

DATE: October 13, 2017

TO: Transportation Technical Advisory Committee (TTAC)

FROM: Dennis Wilson, Chairman
Greg Youell, MAPA Executive Director

RE: October 20, 2017 TTAC Meeting

The MAPA TTAC will meet Friday, October 20, 2017 at 10:00 a.m. in the Metro Building at 2222 Cuming Street, Omaha, Nebraska 68102. The TTAC meeting will be held in the Metro Board Room on the main level. The agenda item materials can be accessed by clicking on the linked agenda item titles.

The agenda is also available at the MAPA offices and online at <http://mapacog.org/calendar/events/?type=committee-events>.

AGENDA

For TTAC Approval / Review

- A. Meeting Minutes: TTAC will consider approval of the August 25, 2017 TTAC meeting minutes. (Action Item) (Attachment)

Recommendations to Board

- B. FY2018 Transportation Improvement Program (TIP) Amendment 1: Staff will present the first amendment to the FY2018 Transportation Improvement Program. (Action Item) (Attachment)
- C. FY2018 Unified Planning Work Program (UPWP) Amendment 1: Staff will present the first amendment to the FY2018 Unified Planning Work Plan (Action Item)
- D. FY2018 City of Council Bluffs Transit State of Good Repair Targets: Staff will present the transit state of good repair (SGR) targets for the City of Council Bluffs. (Action Item) (Attachment)

Discussion Items

- E. Funding Obligation and Project Status: Staff will review obligations of regional funding, the status of projects, and the existing programming of projects (Information Item)
- F. Close the Gap White Paper: Staff will provide an overview of the Close the Gap White Paper and recommendations for a regional transit system. (Information Item) (Attachment)
- G. Member Agencies Update: Agencies will present updates regarding ongoing and future projects/programs across the region. (Information Item) (Time Permitting)
- H. Additional Business
Upcoming Meetings: MAPA Board of Directors – October 26th, 2017
Safety Performance Measure Workshop – Week of November 13th, 2017
Coordinated Transit Committee – November 15th, 2017
Transportation Technical Advisory Committee – December 1st, 2017
MAPA Board of Directors – December 7th, 2017

- I. Adjournment



Agenda Item A

Meeting Minutes

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY

Transportation Technical Advisory Committee

Minutes of August 25, 2017 Meeting

The Transportation Technical Advisory Committee met on Friday, August 25, 2017, at Metro, 2222 Cuming Street, Omaha, Nebraska. Mr. Todd Pfitzer opened the meeting at 10:22 a.m.

VOTING MEMBERS

Todd Pfitzer	City of Omaha Public Works
Jeff Roberts	City of Bellevue Public Works
Chris Shewchuk	City of Bellevue Planning Department
Greg Reeder	City of Council Bluffs Public Works
Dan Giittinger	City of Gretna Development Services Director
John Kottmann	City of La Vista Public Works
Stephen Osberg	City of Omaha Planning Department
Murthy Koti	City of Omaha Public Works
Mark Stursma	City of Papillion Planning Department
Dan Kutilek	Douglas County Engineers Office
Paul Gavin	Nebraska Department of Roads – Lincoln
Noel Salac	Nebraska Department of Roads – Lincoln
Maurice Hinchey	Nebraska Department of Roads – District 2
Eric Williams	Papio-Missouri River NRD
Scott Suhr	Iowa Department of Transportation
Curt Simon	Metro Transit
Bill Herr	Sarpy County Public Works

NON-VOTING MEMBERS

Justin Luther	FHWA – Nebraska Division
Greg Youell	Metropolitan Area Planning Agency

GUESTS

Brandon Garrett	City of Council Bluffs Community Development Director
Matt Cox	City of Council Bluffs Public Works
Jordan Cook	City of La Vista Intern
Bryan Guy	City of Omaha Public Works
Kyle Kovar	3M Traffic
Jacob Weiss	HDR, Inc.
Steve Schmidt	Burns & McDonnell
John Krager	HGM Associates
Arobindu Das	Iteris, Inc.
Corinne Donahue	Olsson Associates
Tim Stuart	Greater Omaha Chamber of Commerce
Shane Swope	Schemmer
Steve Ziemba	Terracon

STAFF

Court Barber	Metropolitan Area Planning Agency
Travis Halm	Metropolitan Area Planning Agency
Mike Helgersen	Metropolitan Area Planning Agency
Karna Loewenstein	Metropolitan Area Planning Agency
Patti McCoy	Metropolitan Area Planning Agency
Megan Walker	Metropolitan Area Planning Agency

A. Approval of Minutes

Motion #1: Approval of the minutes of the July 21, 2017 Transportation Technical Advisory Committee Meeting.

Motion by: Dan Kutilek
Second by: Murthy Koti
Motion Carried

B. FY 2017 Transportation Improvement Program (TIP) Amendment 8

Mr. Barber presented the FY 2017 Transportation Improvement Program Amendment 8. The projects are:

- MAPA – 13th Street Walkability Study
- MAPA – Sarpy Arterial & Collector Road
- MAPA – Transit Development Plan

Motion #2: Seeking approval of the MAPA Board of Directors at their August 31, 2017 meeting of the FY 2017 Transportation Improvement Program Amendment 8.

Motion by: Curt Simon
Second by: Noel Salac
Motion Carried

C. MAPA Long Range Transportation Plan Amendment 6

Mr. Helgerson presented the LRTP Amendment 6 saying several projects in the TIP had large increases with most in the ROW phase. Omaha's 168th Street Project went beyond the \$2 million or 20% rule and to have consistency between the FY 2018 TIP and the 2040 LRTP, Amendment 6 is being proposed. As an overview of the handout for Amendment 6, he presented Table 7.1 indicating a decrease in anticipated revenues applying to projects between 2016 through 2019, Table 7.8 reflecting the total projects costs and Table 7.13 reflecting putting the information together from the other tables.

Mr. Pfitzer gave further information regarding the costs associated with the 168th Street project.

Motion #3: Seeking approval of the MAPA Board of Directors at their August 31, 2017 meeting of the FY 2017 Transportation Improvement Program Amendment 6.

Motion by: Dan Kutilek
Second by: Noel Salac
Motion Carried

D. Funding Obligation and Project Status

Mr. Helgerson said there has been no additional STBG obligations with Nebraska at \$6.3 million to date and \$4,000 in TAP funding. Most of the projects being programmed this year in Iowa are earmarked related to the East Beltway project.

Mr. Helgerson continued saying the 114th Street construction phase is still anticipated for obligation this year and that will be a substantial increase to the amount of funding obligated to date and will be fiscally on target for the year. Mr. Salac said RFP final design surfaces have been approved and posted for the remaining MAPA EA projects. PE funds for this effort will be obligated in FY 2018. There have been a number of PE phases for 36th and 120th Streets.

Mr. Helgerson said in Iowa there are some projects for Interstate utility relocation in the STBG program but largely most of the work is on ROW acquisition and other projects with earmark funds.

With the Nebraska TAP program, Mr. Helgerson said the program has changed substantially with the FY 2018 TIP so the order of projects will be moving forward differently.

E. Metro Rideshare Presentation

Ms. Walker gave an overview of the new Metro Rideshare program. She said Iowa DOT has developed a rideshare program and MAPA was able to roll their existing rideshare program into theirs and expand it. It was customized with MAPA's branding and the promotional materials will match.

The website is the same as well as the signs along the Interstate. The website is www.Metro-Rideshare.org. Any promotional materials still being used will direct users to the new website which is easy to use with many features. When using the website and you select a match for carpool, walking or cycling, it shows you some of the information about your matches and when they are available. Additionally, it gives you a sense of how close each person is to the default route in Google Maps. A flyer

has been added from NDOT's Van Pool project to help advertise that these services are available to employers where there has been some interest around this project as part of the Sarpy County Transit study. Also included is Metro Transit's Park and Ride lot information with an interactive map. If you click on any location, it lets you know where you are able to park your car and what bus routes you can access from each location.

F. Member Agencies Update

- Jeff Roberts (Bellevue) 36th Street; city offices moving in November from Old Towne to Wall Street campus
- Bill Herr (Sarpy County) 132nd Street and Giles Road under construction and opening the end of October; Harrison Street from 147th to 157th Streets is out for bids; 168th Street from Harrison south of Giles Road will be closed for two weeks for bridge repair and overlays; Facebook construction has begun and roads will be paved later around the site
- Dan Kutilek (Douglas County) 180th Street is meeting with the railroad and the Corp with fall 2019 lettings; subdivision around 180th Street is running sewer towards a creek and is going through mitigation site and they're working to alleviate this issue; road project near Bennington Middle School was completed in time for school; Ida Street closed between 144th and 146th Street and should open in the next couple of weeks
- Maurice Hinchey (Douglas County) Ralston Viaduct – NB lanes under construction; North Freeway from Hamilton Street to Storz Expressway near completion; North Freeway off ramp at Cuming Street to begin September 18 and will be done by October 27; I-480 from Bancroft to Dewey Streets SB overlay is completed and now work on NB; I-480/I-80 deck repair is underway NB and will be done by October 7; I-480/I-80 Kennedy Interchange is underway with 24th Street EB closed; Dodge Expressway is complete; I-80 and Hwy 50 and Hwy 370 ramps will begin pavement repair on September 5; I-80 and 126th Street off ramp construction is underway; 88th and Maple Streets is nearing completion; S. Omaha Bridge underway; Radial Highway from Cuming to Maple Streets is underway; Hwy 92 east of the Platte River bridge repair; Hwy 75 Platte River to Fairview Phase 3; Maple Street west of Elkhorn to Hwy 75 is underway; Hwy 36 Elkhorn River to Hwy 275 milling
- Curt Simon (Metro) Brand launch for the BRT with press conference was held
- Murthy Koti (Omaha) RFPs are out for 120th Street, 168th Street Center to Q Streets, 13th Street; Open House August 31st for 72nd and Maple Streets; 63rd and Shirley Streets round-a-bout is open; signal removal comment period is open
- Mark Stursma (Papillion) 84th Street replacement pedestrian bridge over 84th Street starts September 1; reconstruction of Lincoln Road is open between 84th and Fillmore Streets; Schram Road project between 180th Street and Turkey Road is complete with landscaping and fencing underway; Jefferson Street between 2nd and 3rd Streets starts September 5 for reconstruction; design improvements are planned for 96th Street and Hwy 370
- Matt Cox (Council Bluffs) East Beltway has earmarks associated with the project with the first project let in July with a bid \$500,000 under estimate
- Scott Suhr (Iowa DOT) Well attended public hearing on August 15 for Segment 4 of the Council Bluffs Interstate project; noise wall concerns at meetings; UP railroad bridge letting over I-29 came in under estimate
- Dan Giitinger (Gretna) Buffalo Creek sewer project is underway and should be completed by the end of the year
- Eric Williams (Papio-Missouri River NRD) MAPA and NDOT helped with planning for the construction of the US 34 Trail Bridge across the Platte; Dam Site 15-A – Flanagan Lake – will have a tour on August 31; September 9 is the start of National Drive Electric Week
- John Kottmann (La Vista) Difficulties with recent bids for projects
- Noel Salac (NDOT) Freight Advisory Committee meeting September 22 with its final report in by October; in the process of getting results from its Supply Chain model with 2 different contracts – high level freight plan will meet its FHWA requirement and the supply chain model which will begin to show possible business cases
- Paul Gavin (NDOT) FHWA and NDOT cohosted a meeting with the Nebraska MPOs to discuss the TIP process; biannual meeting in November and topics will be Performance Measures 2 and 3; working with MAPA on EV stations and the H2050 mini grants
- Justin Luther (FHWA - Nebraska) Regional workshop held in July and will be brought to the biannual MPO meeting; next spring will host a workshop with MARC of Kansas City; Infra grant program is out until November 2; gas assessment was made for the state
- Mike Helgersen (MAPA) An Iowa legislative bill last year related to IDOT NEMA process to do a federal aids swap and how it will be done - led by the Transportation Commission

- Greg Youell (MAPA) Secretary Elaine Chao was in Omaha as guest of Senator Fischer. She said there will be emphasis from this administration for the infra grants, another round of Tiger grants and infrastructure package of federal money matched by leveraged investments; there's hopes to have a project in the region to receive one of these grants. 5 categories Secretary Chao discussed were 1) Self-help; 2) Private sector investment; 3) Transformative impact; 4) Emphasis on project delivery; and 5) Rural / Urban; data is coming out of the MTIS study and those needs will be prioritized, a discussion regarding resources and one on transit as part of the LRTP – a task force will be proposed to the MAPA Board of Directors to work on this

G. Additional Business

Ms. Loewenstein did an overview of the September 27 Heartland 2050 Summit with guest speaker Ben Pierce.

Murthy Koti was recognized for his service to the City of Omaha and the community as he prepares to leave his position.

H. Adjournment

The meeting was adjourned at 11:20 a.m.

Motion #4: Motion to adjourn:

Motion by: Scot Suhr

Second by: Jeff Roberts

Motion Carried

Agenda Item B
Amendments to the FY18
-FY23 Transportation
Improvement Program



Metropolitan Area Planning Agency FY2018-2023 Transportation Improvement Program

Revision Summary - Amendment 1

<u>Control #</u>	<u>Project Name</u>	<u>Lead Agency</u>	<u>Revision Note</u>
	Platte River Trail Bridge	PMNRD	This project has been removed from the TIP

<u>Control #</u>	<u>Project Name</u>	<u>Lead Agency</u>	<u>Revision Note</u>
NE-22567	N-31: Schramm Park - US-6	NDOT	\$700,000 of STBG-MAPA funding is programmed in FY2018 for UTIL-CON-CE, NHPP funding is increased to \$758,000 in FY2018 for UTIL-CON-CE, STBG-State funding is decreased to \$1,084,000 in FY2018 for UTIL-CON-CE

<u>Control #</u>	<u>Project Name</u>	<u>Lead Agency</u>	<u>Revision Note</u>
NE-22224A	180th Street (Phase 2)	Douglas	This project has been removed from the TIP

<u>Control #</u>	<u>Project Name</u>	<u>Lead Agency</u>	<u>Revision Note</u>
NE-22224	180th Street, N. HWS Cleveland Blvd. to West Maple Road	Douglas	The project name, description, and length have been updated to combine phases 1 and 2 into a single project, STBG-MAPA funding is increased to \$2,688,000 in FY2018 for ROW, and STBG-MAPA funding is increased to \$28,295,200 in FY2019 for UTIL-CON-CE

<u>Control #</u>	<u>Project Name</u>	<u>Lead Agency</u>	<u>Revision Note</u>
	Eastern Nebraska Electric Vehicle CMAQ Grant	Omaha	The project sponsor has been changed to the City of Omaha and an approximate local match breakdown has been added to the project description



Metropolitan Area Planning Agency FY2018-2023 Transportation Improvement Program

TIP ID	Project Name				
2018-027	Platte River Trail Bridge				
Control Number					
Lead Agency	PMRNRD	Project Type	Multi-Modal Improvement		
County	Sarpy	Length (mi)	0.00	Total Project Cost*	#Error
Location	Along US-75 across Platte River				
Description	Bike/pedestrian connection				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
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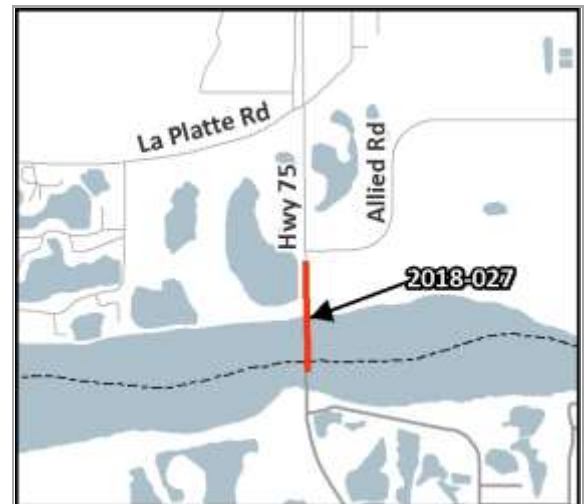
* Amounts in thousands of U.S. dollars

Revision History

10/20/2017

This project has been removed from the TIP

Amendment 1





Metropolitan Area Planning Agency FY2018-2023 Transportation Improvement Program

TIP ID 2016-002		Project Name N-31: Schramm Park - US-6	
Control Number NE-22567			
Lead Agency	NDOT	Project Type	Resurfacing
County	Sarpy	Length (mi)	5.40
		Total Project Cost*	\$5,708.00
Location On N-31 from near Schramm Park entrance to south junction with US-6			
Description Rehabilitate concrete pavement and reconstruct bridge approach slabs			

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	PE-NEPA-FD	State-Nebraska	\$125.00	\$0.00	\$125.00	\$0.00
2018	UTIL-CON-CE	NHPP	\$758.00	\$758.00	\$0.00	\$0.00
2018	UTIL-CON-CE	STBG-MAPA	\$700.00	\$700.00	\$0.00	\$0.00
2018	UTIL-CON-CE	STBG-State	\$4,125.00	\$2,878.00	\$1,084.00	\$163.00

* Amounts in thousands of U.S. dollars

Revision History

10/20/2017

Amendment 1

\$700,000 of STBG-MAPA funding is programmed in FY2018 for UTIL-CON-CE, NHPP funding is increased to \$758,000 in FY2018 for UTIL-CON-CE, STBG-State funding is decreased to \$1,084,000 in FY2018 for UTIL-CON-CE





Metropolitan Area Planning Agency
FY2018-2023 Transportation Improvement Program

TIP ID	Project Name				
2015-038	180th Street (Phase 2)				
Control Number					
NE-22224A					
Lead Agency	Douglas	Project Type	Road Widening		
County	Douglas	Length (mi)	1.30	Total Project Cost*	#Error
Location	Blondo to Maple				
Description	4 lane Urban				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
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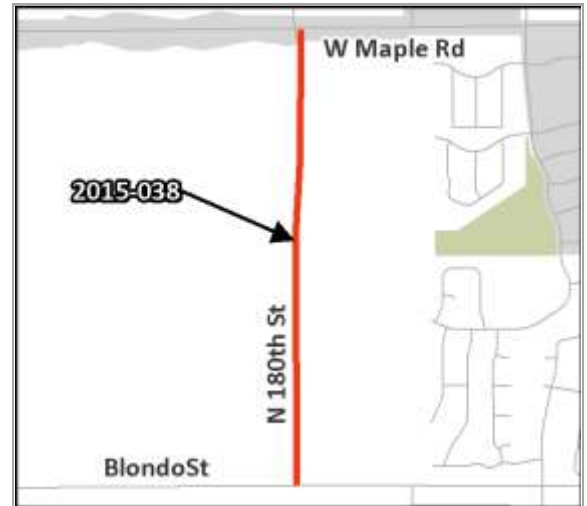
* Amounts in thousands of U.S. dollars

Revision History

10/20/2017

This project has been removed from the TIP

Amendment 1





Metropolitan Area Planning Agency FY2018-2023 Transportation Improvement Program

TIP ID	Project Name					
2015-039	180th Street, N. HWS Cleveland Blvd. to West Maple Road					
Control Number						
NE-22224						
Lead Agency	Douglas	Project Type	Road Widening			
County	Douglas	Length (mi)	2.37	Total Project Cost*	\$41,882.41	
Location						
180th St., HWS Cleveland Blvd. to W Maple Rd. and Blondo St., 183rd St. to 175th St.						
Description						
4 Lane Urban, New Bridge over Old Lincoln Highway, Union Pacific Railroad, and Papillion Creek						

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2008	PE-NEPA-FD	STBG-MAPA	\$860.00	\$688.00	\$0.00	\$172.00
2009	PE-NEPA-FD	STBG-MAPA	\$1,180.00	\$944.00	\$0.00	\$236.00
2014	PE-NEPA-FD	STBG-MAPA	\$625.00	\$500.00	\$0.00	\$125.00
2017	PE-NEPA-FD	STBG-MAPA	\$488.41	\$390.73	\$0.00	\$97.68
2018	ROW	STBG-MAPA	\$3,360.00	\$2,688.00	\$0.00	\$672.00
2019	UTIL-CON-CE	STBG-MAPA	\$35,369.00	\$28,295.20	\$0.00	\$7,073.80

* Amounts in thousands of U.S. dollars

Revision History

10/20/2017

Amendment 1

The project name, description, and length have been updated to combine phases 1 and 2 into a single project, STBG-MAPA funding is increased to \$2,688,000 in FY2018 for ROW, and STBG-MAPA funding is increased to \$28,295,200 in FY2019 for UTIL-CON-CE





Metropolitan Area Planning Agency FY2018-2023 Transportation Improvement Program

TIP ID 2018-028		Project Name Eastern Nebraska Electric Vehicle CMAQ Grant	
Control Number 			
Lead Agency Omaha	Project Type Air Quality		
County 	Length (mi) 0.00	Total Project Cost*	\$644.00
Location Regional			
Description Provide EV infrastructure to agencies in the region. Local match will be split between participating agencies approximately as follows: City of Omaha-53%, City of Bellevue-6%, City of Gretna-7%, Papio-Missouri NRD-2%, Metro Community College-5%, Creighton University-23%, Omaha Public Power District-4%			

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	UTIL-CON-CE	CMAQ	\$146.00	\$116.80	\$0.00	\$29.20
2019	UTIL-CON-CE	CMAQ	\$220.00	\$176.00	\$0.00	\$44.00
2020	UTIL-CON-CE	CMAQ	\$278.00	\$222.40	\$0.00	\$55.60

* Amounts in thousands of U.S. dollars

Revision History

10/20/2017

Amendment 1

The project sponsor has been changed to the City of Omaha and an approximate local match breakdown has been added to the project description



Agenda Item D
FY2018 City of Council
Bluffs Transit State of
Good Repair Targets

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
RESOLUTION NUMBER 2018 –

WHEREAS, the members of the Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) have been formally designated by their respective legislative bodies to act as the official representative in planning matters of mutual concern; and,

WHEREAS, MAPA is the designated Metropolitan Planning Organization (MPO) for the Omaha-Council Bluffs Transportation Management Area (TMA); and,

WHEREAS, it is the responsibility of the MPO, in conjunction with the States, to certify that the transportation planning process complies with all applicable federal laws and regulations; and,

WHEREAS, the Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Acts require MPOs to set targets cooperatively with other planning partners; and,

WHEREAS, the Federal Transit Administration issued the final Transit Asset Management (TAM) rule in July 2016 to prioritize funding based on the condition of transit assets, in order to achieve or maintain transit networks in a state of good repair (SGR); and,

WHEREAS, MAPA and the City of Council Bluffs have cooperatively agreed to the investment plans included in the FY2018-FY2023 Transportation Improvement Programs; and therefore be it

RESOLVED, that MAPA approves the following targets for the City of Council Bluffs assets for FY2018:

Rolling Stock: 25% exceeding Useful Life Benchmark (ULB)

PASSED this 26th Day of October, 2017

Rita Sanders
Chair, MAPA Board of Directors

Agenda Item F
Close the Gap White
Paper

CLOSE THE GAP:

Analysis of Potential Transportation Corridors in the Omaha-Council Bluffs Metro Area

Executive Summary

INTRODUCTION

The Close the Gap Plan encourages more walkable, livable cities, suburbs and neighborhoods. The Vision calls for expanding transportation choices, including a robust transit system, which is fast, convenient and easy to use. This is a Summary of the Close the Gap White Paper that analyzed potential corridors suitable for transit service and redevelopment.

BENEFITS OF ENHANCED TRANSPORTATION



Access to Jobs and Education

As jobs locate in the peripheries where land is more readily available, it is difficult for potential employees in the urban core to access employment and educational opportunities. Transit connects people to opportunities and reduces household expenses as transportation accounts for as much as 58% of household expenses for those living below the poverty line.



Attract and Retain Talent

Companies face increased competition to attract talent, and the Omaha region has experienced “brain drain” recently (we lose more residents with college degrees than we gain). Quality of life, such as the ability to walk, bike and take quality transit service are increasingly important factors in these decisions.



Create Great, Vibrant Places

Communities that are walkable and vibrant are popular throughout the country, especially among young adults and empty nesters. Transportation options are essential to create walkable communities in Downtown Omaha as well as neighborhood and town centers elsewhere in the metro area.

Foster More Active Lifestyles to Improve Public Health

Transit systems help people live healthy, active lifestyles by connecting them to jobs and providing opportunity for walking or biking at each end of the trip. Evidence supports the positive health impacts of transportation, which is why the Centers for Disease Control (CDC) now promotes public transportation.



Relieve Traffic Congestion

The Omaha metro area’s growing population will continue to result in increased traffic congestion. According to a recent major study, by 2040 the time spent by each household in a vehicle could increase by 45% without additional investments in the system. By relieving pressure on roads, even those who do not use transit will benefit from it.



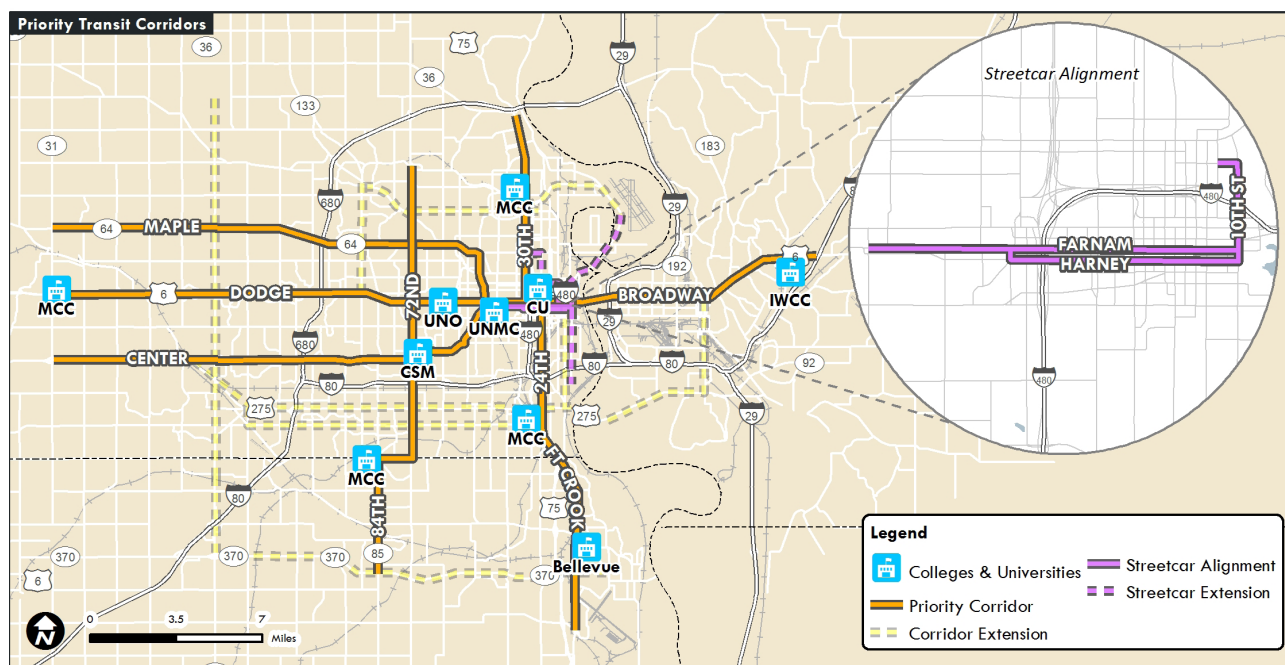
Save Public Funds through More Cost-Effective Infrastructure

Improving transit in existing areas catalyzes infill development, helping to take care of areas with existing infrastructure. The Heartland 2050 Plan showed that a more compact development pattern will save \$4.4 billion in expenditures on infrastructure and other needed public services by 2050.



PRIORITY TRANSPORTATION CORRIDORS

The Close the Gap Plan proposes several key corridors for premium transit service that includes more frequent service with premium technology and permanent infrastructure. Many of these corridors build on previous plans, and connect the region's job and entertainment centers and, most importantly, community colleges and universities. Feeder routes would connect the priority corridors to neighborhoods. This is a conceptual stage – specific routes will require additional study and refinement.



East-West Regional Spine

DODGE – BROADWAY

This corridor runs from Metro Community College (MCC) in Elkhorn on the west to Iowa Western Community College on the east. This extends Metro's Bus Rapid Transit (BRT) project that will run along the Dodge corridor from Westroads to Downtown Omaha. Currently, Metro provides bus service on this corridor with Route 2, Blue-Yellow Routes, and Route 92 Dodge Express in the peak hour.

North-South Regional Spine

30TH – 24TH – FORT CROOK

This corridor runs from Florence on the north to Offutt Air Force Base on the south. It provides connections to MCC's Fort Omaha Campus, North Omaha, Creighton University, Downtown Omaha, Metro Omaha South Omaha Campus and South Omaha, Bellevue University and Offutt. Currently, Metro provides bus service on this corridor with Routes 30, 24, and Route 95 Bellevue Express in the peak hour.

Downtown to UNMC Streetcar

The streetcar provides an important economic development and mobility connection, and would connect North Downtown to UNMC along Farnam or Harney Streets. Potential expansions include connections to Henry Doorly Zoo, Eppley Airfield, and North Omaha. Currently, Metro provides bus service on this corridor with Route 15.

72ND & 84TH Street Corridor

This runs from Immanuel Medical Center on the north to Midlands Hospital on the south. It connects the 72nd Street employment corridor, College of St. Mary, Ralston, La Vista, and Papillion. Currently, Metro provides bus service on portions of this corridor with Routes 18, 13, 55, and Route 93 South 84th Express in the peak hour.

Center and Maple Corridors

These run from West Omaha to UNMC along the Center and Maple corridors, connecting to the UNMC area via Saddle Creek Road. Currently, Metro provides bus service on portions of these corridors with Routes 4 and 15.

TRANSIT TECHNOLOGIES



EmX BRT in Eugene, Oregon

Bus Rapid Transit (BRT)

BRT provides faster, high-frequency service with many features associated typically with rail service, such as traffic signal priority, pre-paid boarding, substantial stations, and it may include dedicated lanes and buses with unique branding.



Modern streetcar in Kansas City

Streetcar / Light Rail Transit (LRT)

It may run in its own right-of-way on dedicated track or can even run alongside the street or in a median. Streetcars run typically as urban circulators and are designed to attract high-value development. LRT stations are spaced half to one mile apart typically and can reach high speeds. Currently, these technologies are blending and can be combined in a single line.



Demonstration of the EZ10 Autonomous Shuttle in Omaha

Autonomous and Demand-Responsive Transit

Advances are being made in autonomous, or “self-driving” transit. These include smaller micro-transit shuttles that carry up to 12 passengers to full-size buses. In addition, many transit companies are providing demand-response service or are partnering with companies such as Lyft and Uber to connect passengers on the “last-mile” of their trip to and from the transit system.



Commuter Rail in Salt Lake City region

Commuter Rail

Commuter rail service provides rail service between cities and towns throughout the larger region. Commuter rail services utilize railroad passenger cars and are propelled typically by diesel or electric power.

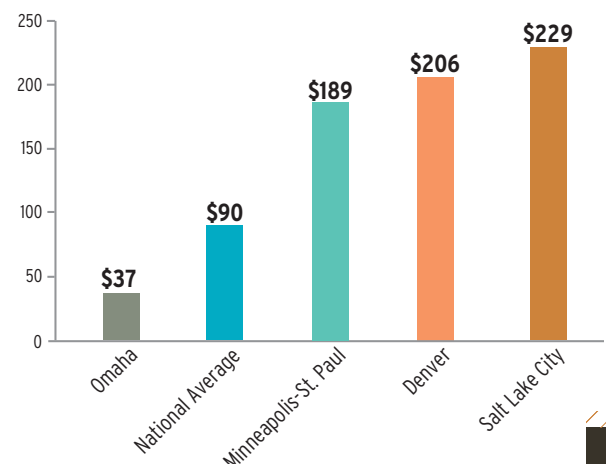
CURRENT SERVICE

According to the Regional Transit Vision conducted in 2013, Metro manages its costs and services successfully relative to peer agencies. However, without new funding sources, maintaining or improving transit services will be extremely difficult. In 2015 Metro adjusted its system to increase the number of routes that run frequently. Still, only a few bus routes arrive every 15 minutes – the minimum standard that sparks “spontaneous use” and increased ridership.

KEYS TO SUCCESSFUL TRANSIT:

- High **frequency** to improve predictability
- **Land use** that provides the critical mass needed to make transit work
- **Direct routes** with fewer stops to get riders where they’re going – quickly.
- New technologies to add **coverage** of the region

Annual transit funding per capita



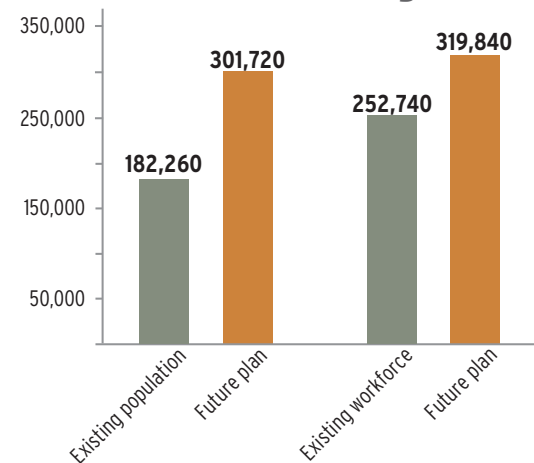
RIDERSHIP AND LAND USE IMPACT

The priority transportation corridors capture the densest concentrations of residents and employees in the region. Hundreds of thousands live or work within walking distance (1/4 mile) of the corridors. With enhanced transit service and accelerated redevelopment, these numbers will increase.

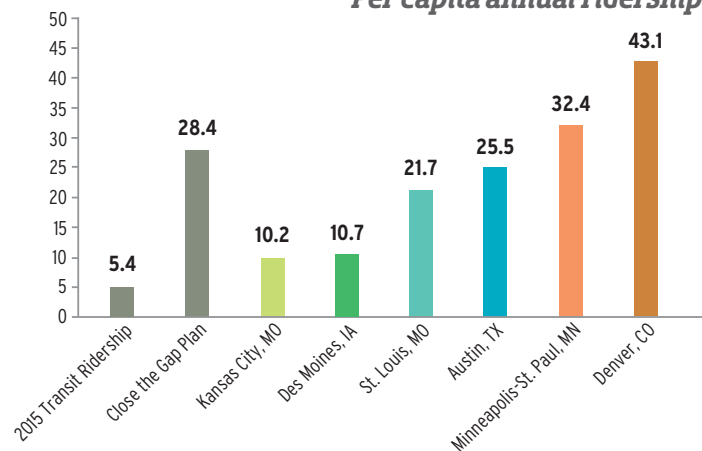
Today, Metro's system averages **15,000** riders per day. With Bus Rapid Transit (BRT) installed along the corridors, the system would increase ridership dramatically along the corridors to an estimated **62,000** riders per day by 2040, more than four times the system's total current ridership. Another scenario extended the proposed Streetcar westward as a Light Rail (LRT) line that connects UNMC to Aksarben Village and then runs westward along the West Center corridor to Oak View Mall near 144th Street. This line would attract 15,000 trips per day in 2040, and together with the BRT lines would result in more than **90,000** riders per day by 2040.

The analysis represents a significant enough number of trips to reduce traffic congestion and increase mobility dramatically. It would place the Omaha region's transit usage near the level of larger regions such as St. Louis, Austin, and Minneapolis-St. Paul.

Population and employment within walking distance



Per capita annual ridership

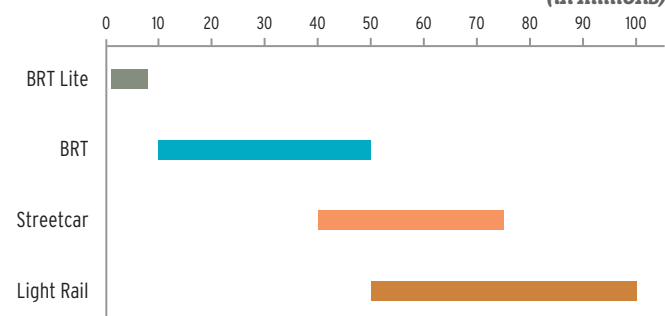


COSTS OF PREMIUM TRANSIT

Costs of building transit service vary widely based on the unique characteristics of each corridor, but general ranges based on technology are shown in the graph to the right:

The costs are not insignificant, but they are attainable. While it is not a recommendation, a half-cent sales tax in Douglas and Sarpy Counties would generate nearly \$1.5 billion by 2040. Non-local sources, such as Federal funds, would also be sought to build and operate an expanded regional transit system.

Capital costs of transit per mile (in millions)



WANT MORE INFO?

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heartland2050.org