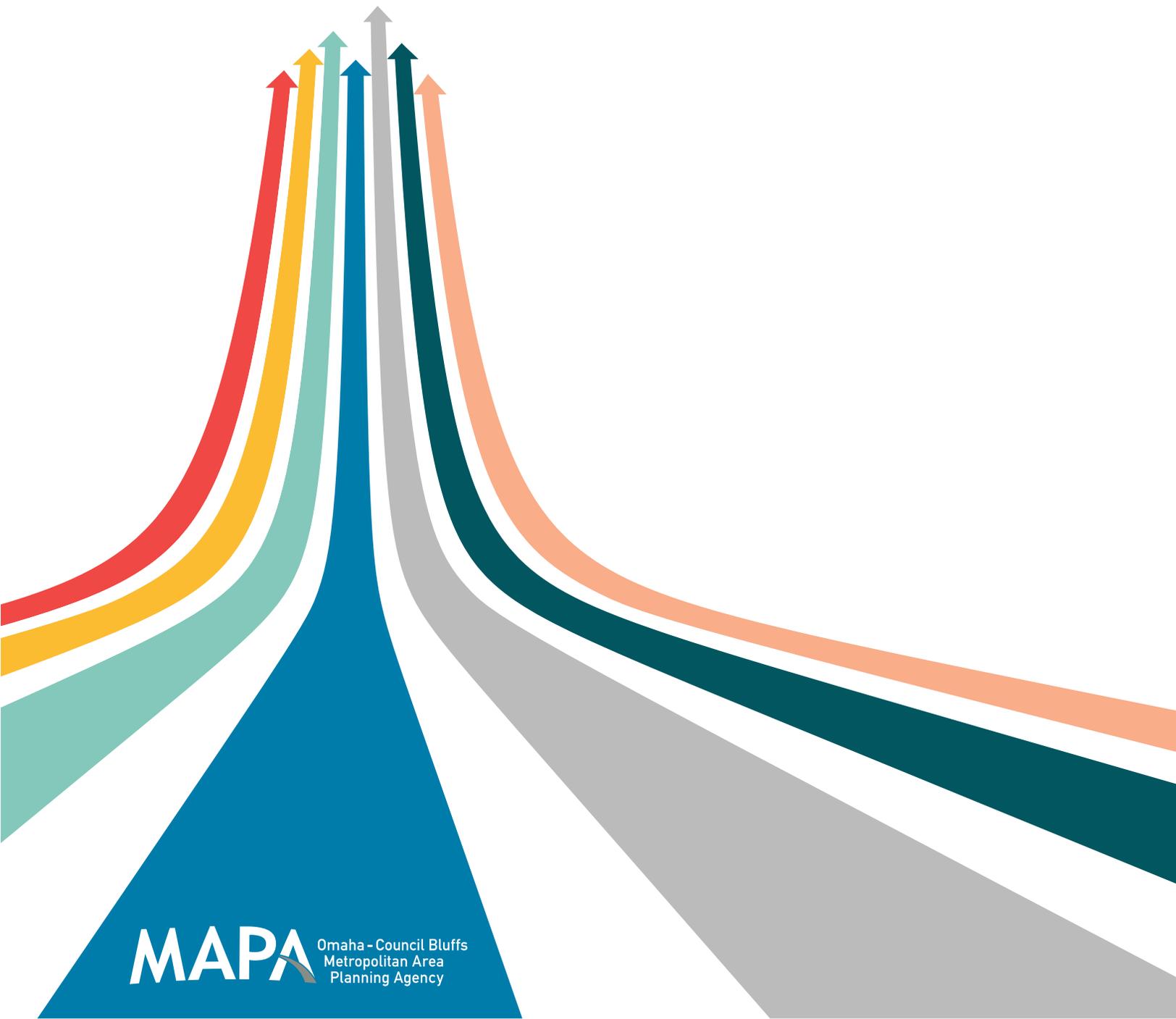


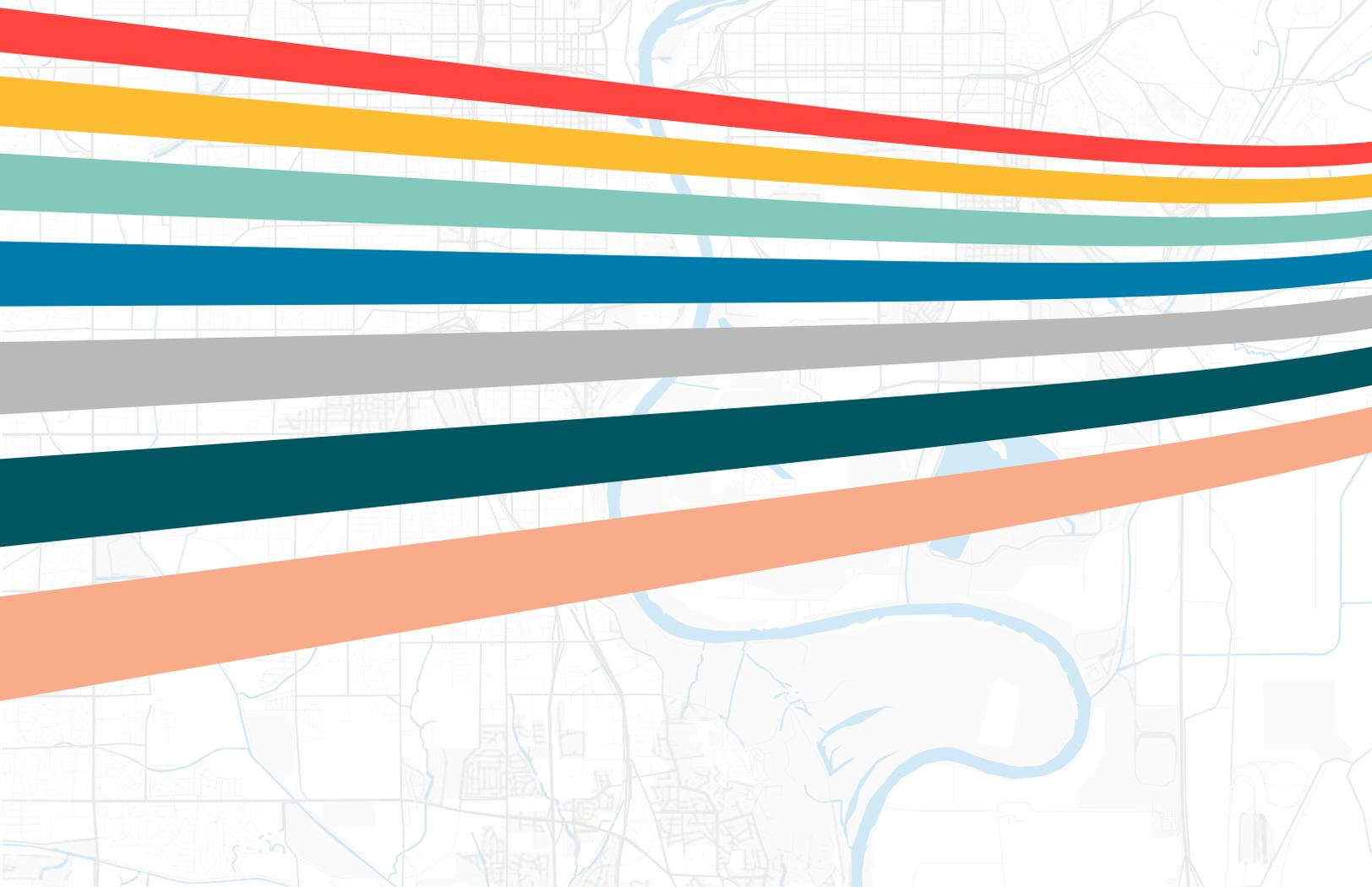
2050 LONG RANGE TRANSPORTATION PLAN



2050 **GOAL**

INCREASED MOBILITY FOR ALL

Adopted by the MAPA Council of Officials October 7, 2020



MORE TRANSPORTATION CHOICES, EASIER ACCESS, IMPROVED EQUITABILITY.



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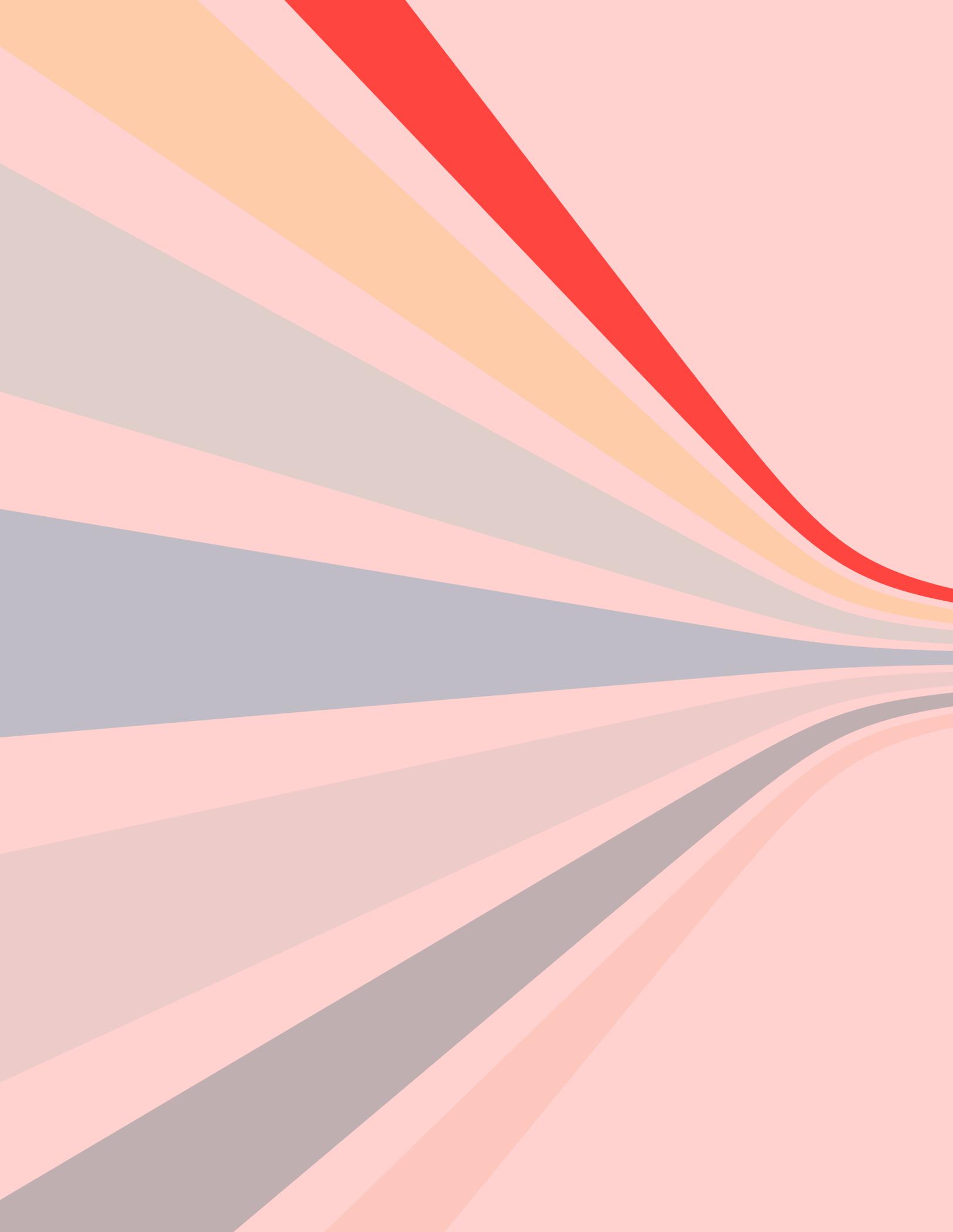
ECONOMIC GROWTH THROUGHOUT THE REGION

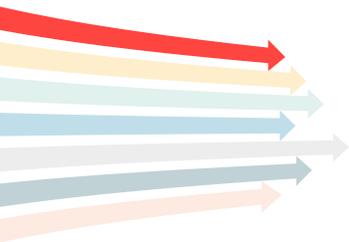
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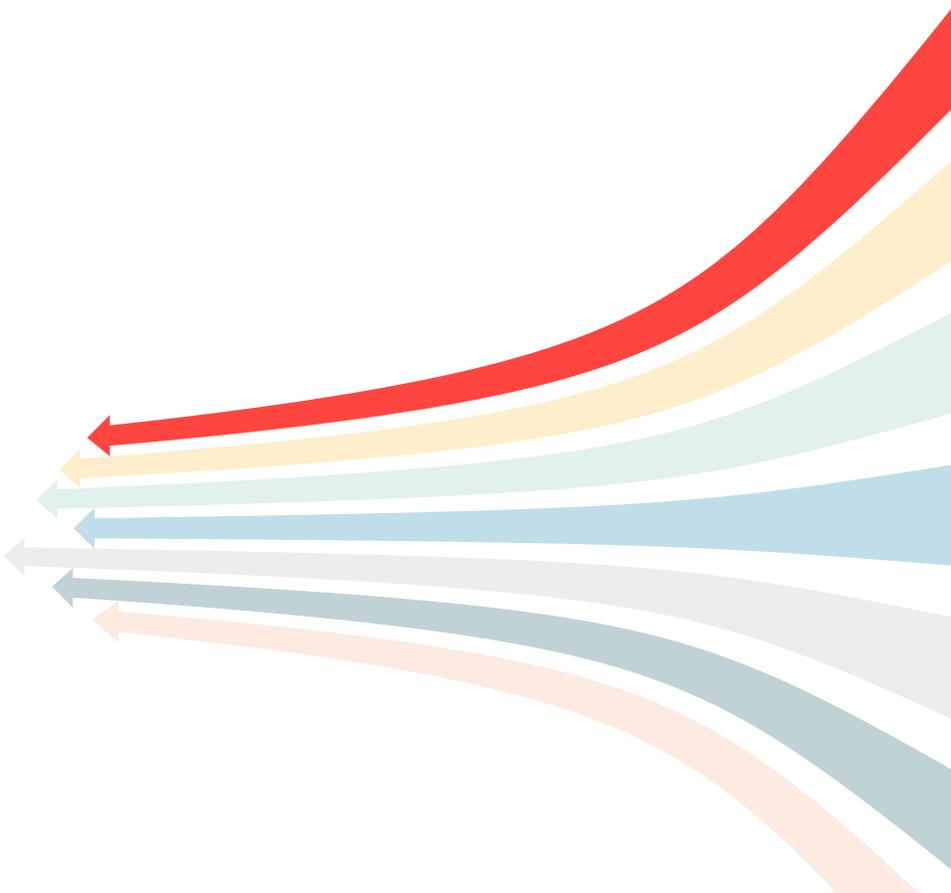
REGIONAL TRANSPORTATION INVESTMENTS



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1

INTRODUCTION

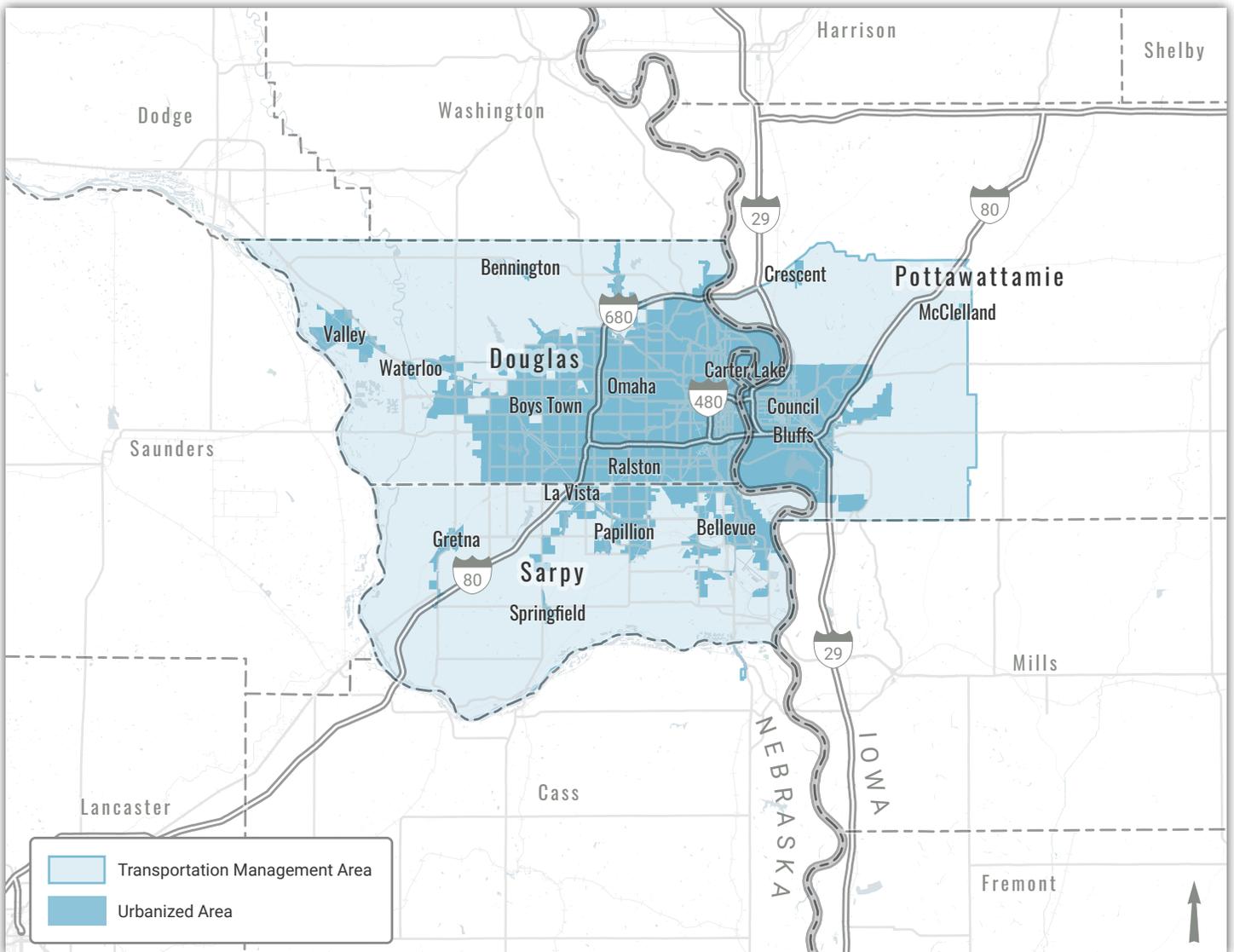
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1.1 INTRODUCTION

The MAPA 2050 Long Range Transportation Plan (LRTP) is a vision which guides future infrastructure projects in the Omaha-Council Bluffs Metropolitan Area. This planning initiative creates a vision for a stronger, safer, more vibrant region moving into the future.

Long range plans cover the designated Metropolitan Planning Organization (MPO), or Transportation Management Area (TMA). The Omaha - Council Bluffs TMA consists of Douglas and Sarpy Counties and a small portion of Cass County in Nebraska, and urbanized portions of Pottawattamie County in Iowa.

Figure 1.1
MAPA Transportation Management Area



The LRTP is required to include goals and projects with at least a 20-year time horizon from the implementation date. This LRTP will have projects and goals for the community spanning 30 years, until 2050. The extended time-frame of this planning initiative is designed to match the Heartland 2050 Study implementation and provide a more cohesive and comprehensive planning framework for the Omaha- Council Bluffs region. This framework will provide an aspirational community-wide vision for the year 2050.

This document contains a demographic, environmental, and infrastructure inventory which serves as the foundation for this planning vision. This framework, coupled with analysis of current transportation needs within the region, will determine the needs of the region moving forward. Based on these needs identified in the planning process, options for future projects, scenarios, and success will be developed.

Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA)

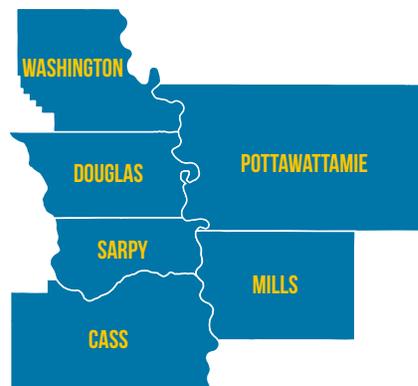
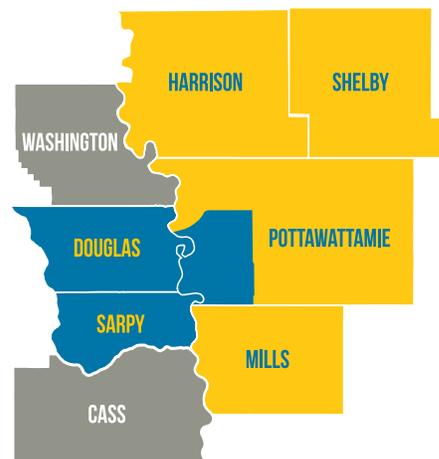
As the regional Council of Governments for Greater Omaha, MAPA exists to provide local governments with planning and technical support, thinking regionally and long range on the core issues that impact the vibrancy of the Greater Omaha-Council Bluffs area. These are issues that extend beyond electoral cycles or traditional boundaries -- including transportation, infrastructure, housing, and natural resources.

MAPA identifies opportunities, helps to bring funding and other resources to the region for critical projects, and works to build consensus among parties with often competing interests. The impact of our work is often tangible—roads, bridges, trails, housing that might not exist otherwise. Other times, the impact of our work is less obvious—things like cleaner air and water and better sanitation.

Our work touches all of these areas and more. We are connectors, facilitators, advisers, and implementers, with a big picture vision and an everyday attention to detail. Data and process-driven, we are a trusted, objective resource to local government and public and private stakeholders, helping to set the public agenda, frame issues, and develop and implement action plans.

MAPA was created in 1967 under the terms of an interlocal agreement to provide a forum for coordinating local planning and development activities. MAPA is governed by a 79-member Council of Officials and a nine-member Board of Directors.

The Omaha-Council Bluffs TMA (blue) and the RPA-18 region in yellow (upper right map). The MAPA Council of Governments region is in blue (lower right map).



Federal Justification and Requirements

As part of the “continuing, cooperative, and comprehensive” planning process, the Fixing America’s Surface Transportation Act (FAST Act) requires MPOs to develop a Long Range Transportation Plan (LRTP). This process was established by the federal government with the intent of fostering better management, operation, and development of the surface transportation system. Specifically, federal law identifies the following needs as pertaining to the national interest:

- Mobility of people and freight
- Economic growth and development
- Minimizing fuel consumption and air pollution

The law stipulates that the LRTP should provide a comprehensive assessment of the region’s transportation system and its future needs, including a list of regionally significant transportation projects based on reasonably anticipated local, state, and federal revenues.

Since transportation has a broad impact on society, long range transportation planning must take into account concerns such as impact upon the environment, land use, and economic development, in addition to traditional transportation-related issues such as mobility and safety.

Collaborative Planning in the MAPA Region

The 2050 LRTP builds upon the work of several major planning initiatives that have been conducted in recent years. **Heartland 2050** serves as the regional Vision adopted by the MAPA Council of Officials. This long-term regional vision provides the overarching goals and emphasis of the 2050 LRTP. The 2050 project was unveiled initially in December 2014, following two years of extensive public engagement and committee work. Since 2015, the project has moved to an implementation phase, focused on promoting best practices through events, speakers, site visits, demonstration projects and other activities. Federal transportation funding available through MAPA has been allocated to conduct local and corridor-level planning that advance the Heartland 2050 vision goals.

The **Metropolitan Area Travel Improvement Study (MTIS)** is a comprehensive transportation study (2013 - 2019) that recognizes future interstate and freeway system needs are linked intrinsically with arterial, local roads and transit system needs and investment decisions in the MAPA region. It was developed

RECENT PLANNING EFFORTS

- ▶ “Close the Gap” White Paper
- ▶ Transit Return on Investment (ROI) Study
- ▶ Metro Travel Improvement Study (MTIS)
- ▶ Greater Omaha Chamber Prosper 2.0
- ▶ Regional Equity Profile
- ▶ Sarpy County Transit Feasibility Study
- ▶ Affordably Furthering Fair Housing
- ▶ Regional Equity Profile
- ▶ Platteview Road Corridor Study

as a collaborative effort between the Nebraska Department of Transportation (NDOT) and MAPA.

Blueprint Nebraska is a statewide vision undertaken by the State of Nebraska to “Grow the Good Life” over the next decade. It focuses on propelling Nebraska to be the most welcoming Midwest state for youth, talent, investment, and commerce, and a national model for continuous growth and prosperity. Focused primarily on issues such as workforce, technology, and education, it devotes a strong emphasis on transportation and its intrinsic connection to broader goals.

The Greater Omaha Chamber of Commerce counts more than 3,100 member businesses and serves as the region’s leading economic development organization. The Chamber’s overarching economic development campaign is **Prosper Omaha 2.0**. This plan aims to grow the Greater Omaha-Council Bluffs region, with a focus on economic competitiveness, which includes a strong emphasis on place-making and infrastructure.

Metro Smart Cities is a collaborative that is focused on developing and implementing pilot projects to see

whether ideas that solve mobility and accessibility challenges do in fact work in real life. The Advisory Committee is co-chaired by Omaha Mayor Jean Stothert and Werner Trucking CEO Derek Leathers. MAPA is a key partner in this partnership.

Momentum from these planning efforts led to **ConnectGO**, a cooperative effort led by the Greater Omaha Chamber in coordination with MAPA, Metro Smart Cities, as well as key stakeholders and the public. The initiative was developed as the region faces a key juncture with regard to infrastructure and community planning. Technological advances like autonomous vehicles appear to be on the verge of widespread adoption, while demographic changes and shifting lifestyle preferences in recent years have been driving greater demand for urban, walkable development. Much of the nation’s infrastructure, built decades ago, is deteriorating and in need of rehabilitation or replacement. In light of these ever-changing conditions, ConnectGO aims to reexamine the current transportation system and reassess the planned infrastructure projects, programs, and policies to ensure the future that meets the needs of all residents of Greater Omaha.



MAPA is also recognized by the US Economic Development Administration (EDA) as an Economic Development District, which creates a **Community Economic Development Strategy (CEDS)**. As of Fall 2020, the MAPA CEDS is being updated in close

coordination with the LRTP in an effort to better complement transportation and economic development investments in a strategic manner to implement the regional vision.

Public Involvement

MAPA has prioritized public involvement and input activities that provided key information into the planning process. This outreach activity included collaboration with community partners on initiatives for corridor studies, ConnectGO, Block Talks, and Town Hall meetings around transportation issues to expand outreach efforts.

Through Heartland 2050, MAPA held a series of transportation related summits and workshops designed to bring a variety of voices to the table that were not a part of the transportation planning process traditionally. Using these strategies MAPA has kept long range transportation at the forefront of the regional planning process and expanded MAPA's outreach to include populations who had not been involved previously in the process.

Input received from these plans have shaped the recommendations and next steps. This extensive body

of public engagement has been incorporated into the 2050 LRTP.

Through these plans MAPA developed and continued relationships with stakeholders and the public regarding transportation planning. MAPA's outreach processes and public involvement relies heavily on stakeholder engagement and utilizes stakeholders to conduct outreach on planning efforts within their communities. The nonprofits and human service agencies MAPA works with are instrumental in contacts within Environmental Justice populations and facilitating meetings and online outreach. Through the Coordinated Transit Committee as well as the Heartland 2050 Equity and Engagement committees MAPA is able to ensure that marginalized groups are included in the planning process and that materials and strategies are inclusive.



PUBLIC INVOLVEMENT PROCESSES:

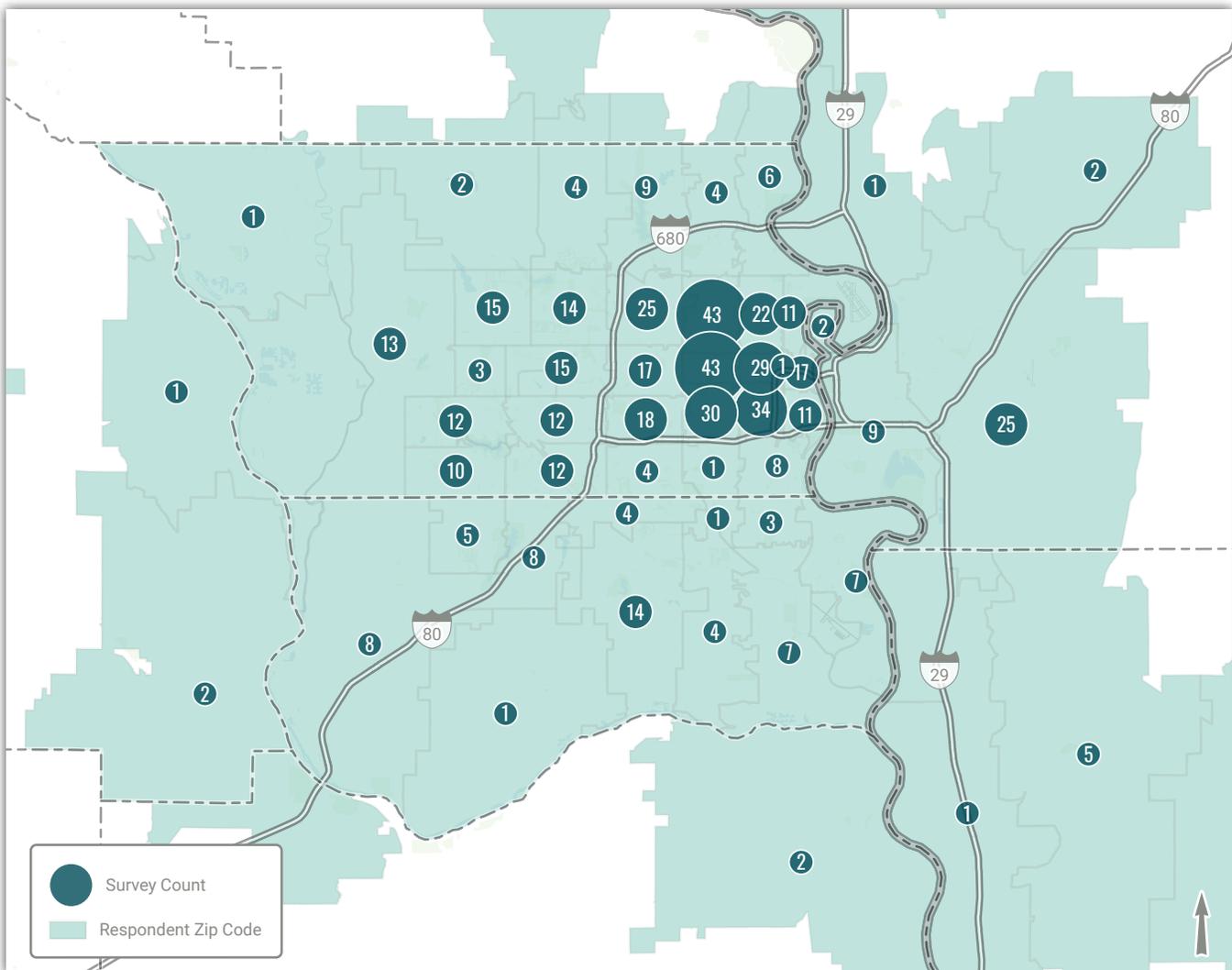
- Heartland 2050
- Heartland Connections: Regional Bicycle & Pedestrian Plan
- Heartland Connections: Regional Transit Vision (RTV)
- Metro Area Travel Improvement Study (MTIS)
- Coordinated Transit Plan
- Sarpy County Transit Feasibility Study
- 13th Street Walkability Study
- Close the Gap White Paper
- Forever North Corridor Study
- Transit Return on Investment Study
- Platteview Road Corridor Study / Sarpy County Comp. Plan Update

Goal Setting Phase

Throughout 2016 and 2017 MAPA held a series of goal-setting workshops, popup meetings, and online surveys throughout the region building off of Heartland 2050 planning efforts and the Heartland Connections plans. Additionally, this survey effort was utilized to shape the goals and objectives of the Metro Travel Improvement Study as well. These

meetings used a gamified method of determining the ideals and look of the outcomes people wanted from their transportation networks. Figure 1.2 shows the geographic distribution of people surveyed. A full summary of the feedback received is included in the charts that follow.

Figure 1.2: Survey Responses by Zip Code, MTIS Phase 2



Public Surveys

Several statistically significant regional polls and surveys have been conducted in recent years as part of regional planning efforts. The information garnered from these efforts has been used to guide the goals and strategies of both this Long Range Transportation Plan and ConnectGO. A brief summary of the focus of each poll is included below:

- **Heartland 2050 (2014)** | Online poll conducted with 400 households in the Omaha-Council Bluffs Metropolitan Statistical Area (MSA). Poll asked residents about their perceptions of quality of life in the region, their views on the region's potential for growth, and the importance of different transportation and economic issues.
- **Metro Travel Improvement Study (2014)** | Public survey via phone and mail of 524 households in the Omaha-Council Bluffs Region. The purpose of the survey was to identify issues that are important to transportation planning and improvements including: perceptions of current transportation issues, commute issues for those who worked outside of the home, modes of transportation used, interest in potential solutions to easing travel in the future, and preferred sources of funding for transportation improvements
- **Little Steps Big Impact (2012-2019)** | Phone and online survey of 400 households annually about the awareness and importance of air quality in the MAPA region. Surveys request awareness of various on-going outreach efforts and transportation-related strategies for improving the region's air quality
- **Connect GO (2020)** | Public surveys (3,300 responses) and a randomized opinion poll of 600 households in the MAPA region. Requested input on perceptions of life in the region and the importance of different transportation needs as well as their views on future investment in transportation and preferences for growth in the region

Scenario Development Phase

In 2017 MAPA utilized the scenario planning conducted in MTIS to get feedback on the various types of investments that could be made in the MAPA region's transportation system. Six initial scenario packages were developed to model what investing levels in different modes of transportation over the next 20 years would accomplish. Stakeholder and public input from the goal setting phase was used to weight the performance measures comparing each scenario package, and MAPA staff developed workshop materials that

could help understand the public's feedback on investments in various corridors throughout the region. Public outreach for this phase was designed to help citizens understand how they navigate the region currently, how they would prefer to get around, and what sorts of changes to the current transportation system are needed to make this happen. A full description of the public outreach efforts for the LRTP can be found in Appendix D.

Goal Setting Phase

ranked most important by public vote



23%

Maximize the mobility and accessibility of the transportation system in the region for all by providing a greater range of transportation options



21%

Preserve existing infrastructure (roads, bridges, trail, bike lanes, sidewalks, and buses)



15%

Improve safety across all modes of transportation to reduce fatalities and serious injuries



14%

Improve the ease of access to employment centers for all within the region



14%

Keep all costs reasonable and sustainable for tax payers and users



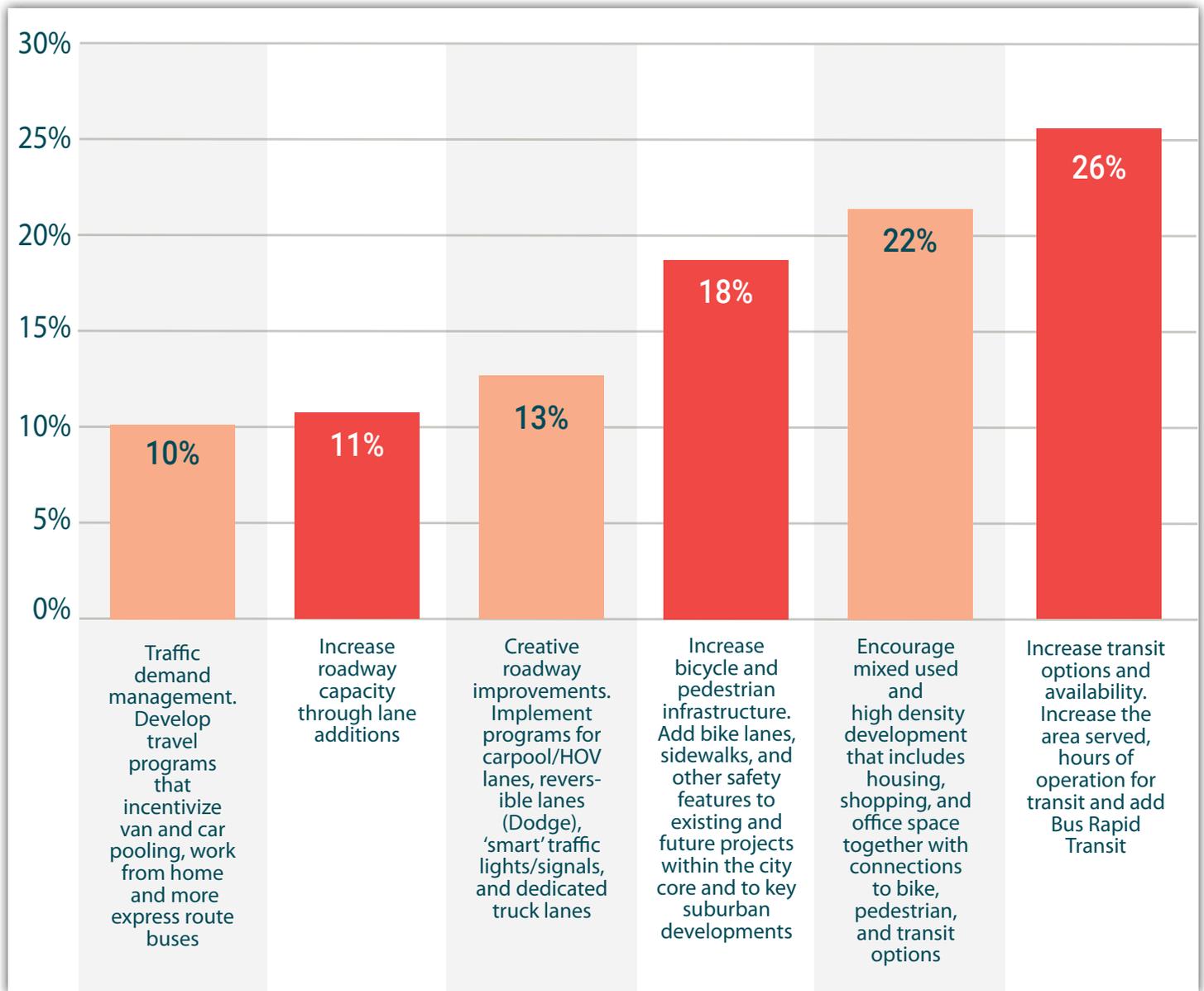
14%

Improve the mobility and transportation access for the elderly and disabled in the region



Figure 1.3: Public Prioritization of Transportation Strategies, MTIS Phase 2

Strategy Funding



ConnectGO Outreach

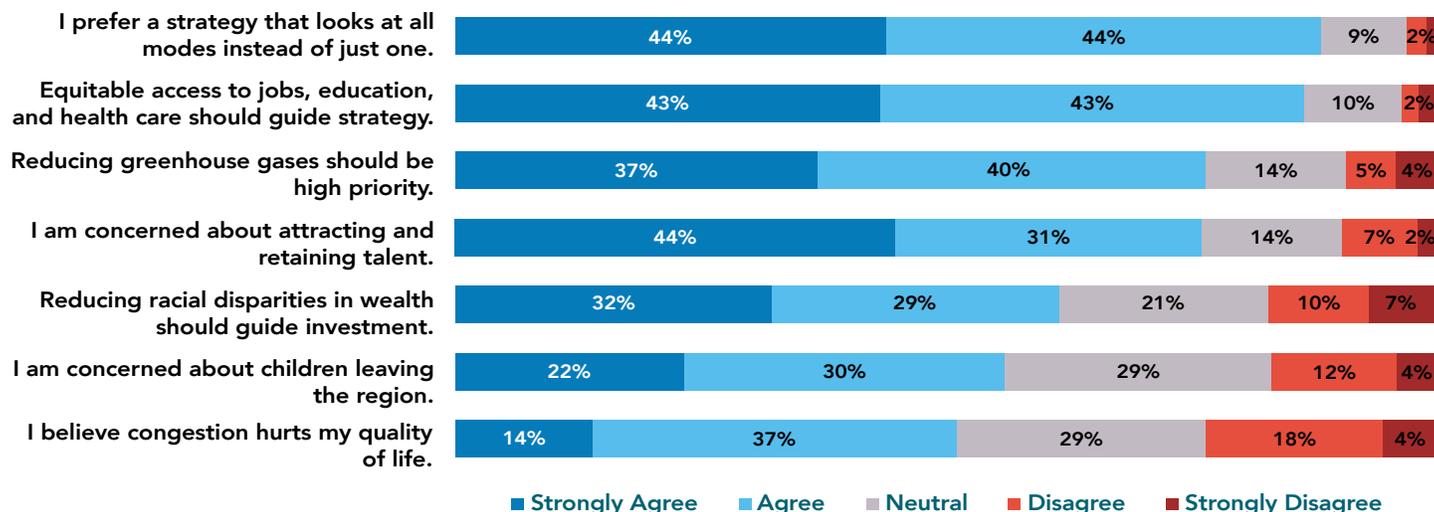
The initial phase of ConnectGO involved outreach to the Greater Omaha Chamber member businesses as well as the broader community. The Chamber began its outreach with the Metro Smart Cities Advisory Group, a cross-sector committee of civic leaders co-chaired by Omaha Mayor Jean Stothert and Werner Trucking CEO Derek Leathers. The intent of the exercise was to evaluate and prioritize goals identified in past planning efforts throughout the region. Building off of this meeting, the results were vetted and expanded upon through a variety of means including the following:

- Presentations and facilitated discussions with 40+ groups including more than 1,500 participants.
- Multiple presentations and discussions with the MAPA Board of Directors, Transportation Technical Advisory Committee (TTAC), Regional Planning Advisory Committee (RPAC).
- More than 3,300 responses to three surveys. Opinion poll conducted by national research firm to gauge community priorities related to transportation needs and preferences for growth in the region.
- 6 focus groups oriented around specific issues (freight, bicycling, public transit) or geographies (Omaha, Council Bluffs, Sarpy County).
- Ongoing work of more than 60 volunteers serving on ConnectGO working groups and committees.
- Numerous 1x1 interviews with philanthropists, industry experts, social service providers, business leaders, and other key stakeholders.

A full summary of the initial outreach phase of ConnectGo can be found in the [ConnectGO Goals and Principles document](#).

FIGURE 1.4: Public Prioritization of Transportation Strategies, ConnectGO

FIGURE 2: HIGH-LEVEL PRIORITIES



1.2 THE 2050 VISION

The MAPA 2050 Long Range Transportation Plan is developed in harmony with Heartland 2050, ConnectGO, and the other planning initiatives undertaken in the region in recent years. As MAPA's adopted regional vision, Heartland 2050 calls for purposefully probing the fundamental building blocks to community **vibrancy**. Its mission is to define and promote an actionable course that is *closing the gap* – in access and opportunity, time and distance, funding and mindshare – while bringing people closer together in a thriving, vibrant community.

Since its inception, Heartland 2050 was developed with a trifurcated focus on **People, Places, and Resources**. A unique exercise known as “values laddering” utilized a deep dive with focus groups to identify core values of residents. The overwhelming majority of residents enjoy a high quality of life and believe that the region is heading in a positive direction. People note that they enjoy the low cost of living or affordability available. The greatest concerns surround issues of crime and high taxes, particularly property taxes on the Nebraska side.

Ultimately Heartland 2050 identified **12 Core Values** for the region. Many of these apply to the 2050 LRTP:

12 Core Values

- Retain a high quality of life
- Maintain affordable and fair housing
- Use public resources efficiently for low taxes
- Enhance safety, reduce crime, and eliminate poverty
- Attract good quality jobs
- Attract and retain young professionals
- Maintain excellent educational opportunities
- Ensure high quality health care
- Maintain our strong network of neighborhoods and communities
- Retain small town values that make our region inclusive, family-friendly, welcoming, and accessible
- Expand and enhance transportation choices
- Plan for future which is sustainable and resilient economically

Specifically related to infrastructure the Heartland 2050 Action Plan states that the region's investments should lead to *“infrastructure that supports quality, connected development and more transportation choices.”*

¹ <https://www.slideshare.net/Heartland2050/h2050-values-analysis>

The MTIS transportation study focused on five goals as part of its approach:

- System Preservation
- Congestion Reduction
- Mobility and Accessibility
- Stewardship and Environment
- Safety

Similar to Heartland 2050's emphasis on People, Places and Resources, Blueprint Nebraska highlights the growth themes of People, Places, Government, and Industry Sectors. Prosper Omaha 2.0 from the Greater Omaha Chamber also calls for focusing on People, Place and Prosperity.

The alignment between Heartland 2050 and the visions developed by the State of Nebraska and the Greater Omaha Chamber of Commerce reflect a strong complementarity among the different actors in the region.

This consistency shared through various planning efforts conducted over the last few years demonstrates that local, state, private, and non-profit leaders understand the needs of the region, and are focused on moving together in a similar direction to achieve these goals.

Our Goals

The Greater Omaha Chamber Commerce embarked upon ConnectGO, a cooperative effort in coordination with MAPA and the Metro Smart Cities coalition, as well as key stakeholders and the public, given that the region faces a key juncture with regard to infrastructure and community planning. Technological advances like autonomous vehicles appear to be on the verge of widespread adoption, while demographic changes and shifting lifestyle preferences in recent

years have been driving greater demand for urban, walkable development. And much of our infrastructure, built decades ago, is deteriorating and in need of rehabilitation or replacement. In light of these ever-changing conditions, we are faced with the task of reexamining our current transportation system and reassessing our planned infrastructure projects, programs, and policies to ensure we build a future that meets the needs of all residents of Greater Omaha.





To proactively address our region’s most pressing challenges and position the metro for continued economic growth, MAPA has partnered with the Greater Omaha Chamber and Metro Smart Cities to build a new regional transportation strategy– bringing diverse stakeholders together to guide the region’s investment. The goals guiding the ConnectGO strategy and this Long Range Transportation Plan are as follows:

ACCESS TO OPPORTUNITY

- Our multimodal transportation system will enable people to reach their preferred destinations in a reasonable amount of time, regardless of age, ability, or neighborhood
- We will maximize access to education, employment, and health care for people traveling by any mode

TALENT ATTRACTION & RETENTION

- Our transportation system will contribute to a quality of life that is appealing to local residents and attractive to people living elsewhere.
- Greater Omaha will support a diverse range of lifestyles by offering a variety of enjoyable neighborhoods, from rural to urban

ECONOMIC GROWTH THROUGHOUT THE REGION

- Our transportation system will help us all prosper as individuals, as communities, and as a region.
- Our transportation system will safely and reliably move freight, as well as people.
- We will catalyze higher value real estate development and neighborhood revitalization through strategic infrastructure investment.

STEWARDSHIP OF THE TRANSPORTATION SYSTEM

- We will take pride in the condition of our existing transportation infrastructure, prioritizing its maintenance and rehabilitation.
- We will account for long-term operations and maintenance costs when planning for future projects



These goals are put into action with five community-defined Guiding Principles that build off those that shaped the Heartland 2050 Vision:



PUT PEOPLE FIRST

The quality and character of our built environment have a profound impact on people's lives. ConnectGO and the 2050 LRTP will attempt to improve people's lives through transportation strategies that support health, safety, fun, and economic security.



ENSURE EQUITY

Strive for equity in both the process of the strategy's development and in the outcomes proposed within the strategy. Together, we will build a transportation system that helps address the enduring impacts of inequity and includes options to serve people of all ages and abilities throughout the region.



BE TRANSFORMATIVE

Take a holistic approach to tackling some of our region's greatest transportation-related challenges, incorporating strategies related to land use, placemaking, and workforce development in addition to more traditional transportation projects, policies, and programs. We will not shy away from bold, visionary actions.



CREATE RESILIENT COMMUNITIES

Offer innovative approaches to transportation that promote fiscal, operational, and environmental sustainability. With an eye toward emerging technologies and a future-focused approach, ConnectGO and the MAPA LRTP will play a key role in our region's competitive future.



COLLABORATE

Success at a regional scale is only possible when we work together. To build an implementable plan that stands the test of time, we will develop the regional strategy through community-wide input, preserving local decision making while coordinating transportation strategies across city, county, and state boundaries.

Performance-Based Planning

Addressing current and future transportation needs effectively requires a plan that can be measured and assessed. To that end, performance based planning and programming has been, and will continue to be, used in concert with all relevant stakeholders in planning for and implementing transportation projects, programs, and policies. Through MTIS and the ConnectGO planning process, several performance measures have been identified to track progress towards our transportation goals.

PERFORMANCE MEASURE DEVELOPMENT

By definition, a measure must be quantifiable—it defines the current condition of a particular aspect of the transportation system or the community it serves, and by setting a future target, provides a framework for identifying potential strategies to achieve the goal. The "Moving Ahead for Progress in the 21st Century Act" (MAP-21) established statewide and metropolitan planning processes to address transportation issues consistently such as safety, preservation (pavement and bridge), freight and travel time reliability, and transit state-of-good-repair. These performance measures provide a good basis for, but do not consider all the goals of ConnectGO and LRTP 2050 adequately. Using public and focus group input, a detailed list of performance measures was developed, and those measures are described in greater detail in the chart below.



TABLE 1.1: Draft ConnectGO Performance Measures

GOALS	STRATEGIES	PERFORMANCE MEASURES
<p>Ensure equitable access to opportunity.</p>	<p>Increase access to employment.</p>	<p># Jobs within 30 minutes of home via auto.</p> <p># Jobs within 45 minutes of home via transit.</p>
	<p>Increase access to education and training.</p>	<p>% Homes/population within 60 minutes of colleges and universities via transit.</p>
		<p># Miles of sidewalk gaps within ¼ mile of elementary schools.</p>
	<p>Increase access to healthcare.</p>	<p>% Homes/population within X min of hospitals/clinics via _____.</p>
	<p>Increase access to groceries.</p>	<p>% Homes/population within X min of grocery store via _____.</p>
<p>Cultivate a quality of place that attracts and retains talent.</p>	<p>Transportation options</p>	<p># Miles of Low-Street Bike Facilities</p>
		<p># Population within 1/4 mile of frequent transit service.</p>
<p>Foster economic growth throughout the region.</p>	<p>Eliminate freight bottlenecks</p>	<p>FHWA truck and travel time reliability measures.</p>
	<p>Use transportation investment to catalyze higher value real estate development.</p>	<p># Taxable value of land along major corridors or in major districts.</p>
<p>Provide stewardship of the existing and future transportation system.</p>	<p>Maintain and rehabilitate the existing system.</p>	<p># Preservation spending per lane mile.</p>
	<p>Promote compact growth/fiscal health of cities</p>	<p># Tax revenue per acre.</p>
	<p>Ensure sustainability of future capital investments</p>	<p>Transit state-of-good-repair from FTA (aligned with new capital investment).</p>
<p>Preservation spending per lane mile (aligned with new capital investment).</p>		



Planning Summary

While the goals of the 2050 LRTP were developed to respond to the region's most urgent needs, the plan itself will be implemented alongside the efforts of local, state and federal partners. Table 1.1 demonstrates the alignment of the 2050 Long Range Transportation Plan goals to the ten congressionally-directed planning factors and other regionally significant state, regional and local planning efforts.



TABLE 1.2: MAPA Goals & Federal Planning Factors

		MAPA LRTP 2050 GOALS			
		Goal 1: Access to Opportunity	Goal 2: Talent Attraction and Retention	Goal 3: Economic growth throughout the region	Goal 4: Stewardship of the transportation system
PLANNING FACTORS	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity & efficiency	x	x	x	
	Increase the safety of the transportation system for motorized and non-motorized users	x	x		x
	Increase the security of the transportation system for motorized and non-motorized users				x
	Increase the accessibility and mobility of people and freight	x	x	x	x
	Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	x	x	x	
	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	x	x	x	
	Promote efficient system management and operation	x		x	x
	Emphasize the preservation of the existing transportation system				x
	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation				x
	Enhance travel and tourism		x	x	
HEARTLAND 2050 GUIDING PRINCIPLES	Equity	x	x	x	
	Efficiency	x		x	x
	Inclusivity	x	x	x	
	Local Control/Regional Benefit		x	x	x
NEBRASKA AND IOWA	Transportation Asset Management Plans				x
	Strategic Highway Safety Plans	x	x	x	
	State Freight Plans			x	
TRANSIT PROVIDERS	Transit Asset Management Plans				x
	Transit Safety Plans			x	x



Federal Highway Administration (FHWA) Performance Measures

The Federal Highway Administration directs that states identify and set targets in the areas of safety, preservation, and travel time reliability. These performance measures provide tangible benchmarks and standards to the planning and project selection process, which correlate directly with goals identified in this long range transportation planning process. The option is given to MPOs to establish their own targets (in coordination with their representative state(s)

DOTs) as desired. To better assess the unique urban context, MAPA has established safety (PM1) and truck and travel time reliability measures (PM3) described in more detail in the following table. MAPA supports the preservation performance management targets of both Iowa and Nebraska, shown below. Next to each measure an arrow in brackets indicates the desired trend.

Table 1.3: FHWA Safety Performance Measures and Regional Targets

NHPP SAFETY MEASURE (PM1) (5-YEAR ROLLING AVERAGE)	2013 - 2017 BASELINE	2018 PROJECTED	2018 OBSERVED	MET TARGET	BETTER THAN BASELINE	2016 - 2020 TARGET
Number of Fatalities (↓)	55.6	55.6	58.2	☐	☐	63.6
Fatality Rate (per 100 million VMT) (↓)	0.873	0.847	0.906	☐	☐	0.9
Number of Serious Injuries (↓)	540.6	510.6	534	☐	☐	476.1
Serious Injury Rate (per 100 million VMT) (↓)	8.26	7.968	8.317	☐	☐	7.248
Number of Non-Motorized Fatal and Serious Injuries (↓)	66.6	66.6	69	☐	☐	63.5

Table 1.4: FHWA System Preservation Performance Measures and State Targets

NHPP Preservation Measure (PM2)	IOWA DOT				NEBRASKA DOT			
	2017 Baseline	2018 Interim	2019 2-Year Target	2021 4-Year Target	2017 Baseline	2018 Interim	2019 2-Year Target	2021 4-Year Target
Percentage of pavements on the Interstate System in Good condition (↑)	N/A	67.5%	N/A	49.4%	N/A	76.2%	N/A	50.0%
Percentage of pavements on the Interstate System in Poor condition (↓)	N/A	0.4%	N/A	2.7%	N/A	0.2%	N/A	10.0%
Percentage of pavements on the non-Interstate System in Good condition (↑)	50.9%	53.4%	48.8%	46.9%	63.4%	64.4%	40.0%	40.0%
Percentage of pavements on the non-Interstate System in Poor condition (↓)	10.6%	10.6%	13.2%	14.5%	11.5%	10.6%	10.0%	10.0%
Percentage of NHS bridges classified as in Good condition (↑)	48.9%	48.9%	45.7%	44.6%	61.0%	58.3%	55.0%	55.0%
Percentage of NHS bridges classified as in Poor condition (↓)	2.3%	2.3%	3.7%	3.2%	1.9%	1.8%	10.0%	10.0%

Table 1.5: FHWA System Reliability Performance Measures and State Targets

NHPP SAFETY MEASURE (PM3) (5-YEAR ROLLING AVERAGE)	2017 BASELINE	2019 PROJECTED	2019 OBSERVED	MET TARGET	BETTER THAN BASELINE	2021 TARGET
Interstate Highway Reliable Person-Miles Traveled (↑)	97.10%	95.90%	94.40%	☐	☐	94.70%
Non-Interstate Highway Reliable Person-Miles Traveled (↑)	87.30%	88.40%	83.70%	☐	☐	90.20%
Interstate Highway Truck Travel Time Reliability (TTTR) Index (↓)	1.25	1.19	1.37	☐	☐	1.14

Federal Transit Administration (FTA) Performance Measures

Moving Ahead for Progress in the 21st Century (MAP-21) granted the Federal Transit Authority (FTA) the authority to establish and enforce a comprehensive framework to oversee the safety of public transportation throughout the United States. This framework covers all aspects of the transit agency's operations

using a performance-based approach known as the Safety Management System (SMS). The Omaha Metro Transit Agency provides fixed route and paratransit services throughout the metro, and, in coordination with NDOT and MAPA, has established the following safety performance targets.

Table 1.6: Fixed Route Safety Performance Baselines and Targets - 2020

SAFETY PERFORMANCE CATEGORY		2014-2018 BASELINE	TARGET	GOAL SUPPORTED
Fatalities (↓)	Total	0	0	1 / 2
	Rate per 100,000 VRM	0	0	1 / 2
Injuries (Minor/Major) (↓)	Total	9.4	Reduction from Baseline	1 / 2
	Rate per 100,000 VRM	0.0236	Reduction from Baseline	1 / 2
Safety Events (Minor/Major) (↓)	Total	8.4	Reduction from Baseline	1 / 2
	Rate per 100,000 VRM	0.211	Reduction from Baseline	1 / 2
System Reliability (Minor/Major) (↑)	VRM Between Failures (Total)	1,406	Reduction from Baseline	1 / 2

Table 1.7: Paratransit (MOBY) Safety Performance Baselines and Targets - 2020

SAFETY PERFORMANCE CATEGORY		2014-2018 BASELINE	TARGET	GOAL SUPPORTED
Fatalities (↓)	Total	0	0	1 / 2
	Rate per 100,000 VRM	0	0	1 / 2
Injuries (Minor/Major) (↓)	Total	0.2	0	1 / 2
	Rate per 100,000 VRM	0.025	0	1 / 2
Safety Events (Minor/Major) (↓)	Total	0.2	0	1 / 2
	Rate per 100,000 VRM	0.025	0	1 / 2
System Reliability (Minor/Major) (↑)	VRM Between Failures (Total)	2,718	Reduction from Baseline	1 / 2

Table 1.8: Federal Transit Authority Transit Asset Management Performance Measures

ASSET	TARGET % EXCEEDING USEFUL LIFE BENCHMARK
Council Bluffs Special Transit Service (STS)	
Rolling Stock	25.000
Metro Transit	
Facilities	0.000
Rolling Stock	26.000
Equipment	100.000



Metropolitan Area Travel Improvement Study

The Metropolitan Area Travel Improvement Study, conducted in three phases from 2013-2019, took stock of current baseline conditions for travel reliability and infrastructure in the region. Targets were established for these measures, and weighting criteria were applied in evaluating project scenarios. Many of these measures are similar to the final FHWA and

FTA performance measures which were determined ultimately by the rulemaking process. As such the scenario planning process in MTIS provided us with a baseline for the FHWA and FTA measures to understand the scale of many of these congestion and system preservation issues at the regional level.

Table 1.9: MTIS System Preservation Performance Measures and Targets

PERFORMANCE MEASURE	PERFORMANCE MEASURE TARGET	EXISTING CONDITIONS BASELINE	FUTURE NO-BUILD CONDITIONS BASELINE
Pavement: Nebraska Serviceability Index (NSI)	84% of highway system miles at least good or very good (NSI ≥ 70)	Interstate 88.9% Freeway 99.3% State Highway 53.1% Local Roads 76.6% Overall 74.1%	Overall 0% (Year 2040)
Pavement: International Roughness Index (IRI)	84% of NHS-enhanced miles at a ride quality of at least "good" or "very good" (IRI ≤ 2.48 mm/m or 157.13 in/mile)	Interstate 97.9% Freeway 98% State Highway 46.9% Local Roads N/A Overall 72.3%	Overall 0% (Year 2040)
Bridge: National Bridge Index (NBI)	95% of Bridges NBI ≥ 6 and 0 functionally obsolete* or structurally deficient bridges	76% of Bridges NBI ≥ 6 4% Structurally Deficient Bridges (by deck area)	44% of Bridges NBI ≥ 6 30% Structurally Deficient Bridges (by deck area) (year 2040)
Transit: State-of-Good-Repair	All assets in state-of-good-repair (no assets in Worn or Marginal condition)	62% of current assets in Worn or Marginal condition	All current assets in Worn or Marginal Condition

* Functionally obsolete is no longer used as a measure of bridge condition

Table 1.10: MTIS Congestion Reduction Performance Measures and Targets

PERFORMANCE MEASURE	PERFORMANCE MEASURE TARGET	EXISTING CONDITIONS BASELINE	FUTURE NO-BUILD CONDITIONS BASELINE
System Reliability (Trucks Included)	Address reliability issues along five (5) segments with highest RI80	Urban Arterials: 1.11 Rural Arterials: 1.07 Urban Freeways: 1.20 Rural Freeways: 1.03	N/A
Vehicle Miles Traveled (VMT)	2040 VMT per Household grows by 5% or less compared to 2010 levels	16.1M Daily VMT 55.1 Daily VMT/ Household	24.3M Daily VMT 62.4 Daily VMT/ Household
Vehicle Hours Traveled (VHT)	Vehicle Hours Traveled (VHT) 2040 Scenario reduces VHT growth by 25% compared to 2040 No-Build	401,300 Daily VHT 1.37 Daily VHT/ Household	753,900 Daily VHT 1.94 Daily VHT/ Household
Delay	2040 Scenario reduces delay growth by 25% compared to 2040 No-Build	16,300 Daily Hours Delay	109,000 Daily Hours Delay
LOS / Congested Miles of Freeway (Mainline)	2040 Congested Miles of Freeway same or lower than 2010 levels	6.8 miles at LOS E or F	23.5 miles at LOS E or F
Miles of Congested Non-Freeway Segments	2040 Scenario reduces number of congested miles of Non-Freeway by 33% compared to 2040 No-Build levels	34.5 miles at LOS E/F	126.8 miles at LOS E/F



Establishing the Baseline & Measuring Progress

In addition to taking stock of traditional transportation-related infrastructure, ConnectGO has also measured characteristics of Greater Omaha, such as value of infill development, and taxable value of land along major corridors, that, when tied with transportation strategies, cultivate a quality of place and foster economic growth. Understanding current spending required to maintain the existing system, along with local communities' related revenues is critical to plan future strategies responsibly. Finally, more clearly understanding and providing for active transportation solutions is considered.

Going forward, the success of strategies identified in ConnectGO and the 2050 LRTP will be based on progress toward established performance measure targets. Working closely with member jurisdictions, the Greater Omaha Chamber of Commerce, and the public, MAPA will assess progress annually towards these goals. This regional approach allows decision makers to reprioritize projects, adjust operations, or alter strategies as necessary to achieve an equitable, accessible, and modern transportation system.

