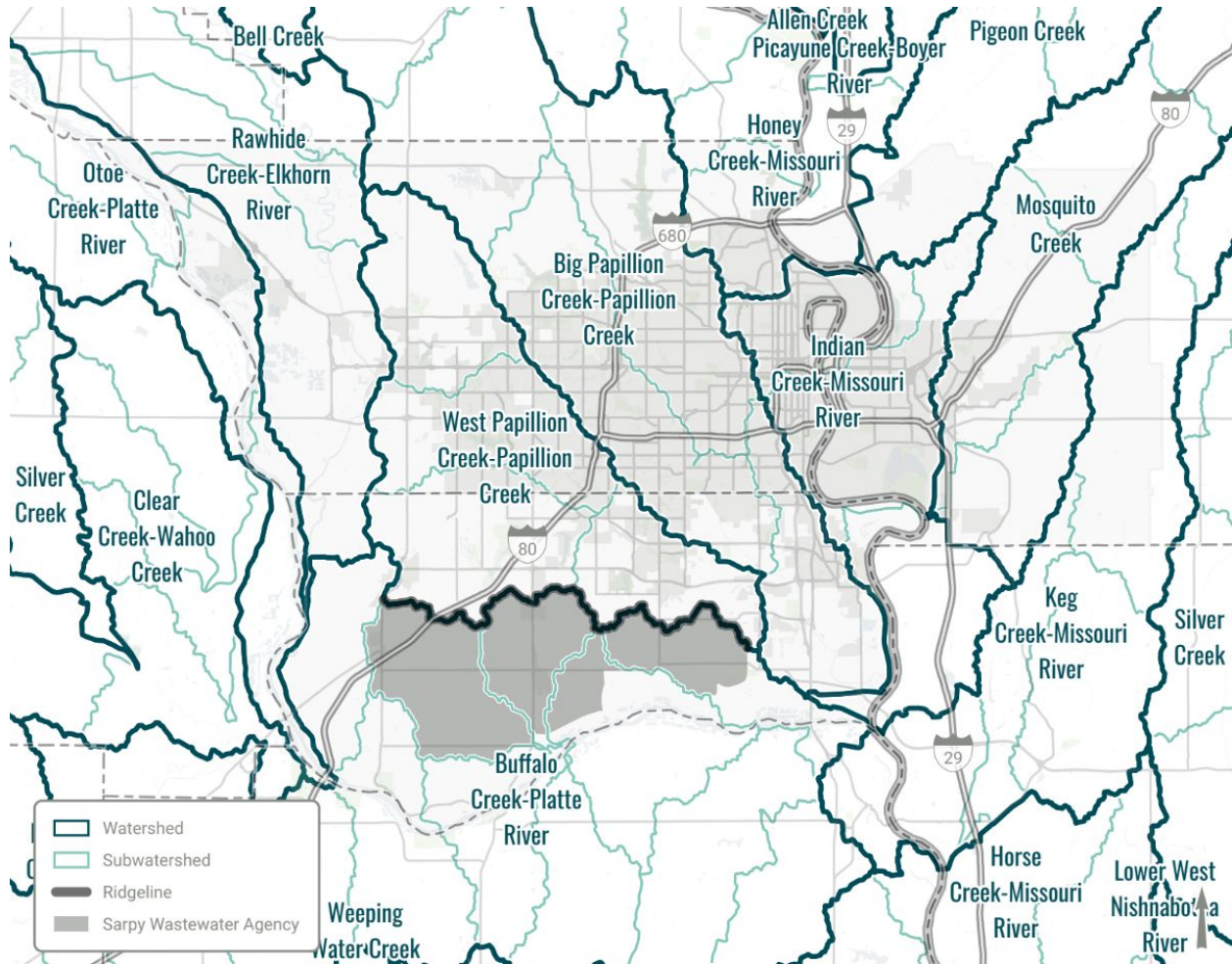
The Heartland 2050 Land Use Scenario prioritizes maintaining existing resources through infill and contiguous suburban and rural development. Through well planned and connected development, housing and employment options will be preserved and expanded upon for the entire region.

In 2018, communities in Sarpy County began a process to develop new sewer system capabilities in the southern portion of the county, often referred to as the “ridge line” separating the Papillion Creek Watershed from the Platte River watershed. The Southern Ridge Wastewater Treatment Study addressed the fact that outside of Springfield, the southern portion of Sarpy County was without sewer service, which was serving as a de facto growth boundary, although



unofficial. This fundamental change to the development pattern of the region took place after the Heartland 2050 Land Use Scenario was created.

Figure A34: Watersheds and Sewer Basins in the MAPA Region



Map depicting the ridgeline between the Papillion Creek and Platte River Watershed districts. Map courtesy of the Southern Ridge Wastewater Treatment Study.

Land Available for Development

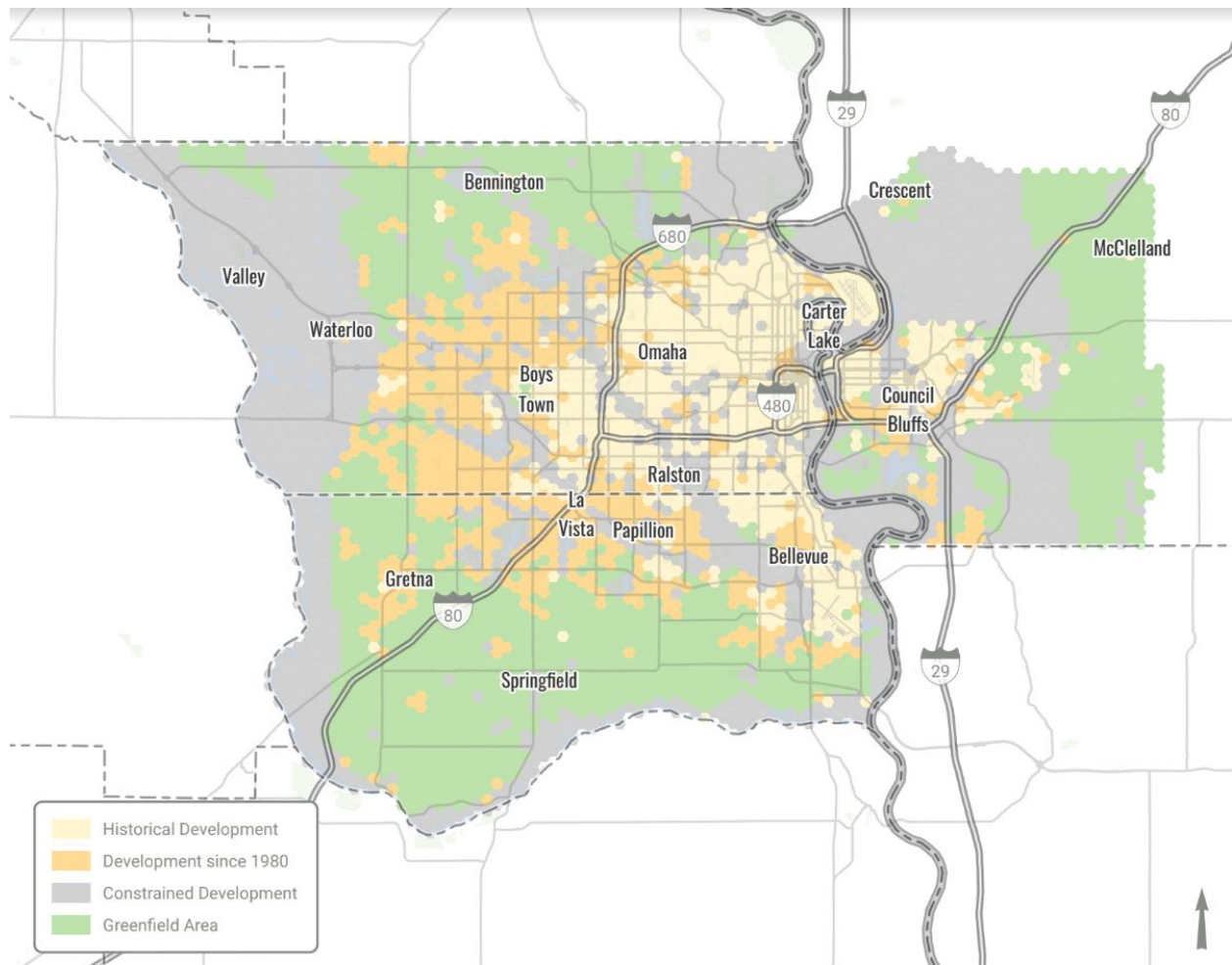
Using parcel data, MAPA’s Regional Development Report classified the available land area and calculated how it developed over time. As of 2019, the total land consumed by these uses is summarized below:

- Developed Area - 112,988 acres
- Constrained Area - 174,328 acres
- Greenfield Area - 146,094 acres



Figure A35 illustrates the distribution of these areas in the MAPA region as of 2019. The Developed Area includes built structures in the urban and suburban areas of the region. This data is split into historical areas of activity (light orange) and development that has occurred since 1980 (dark orange). The Constrained Area includes land subject to flood risk, cultural resources, and conservation areas such as the Ponca Hills and the Loess Hills. These areas do include some development but the outcome of the analysis is not intended to identify future development in constrained areas. As a result, these areas are excluded from our estimates of future growth. The Greenfield Area includes open space and land that is dedicated currently to agriculture. These areas have future development potential and have comprised a large share of total development activity historically.

Figure A35: Developed and Greenfield Areas in the MAPA region, 2019



Nodes & Corridors

The land use strategy of Nodes & Corridor development consists of developing and maintaining mixed-use, walkable districts or neighborhoods, connected by strategic corridors which promote



multi-modal transportation for commuting or recreation. The driving force behind the Heartland 2050 Vision is the question: “How and where do we grow?” As part of the Heartland 2050 effort, the Nodes & Corridors Committee identified nodes (current and future mixed-use, high density areas) throughout the region, and the corridors (multi-modal connections) between these areas, in order to focus and coordinate the transportation, housing and economic development investments of regional partners. These investments will increase mobility and access to jobs and strengthen the investments of individual partners through coordination and collaboration. Partners will be able to make effective and strategic decisions about investments with an understanding of broad, regional goals and inter-agency commitments.

About Nodes and Corridors

Nodes and Corridors:
an integrated approach to land use and transit that focuses development based on existing patterns in our region

Nodes

Nodes are areas where a lot of things are happening close together. Neighborhoods with residential, shopping, restaurants, and business like The Old Market, The 100 Block, and Blackstone are a few examples.

Our Goals:

- Encourage **regulatory flexibility** for development in nodes
- Create best practices for **infill development**
- Create opportunities for **public and private partnerships** for infill development
- Encourage **adaptive reuse, rehabilitation, and restoration** of existing structures

Corridors


Corridors are well traveled paths between nodes: connecting schools, hospitals, cultural centers, and businesses along the way.

Key Corridors Include:


- East/West: Dodge-Farnam-Broadway; Center, Maple, and Ames Street
- North/South: 24th Street and 72nd Street

Our Goals:

- Bus routes with **fewer stops** so you get where you're going quickly, **direct routes** that are easy to understand, and **shorter waits** so you can use public transit without scheduling a whole day around it
- Complete streets that take into account **all modes of transportation**: buses, cars, bikes, and pedestrians
- **New technology** like Bus Rapid Transit systems with dedicated bus lanes and tickets instead of cash that will make public transit **faster and more convenient**



Heartland
2050
Heartland2050.org



CLOSE THE
gap

A clear plan for a
more walkable, livable region

Nodes: Nodes are defined areas of development that have a variety of land uses, with concentrations of density, and a concrete sense of place that people can identify.

Corridors: Corridors are major connections between nodes facilitating multiple modes of transportation, often with more intensive transit investment along them.



Regional Nodes & Corridors (Existing and Future), Heartland 2050

Dodge Street Corridor

- Upcoming BRT line (ORBT)
- Major thoroughfare
- Redevelopment along portions

Center Street Corridor

- Road diets
- Bike infrastructure
- Infill development around Aksarben village
- Potential future BRT route

N-370 Corridor

- Major development in Sarpy County
- Infill development potential

24th Street Corridor

- Major N-S corridor connecting North Omaha and South Omaha as well as Bellevue
- Bike infrastructure coming
- Potential future BRT route
- 24th and Lake developments
- MCC South Campus

13th Street Corridor

- Connections to North Downtown, Old Market, Bellevue
- Road diet
- Bike infrastructure

30th Street Corridor

- Connections between Florence, North Omaha, Midtown
- North Omaha Transit Center, 75 North, Fair Deal Village, Midtown Crossing
- MCC North Campus
- Potential future BRT route

72nd Street Corridor

- Potential for redevelopment and infill
- Major East-West divider for the city of Omaha

84th Street Corridor

- Connector between Omaha, Ralston, La Vista, and Papillion
- Downtown districts for Ralston La Vista and Papillion



144th Street Corridor

Suburban infill potential

Provides North-South connections between Omaha and Western Sarpy County

168th Street Corridor

Suburban infill potential

Provides North-South connections between Omaha and Western Sarpy County

