



HEARTLAND 2050 REGIONAL PLANNING ADVISORY COMMITTEE (H2050 RPAC)

Heartland 2050 is a community driven initiative pulling in stakeholders from across the region to think big and work towards a common vision for our six-county region anchored by the Omaha-Council Bluffs metro area.

MEETING MINUTES

Friday, June 2, 2023 | 10:00 a.m. – 12:00 p.m.

ATTENDEES: Wayne Brown, NE Urban League; Dr. Martha Bruckner, Metro Omaha Education Consortium; Lauren Cencic, Metro Transit; Fred Conley, Papio-Missouri River NRD; Derek Miller, Omaha Planning Dept.; Chad Kruse, UNMC; Michaela Valentin, OPPD; Chris Gibbons, City of Council Bluffs; Kristine Stokes, City of Gretna; Leland Jacobson, Bellevue Planning Commission; Brian Norton, Douglas County; Chris Shewchuk, Washington County; Ashley Rae Turner, Emspace + Lovgren; Brian Eckert, Holland Basham Architecture; Nancy Pridal, Lamp Rynearson & Assoc.; Eva Roberts, Front Porch Investments; Mark Stursma, City of Papillion; and Dustin Marvel, OPPD;

GUESTS: None

MAPA STAFF: Saul Lopez, Sue Cutsforth, Charlie Harrington, Isabelle Fleming, Jim Boerner, Court Barber, Julie Smith, Grant Anderson, and Carlos Morales

A. Welcome and Introductions – Chris Gibbons, Committee Vice-Chair

B. Thank you to outgoing members – Chris Gibbons, Committee Vice-Chair

- This is the final meeting for the following RPAC members; we thank them for sharing their expertise with us!
 - i. Lynn Dittmer, 712 Initiative
 - ii. Derek Miller, Heartland 2050 Infrastructure Committee Chair
 - iii. Stephen Osberg, formerly with the Omaha Chamber
 - iv. Nancy Pridal, Lamp Rynearson & Associates, Inc.
 - v. Mark Stursma, City of Papillion
 - vi. Kyle Madsen, Heartland 2050 Natural Resources Committee Chair

C. Approve Previous Meeting Minutes - Chris Gibbons, Committee Vice-Chair

- Motion approved

D. MAPA Work Programs - Carlos Morales & Grant Anderson, MAPA

- The Unified Planning Work Program (UPWP) documents MAPA's transportation-related activities and projects for the upcoming fiscal year
 - i. Find out more at <https://mapacog.org/reports/fy2024-unified-planning-work-program/>
- Community & Economic Development priorities
 - i. Data priorities
 - ii. Increasing regional collaboration & convening conversations among top goals

HEARTLAND 2050 GUIDING PRINCIPLES

EQUITY | INCLUSIVITY | EFFICIENCY | LOCAL CONTROL/REGIONAL BENEFIT



E. Comprehensive Economic Development Strategy (CEDS) Update - Grant Anderson, MAPA

- Find the CEDS on the MAPA website at <https://mapacog.org/calendar/news/2020-comprehensive-economic-development-strategy/>
- MAPA's Community and Economic Development staff acts as extension of local government
 - i. Multiple types of assistance provided - Downtown Revitalization, grant & program administration, training, workshops and other technical assistance
- MAPA partners with Greater Omaha Chamber Economic Development partnership
- The CEDS is strategy document for economic development in the Omaha-Council Bluffs region
 - i. Allows MAPA to align its work/assistance with community needs
 - ii. CEDS Community profile piece - assesses current local economic climate
 - iii. CEDS Implementation piece - provides broad goals and strategies
- CEDS updated every five years - next update in 2025
- More external guidance & direction is needed
 - i. Grant Anderson, MAPA, asked if RPAC or stakeholder committee would be able to assist
 - ii. Chris Gibbons - offered assistance of RPAC
 - iii. Ashley Turner - requested presentation at Equity & Engagement Committee meeting
 - iv. Nancy Pridal would like to include Greater Omaha Chamber Urban Core Committee

F. Community & Economic Development Projects - Julie Smith, MAPA

- Held grant writing workshops - Henderson, Iowa and Kearney, Nebraska
 - i. Workshops in Nebraska focused on CDBG needs, Iowa workshops -Arts funding opportunities
- Community Needs Assessment
 - i. Valley requested Community Needs Assessment
 - ii. Stakeholder Group - multiple members-some include schools, fire department, historical society
 - iii. School districts are most effective for getting feedback
 - iv. 290 survey responses representing more than 930 people - Valley population 3,000
 - v. Town Hall meeting - 7 p.m. June 21 at Twin Rivers YMCA
 - vi. Many opportunities for development and growth - survey will provide unified plan/approach
- Contact the Comm Dev Team to learn more!

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G. Transportation Improvement Programs - Court Barber, MAPA

- Explanation of TIP - nearly \$30 million in federal funding annually, federally mandated requirement, fiscally constrained (not spending more in federal funding than MAPA is allocated)
- Public Comment Period running now until June 21, 2023
- Learn more at <https://mapacog.org/reports/fy2024-transportation-improvement-program-tip/>

H. Heartland 2050 Mini-Grant Project Updates:

- Sarpy County I-80 Planning and Environmental Linkages (PEL) Study - Jim Boerner, MAPA
 - i. Another interchange along I-80 in western Sarpy Co. needed to alleviate traffic congestion due to current and future growth & development
 - ii. Needed to mitigate deficient traffic operations @ N-370 & N-31 interchanges
 - iii. Six possible locations
 - iv. Narrowed to two locations - 192nd & Capehart primary, 168th & Schram secondary
 - v. Next steps involve more studies, WE-STEP (Western Sarpy County Transportation Enhancement Plan) now underway- Focus area: West of 60th St. and south of Schram Rd.
 - vi. <https://mapacog.org/projects/i80pel/>
- Highway 75 Corridor and Freight Strategy Study: Court Barber, MAPA
 - i. Heavy truck traffic rattles businesses, homes and impacts traffic/pedestrian safety negatively
 - ii. Four alternatives - including improvements to 30th St., two potential Missouri River crossings & Pershing Drive/28th St. & 28th Ave.
 - iii. Cost/Benefit Analysis found improvements to North 30th St. to slow traffic best option
 - iv. Health & Safety factors included in Cost/Benefit Analysis
 - v. <https://mapacog.org/reports/highway-75-corridor-freight-strategy-study/>

I. Additional Business - Chris Gibbons, Committee Chair

1. Committee Updates - Committee Chairs
 - a. Equity and Engagement - Ashley Rae Turner
Learning Phase - inviting other communities to meetings to talk, see how EEC can fit into that work, finding avenues for using Equitable Development Scoreboard, partnership with Housing & Development for reintroduction of the Citizens Academy
 - b. Housing and Development - Update from Saul Lopez
Committee members learned about the Bellevue Affordable Housing Plan, Western Douglas Co. Housing Affordability Action Plan & Omaha Housing Affordability Action Plan
Jeff Spiehs, Chair sent out personal invites and that increased attendance.
 - c. Infrastructure - Derek Miller

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Mike McIntosh taking over as chair.

Thriving Communities grant to evaluate Hwy 75 (North Freeway) & ways to reconnect community, had a webinar with USDOT, excited about community led process
Digital Equity Plan work

- d. Natural Resources - Update from Saul Lopez
Kent Holm will be the new chair to replace Kyle Madsen.

2. MAPA Updates

- a. You're invited to the June Council of Officials Meeting!
 - i. Register at www.tinyurl.com/COOJune2023
 - ii. Wednesday, June 14th at 11 am
 - iii. Northern Lights Venue in Fort Calhoun
 - iv. \$15 registration fee includes lunch catered by BBQ Brothers
 - v. Brook Aken with OPPD will talk about utility's role in economic and community development strategies in Washington County and beyond

3. Community Updates

- Housing update - CB - purchased 93 acres of land using ARPA funds. Working with consultants to create concepts for what development could look like. want to allow some flexibility, want mix of housing types and affordable options, will build out infrastructure and roads will put out RFP for developers to provide a variety of options - can get up to 900 units if include multi-family housing. breaking ground next spring
- OPPD: Utility going to double from 250 megawatts to 500 megawatts, many assets will be on the network
- Cass County generation - running new transmission line from Cass County Balancing station near Murray to Turtle Creek Substation in Sarpy County - July 10th public meeting - More details: OPPDcommunityconnect.com
- Front Porch - Awarded \$11 million - \$1 million in grants, \$10 in loans
- Launched planning grants - looking at more flexible funding options to expand into Sarpy and Cass Counties
- MAPA - CB Multimodal Connection & Expansion PEL Study & Similar study for RPA-18 Area

Adjourned at 11:38 a.m.

Future Meetings & Events:

H2050 Regional Planning Advisory Committee – August 4, 2023

HEARTLAND 2050 GUIDING PRINCIPLES

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An abstract graphic on the left side of the slide features a blue triangular base at the bottom. From the top of this base, several colorful arrows (red, yellow, teal, grey, dark blue, orange) point upwards and outwards, creating a sense of growth and direction. The arrows are layered, with the red arrow being the outermost and the grey arrow being the innermost.

Heartland 2050 Regional Planning Advisory Committee (RPAC)

June 2, 2023

NEBRASKA OPEN MEETINGS ACT

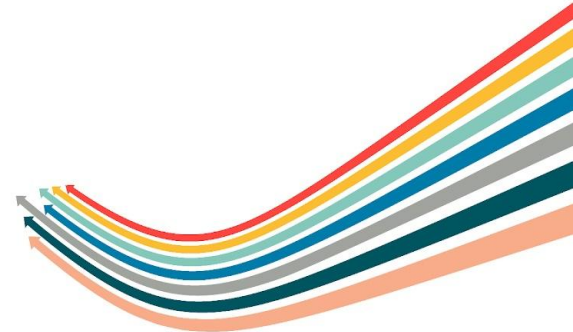
This meeting of the Metropolitan Area Planning Agency Heartland 2050 Regional Planning Committee will be conducted in compliance with the Nebraska Statutes of the Open Meetings Act.

MAPA staff have a copy of the Open Meetings Act available for your reference.



AGENDA

1. Welcome & Introductions
2. Approval of Past Meeting Minutes
3. MAPA Work Programs
4. Comprehensive Economic Development Strategy (CEDS) Update
5. Community & Economic Development Projects
6. Transportation Improvement Programs
7. Heartland 2050 Mini-Grant Project Updates
8. Additional Business



WELCOME & INTRODUCTIONS

Christopher N. Gibbons, Vice-Chair FY23-24
City of Council Bluffs

Please also add your name and organization to the chat if you are joining virtually



THANK YOU TO OUTGOING MEMBERS!

Christopher N. Gibbons, Vice-Chair FY23-24

- **Lynn Dittmer**, 712 Initiative
- **Derek Miller**, Heartland 2050 Infrastructure Committee Chair
- **Stephen Osberg**, formerly with the Omaha Chamber
- **Nancy Pridal**, Lamp Ryneerson & Associates, Inc.
- **Mark Stursma**, City of Papillion
- **Kyle Madsen**, Heartland 2050 Natural Resources Committee Chair



APPROVAL OF MINUTES



MAPA Work Programs

Carlos Morales & Grant Anderson, MAPA



Work Program Priorities

FY2024 MAPA Work Program | July 1, 2023 - June 30, 2024





Community & Economic Development

Community Needs Assessments

Local Strategic Plan Development

Pottawattamie County Housing Trust Fund Administration

Regional Brownfields Coordination

Revolving Loan Fund (RLF) for Businesses | NEF

Digital Equity Advocacy and Support

Grant Writing & Administration for Communities



Regional Transportation Planning

Navigating the Infrastructure Bill (IIJA)

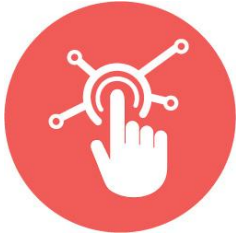
2050 Long Range Transportation Plan Engagement

Safety Planning & Supporting Vision Zero

Climate Action & Resiliency Plan Support

Complete Streets Support for Communities





Leadership in Data Resources

2020 Census: Urbanized Area Boundary Mapping

Expand Data Collection and Leverage “Big Data”

Regional Bike Map Update

Drone Photography

Support for GIS Departments through Region

Harmonize Multi-State Data



Regional Collaboration & Convening Conversations

Expansion of MAPA’s Block Talk Program

Focused Local Government Training Opportunities

Flood Recovery & Resilience in Impacted Communities

Western Douglas County Planning Collaborative

Sarpy County Roadway and Growth Planning



COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDSD) UPDATE

Grant Anderson, MAPA



Community & Economic Development



Grant Anderson

Community Development Manager



Rafael Corrales Orozco

Assistant Planner



Shawna Silvius

Economic Development Planner



Bradley J. Grefe

Community & Economic Development Planner



Ryan Ossell

Associate Planner



Julie Smith

Community & Economic Development Planner



Community & Economic Development Services

- Grant writing assistance
 - Public infrastructure, housing, downtown revitalization
- Grant and program administration
- Local and regional planning
 - Comprehensive, strategic, hazard mitigation
- Community needs assessments
- Assistance with local codes and ordinances
- Training, workshops, and other technical assistance
- Local economic development finance assistance





Washington County



CASS COUNTY
Economic Development Council



MAPA Economic Development District

EDDs help lead locally-based, regionally driven economic development planning processes that leverage the involvement of the public, private and non-profit sectors to establish a strategic blueprint (i.e., an economic development roadmap) for regional collaboration.



U.S. Economic Development Administration
A bureau of the U.S. Department of Commerce



MAPA's EDD Scope of Work

- Community Development Assistance
- Focused Planning in Areas of Disinvestment
- Economic Development Site Readiness and Remediation
- Collaboration and Capacity Building
- *Comprehensive Economic Development Strategy* Implementation



Comprehensive Economic Development Strategy (CEDS)

2020 MAPA CEDS Vision Statement

The MAPA region is a dynamic, six-county, two-state region embracing growth and diversity where we enjoy a safe, family-friendly, and healthy lifestyle. The MAPA region will build upon the region's economic strengths to stimulate local economies, sustain the positive economic momentum of today and help the region withstand the inevitable economic downturns. The region will work to minimize poverty, especially in disinvested areas. The MAPA CEDS reflects the region's goal to implement a successful economic development planning process that addresses its economic problems and uses its resources to fulfill its economic potential.



CEDS Update and Content

<https://mapacog.org/projects/ceds/>

- Fully updated every five years; last update completed in 2020
- Essential components:
 - Regional profile and demographic summary
 - Economic indicators
 - Regional assessment
 - Plan of action



CEDS Goals

- A. Retain, expand, and attract businesses throughout the MAPA region.
- B. Close the gaps in employment, income, housing, and other indicators of social and economic well-being.
- C. Close the racial and ethnic gaps in employment and educational attainment.
- D. Retain and attract educated, skilled, and well-trained workforce talent.
- E. Improve the efficiency and capacity of local governments in the MAPA region with emphasis on rural communities.
- F. Provide infrastructure necessary to support community sustainability and growth, and opportunities for business development and expansion.
- G. Emphasize and improve disaster preparedness, economic resilience, and environmental stewardship throughout the MAPA region.



Why is the CEDS important?

- Consider it strategic planning on a regional scale.
- It helps identify projects and initiatives of regional importance.
- It is a snapshot of where we are, but it can provide clues about what's around the corner.



CEDS Today and Beyond

- The next complete update is due in 2025.
- More external guidance and direction is needed.
 - **Can RPAC or a stakeholder committee assist?**





Questions?

Grant Anderson
Community & Economic Development Manager

402-444-6866 x3222, ganderson@mapacog.org

COMMUNITY & ECONOMIC DEVELOPMENT PROJECTS

Julie Smith, MAPA



Update for RPAC

Grant writing workshops
Nebraska Clerk Institute
Henderson
Community Needs Assessment
Valley



Grant Writing Workshops



Nebraska
Municipal Clerk Institute & Academy



Grant Writing Workshops

City of Henderson
**GRANT WRITING
WORKSHOP**

Have a community project in mind but need funding?
Let us help you!



Community Needs Assessment

What and Why?

Phases of a Community Needs Assessment

Stakeholder Group

Survey and Distribution

Town Hall



What is a Community Needs Assessment?

A survey that obtains feedback from community members to guide local planning efforts.



Why is a Community Needs Assessment helpful?

Important first step in community development.

- Engage community members.
- Develop baseline data.
- Identify needs and gaps in services.
- Evaluate existing programs and resources.
- Generate ideas for future projects and plans.



Phases of Community Needs Assessment

Stakeholder Group

A committee of community representatives is established to lead the survey.

Survey and Distribution

Survey questions and a distribution plan are developed by the stakeholder group. MAPA creates a survey for the stakeholder group.

Town Hall

MAPA presents the results at a Town Hall meeting and conducts facilitated conversations after the presentation to capture more input.

Report

MAPA provides a report that includes a summary of the survey and town hall input. Additional recommendations will be included about funding opportunities to pursue.



Stakeholder Group

Create a committee of representatives from the community to lead the survey: Economic Development, Chamber, Ministerial, School, Fire & Rescue, Clubs, Business, Sr. Center, etc.

Best practice: Recruit organizations/associations that are typically not involved in planning activities.



Stakeholder Group

Community Collaboration Group



Survey and Distribution

- Stakeholder group determines questions for the survey.
 - A “master list” of questions is available from MAPA.
 - Community-specific questions can be crafted in addition to the ones listed.
- Stakeholder group decides geographic target for survey.
 - May decide to make it available only to residents within the corporate limits or if there is a rural population that will be surveyed as well.
 - Some use a school district as the boundary.



Survey and Distribution

Stakeholder group selected 100-105 questions.

Topics include: Housing conditions, recreation, satisfaction with city services, sidewalk and street conditions, economic development strategy, assess need for amenities and services, demographics, and many more.

289 households responded, representing 930 people.



Survey and Distribution

- Identify how outreach will be conducted: social media, newspaper, posters, utility inserts, community sign, school newsletter, etc.
- Consider if a paper copy or Spanish version of the survey is necessary.
- Set dates for the survey to be available and the presentation/town hall meeting.



Valley Survey Distribution

- Two week time period.
- Online survey was distributed by email from each organization represented in the stakeholder group.
- Paper survey available at four locations.



Valley Community Needs Assessment

The Community Collaboration group is conducting a survey that will help guide decisions about the future of our community. Your responses to this survey will be kept confidential and anonymous.

Please only one response per household.

Visit [Valley Community Needs Assessment](#) homepage to learn more about the survey initiative.

Please contact Christie Donnermeyer for questions at 402-359-2251 or cityoffice@valleyne.org.

Valley CNA Homepage

154 unique visitors to the homepage, tinyurl.com/Valleysurvey2023



Town Hall

- Town Hall to discuss the survey results and an analysis of outcomes with community members.
- MAPA will provide facilitation support to obtain community feedback after a presentation of the results.



Valley Town Hall



June 21 at Twin Rivers YMCA 7pm





Questions?

Contact Julie Smith for more information on how to start a Community Needs Assessment in your community.

402.547.7473, jsmith@mapacog.org

TRANSPORTATION IMPROVEMENT PROGRAMS

Court Barber, MAPA



HEARTLAND 2050 MINI GRANT PROJECT UPDATES

Jim Boerner & Court Barber, MAPA





HIGHWAY 75
CORRIDOR & FREIGHT STRATEGY



Results & Next Steps

January 30, 2023



Study Overview



About the Highway 75 Corridor & Freight Strategy Study

A high-level study that will identify feasible, planning-level concepts to meet mobility & community goals



Balancing Community Needs

Including:



Mobility



Safety



Neighborhood Quality



Accessibility



Freight movement



Economics



Study Outcomes



Evaluate alternatives for Highway 75



Evaluate improvements to 30th Street



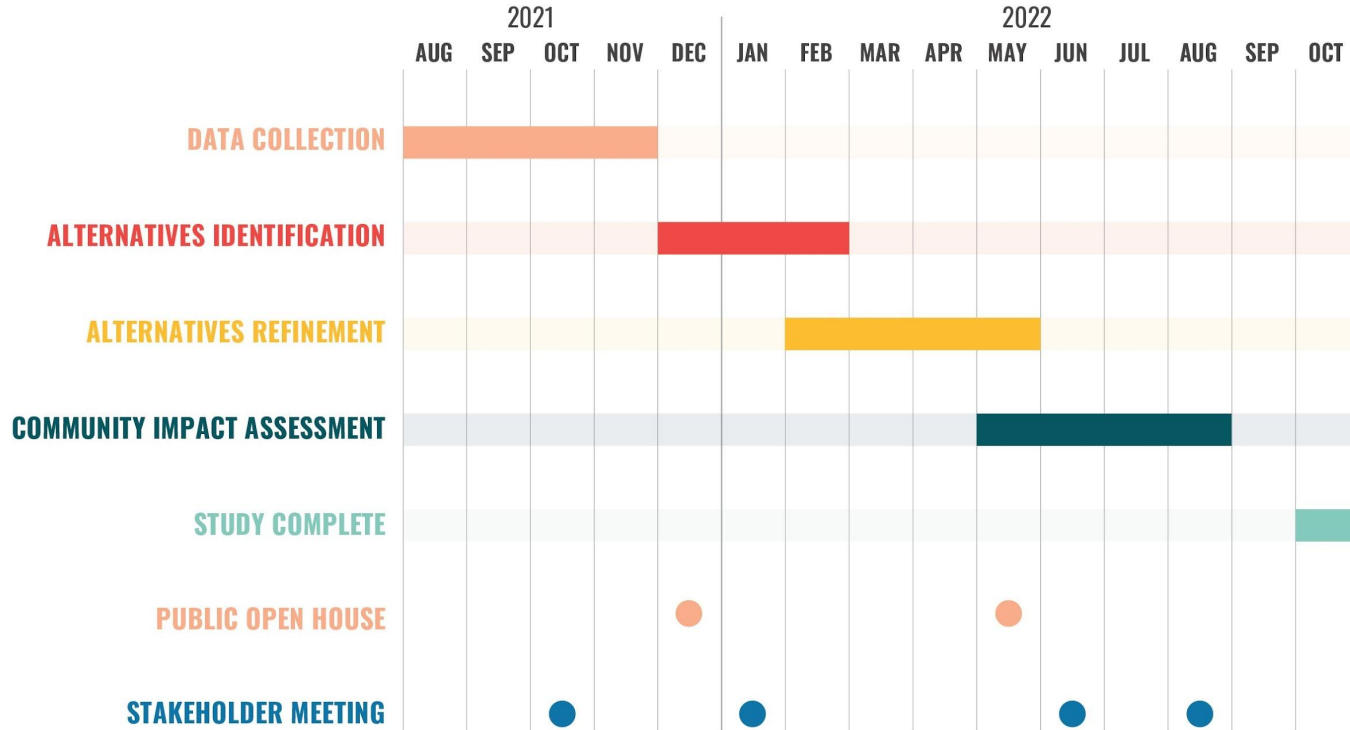
Perform community impact assessment



Collaborate with the community and stakeholders



Study Schedule



Screening Matrix

Potential Alignment	Neighborhood Impacts <small>Limiting traffic in residential & business districts</small>	Vehicular Mobility <small>Maintaining vehicular travel time & reliability</small>	Safety <small>Reducing crash frequency & severity to all users</small>	Accessibility for All Users <small>Connecting people to places</small>	Freight Movement <small>Travel time/reliability</small>	Resiliency & Environment <small>Minimize impacts to environment & impacts from natural events</small>	Option Carried Forward
No-Build 30th Street <small>(Current Alignment)</small>	⊖	⊖	⊖	⊖	⊖	⊖	Yes
Alternative 1 Sorensen Parkway & 72nd Street	⊖	⊗	⊖	⊖	⊗	⊖	No
Alternative 2 Mormon Bridge Road	⊗	⊖	⊖	✓	⊗	⊖	No
Alternative 3 36th Street	⊗	⊖	⊖	✓	⊗	⊗	No
Alternative 4 30th Street Lane Reduction (4→3)	✓	⊗	✓	✓	⊗	⊖	Yes
Alternative 5 28th Street/28th Ave	⊗	⊖	⊖	✓	⊖	⊗	Yes
Alternative 6 Pershing Drive	✓	⊖	✓	✓	✓	⊗	No*
Alternative 7 16th Street / Iowa Exit 1 (Missouri River Crossing)	✓	✓	✓	✓	✓	⊗	Yes



Improves



Neutral

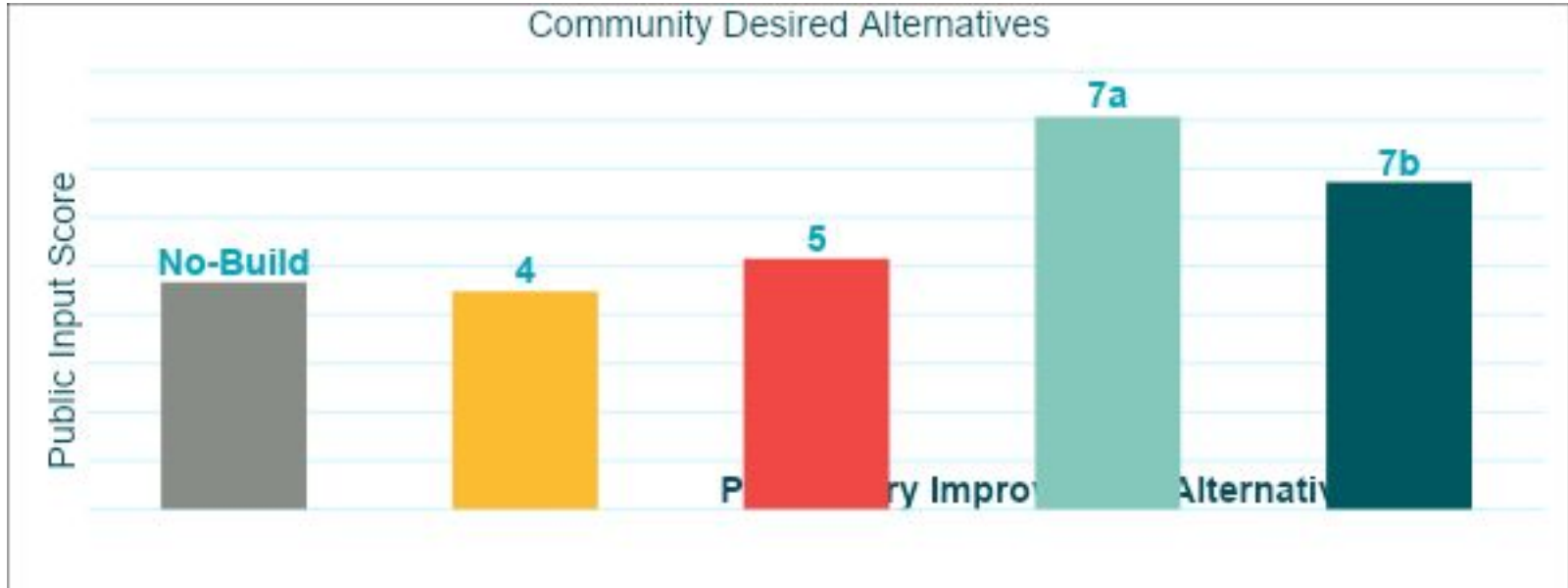


Worsens

*Alternative 6 was carried forward for additional evaluation but was determined to be not feasible due to physical and environmental constraints between the water treatment plant and the Missouri River.



Community Desired Alternatives



General Feedback

- River crossing alternatives (7A and 7B), were liked for the lack of property impacts but disliked for potential cost
- Streetscaping / traffic options are favored for 30th Street



Additional Feedback

Community Letter

- MAPA updated the draft report based on feedback related to the feasibility of Alternative 4
- Further clarified the reasons for removing some alternatives

Calls from Residents & Business Owners

- Lots of interest and some concern about next steps





Preliminary Improvement Alternatives



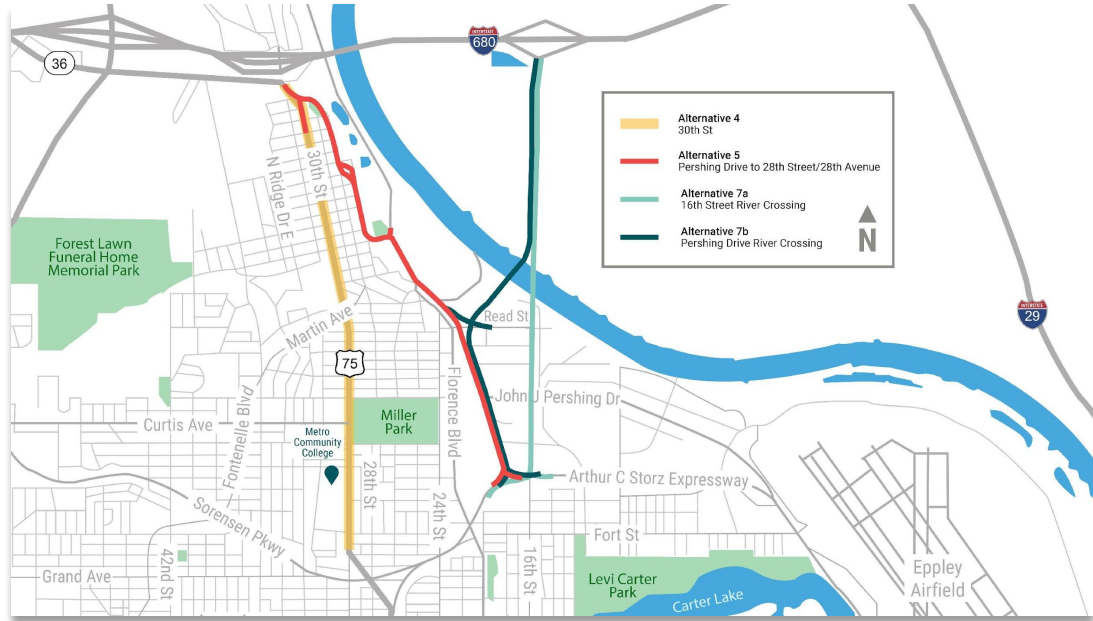


	Alternative 1 Sorensen & 72nd St		Alternative 5 28th St/28th Ave
	Alternative 2 Mormon Bridge Road		Alternative 6 Pershing Dr
	Alternative 3 36th St		Alternative 7 16th St/Iowa Exit 1
	Alternative 4 30th St		Study area

Reviewing Improvement Alternatives

In the context of:

- Preliminary Cost Estimates
- Economic Impact
- Public Sentiment
- Community Impact Assessment



Preliminary Cost Estimates

Preliminary costs are developed with preliminary/final engineering costs, right-of-way, cost of materials and labor in mind

Preliminary cost estimates are a critical piece in determining the feasibility of an alternative!



Economic Impact

Evaluated four key components:

- **30th Street mixed-use potential**
- **Neighborhood impacts**
- **Impacts to existing businesses (access)**
- **Unlocks development potential**



Economic Impact Matrix

Potential Alignment	30th Street Mixed-Use Potential	Neighborhood Impacts	Impacts to Existing Businesses (Access)	Unlocks Development Potential
No-Build 30th St (Current Alignment)	⊖	⊖	⊖	⊖
Alternative 4 30th St Complete Street Enhancements	✓	✓	✓	⊖
Alternative 5 28th St / 28th Ave	✓	✓	✓	⊖
Alternative 7a River Crossing via 16th	✓	✓	✗	⊖
Alternative 7b River Crossing via Pershing	✓	✗	✓	⊖



Improves



Neutral



Worsens



Community Impact Assessment



Noise Analysis

- Number of residences and businesses exposed to high noise from alternatives



Right-of-Way Impacts

- The impact an alternative has on a property, home or business



Environmental Impacts

- How an alternative impacts the natural or built environment



Residential Traffic Exposure

- Number of vehicles passing homes or businesses for each alternative



Summary Matrix

Potential Alignment	Travel Time	Safety	Traffic Noise/ Air Quality	Freight Mobility	Natural Environmental Impacts	Business Property Impacts	Residential Property Impacts	Preliminary Cost Range
No-Build	⊖	⊖	⊖	⊖	⊖	⊖	⊖	\$0
Alternative 4	✗	✓	⊖	✗	⊖	⊖	⊖	\$6.5–\$10 M
Alternatives 4 & 5	✓	✓	✓	✓	⊖	✗	✗	\$40–\$46 M
Alternatives 4 & 7a	✓	✓	✓	✓	✗	✗	⊖	\$231–\$393 M
Alternatives 4 & 7b	✓	✓	✓	✓	✗	✗	✗	\$194–\$348M



Benefit-Cost Analysis

Alternative	Planning-Level Benefit Cost ¹	Preliminary Benefit Cost Range
Alternative 4 & 5	0.99 – 1.19	✓
Alternative 4 & 7a	0.27 – 0.31	–
Alternative 4 & 7b	0.31 – 0.34	–
Alternative 4 (Stand alone)	3.97 – 4.76	✓

¹Benefit cost range was developed by applying a 20 year and a 30 year benefit horizon.



Questions?

- Last call for questions during this meeting!
- If you have any additional questions, input or concerns, reach out to:

Court Barber

MAPA Project Manager

2222 Cuming St

Omaha, NE 68102-4328

cbarber@mapacog.org

(402) 444-6866 ext. 3219

Visit Our Website!

www.mapacog.org/highway75



Thank you!



No Build – 30th Street

Preliminary Cost	Public Sentiment
\$0	Not acceptable – something needs to be done on 30 th Street

The No-Build (or “do nothing”) alternative is included as an alternative to compare the other alternatives against as a relative baseline.



No Build – 30th Street



Economic Impact

	30th Street Mixed-Use Potential	Neighborhood Impacts	Impacts to Existing Businesses (Access)	Unlocks Development Potential
No Build 30th Street (Current alignment)	–	–	–	–

The No-Build (or “do nothing”) alternative is included as an alternative to compare the other alternatives against as a relative baseline.



Alternative 4

Preliminary Cost	Public Sentiment
\$6.5 - \$10 Million	Acceptable and desired if truck traffic is reduced on 30th Street

IF Highway 75 were designated on another route OR a policy change is implemented, the traffic calming options as a part of alternative 4 could include:

- Reducing the number of lanes
- Reducing the speed limit
- Pedestrian bump-outs
- High visibility crossings



Alternative 5

Preliminary Cost

\$40 - \$46 Million

Public Sentiment

Split opinions on the acceptability of property impacts to solve 30th Street problem



Alternative 5



Economic Impact

	30th Street Mixed-Use Potential	Neighborhood Impacts	Impacts to Existing Businesses (Access)	Unlocks Development Potential
Alternative 5 28 th Street/28 th Ave	✓	✓	✓	-



Alternative 7a

Preliminary Cost

\$231 - \$393 Million

Public Sentiment

Preferred alternative due to minimal property impacts



Alternative 7a



Economic Impact

	30th Street Mixed-Use Potential	Neighborhood Impacts	Impacts to Existing Businesses (Access)	Unlocks Development Potential
Alternative 7a River Crossing via 16 th	✓	✓	✗	-



Alternative 7b

Preliminary Cost

\$194 - \$348 Million

Public Sentiment

Preferred alternative due to minimal property impacts



Alternative 7b



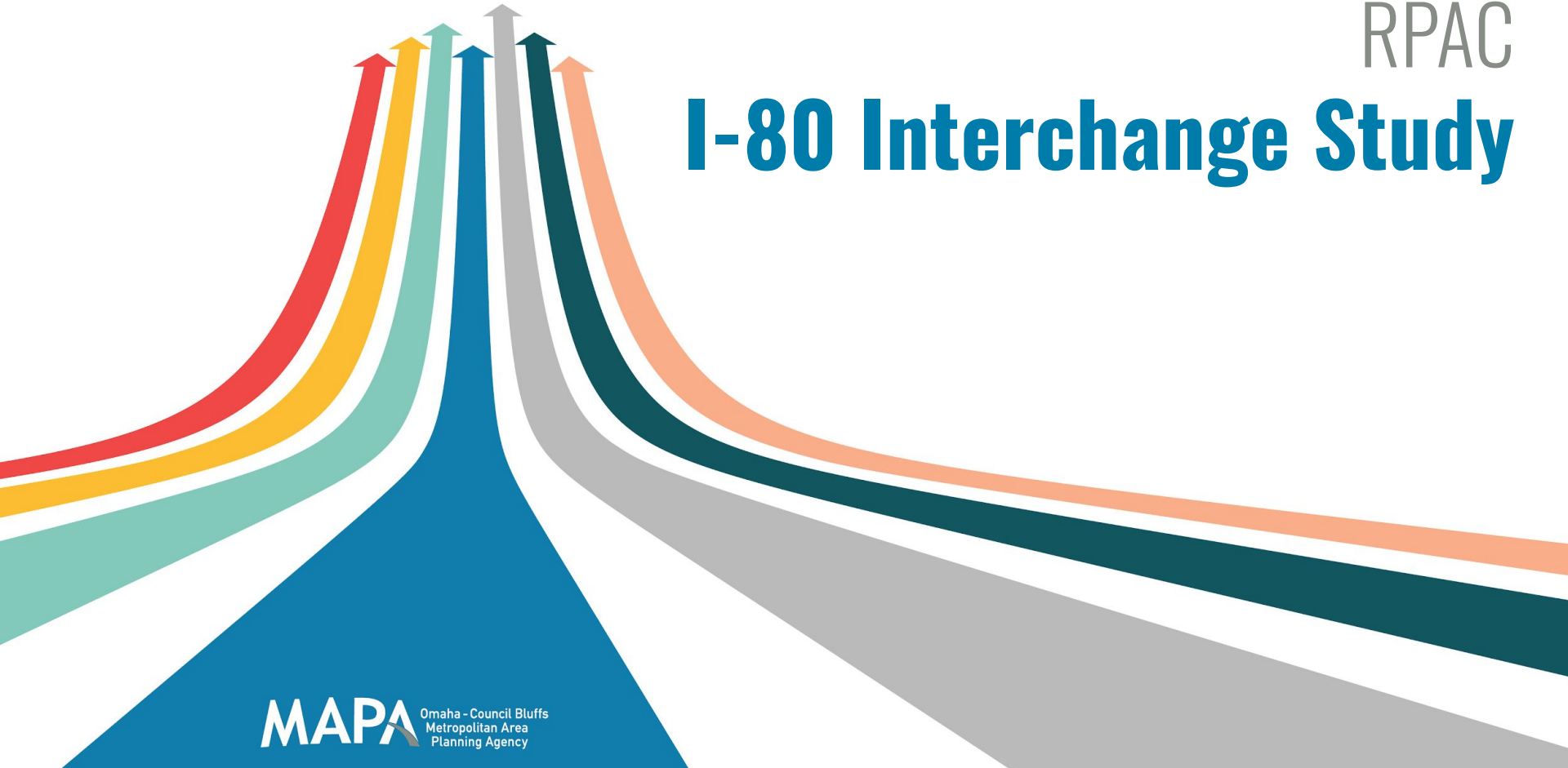
Economic Impact

	30th Street Mixed-Use Potential	Neighborhood Impacts	Impacts to Existing Businesses (Access)	Unlocks Development Potential
Alternative 7b River Crossing via Pershing	✓	✗	✓	-



RPAC

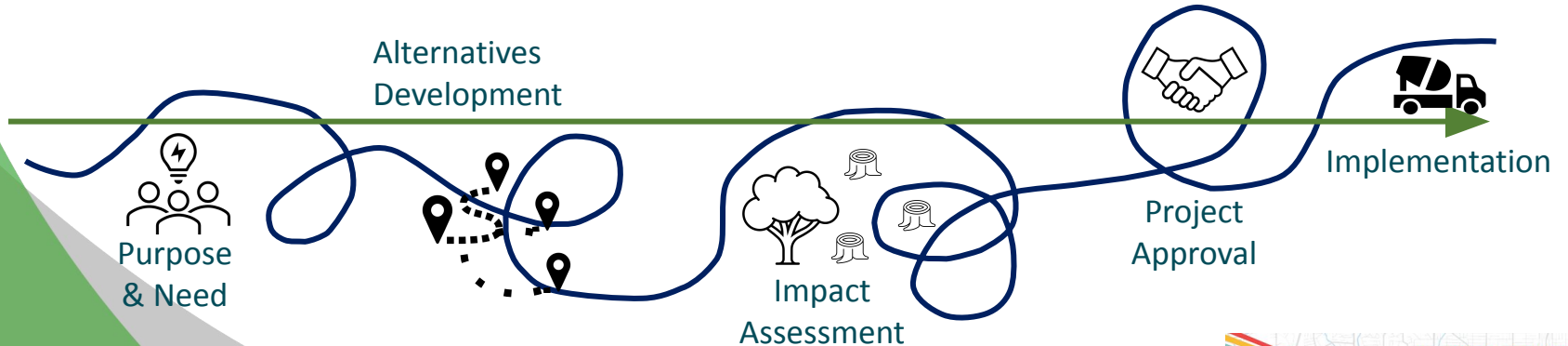
I-80 Interchange Study



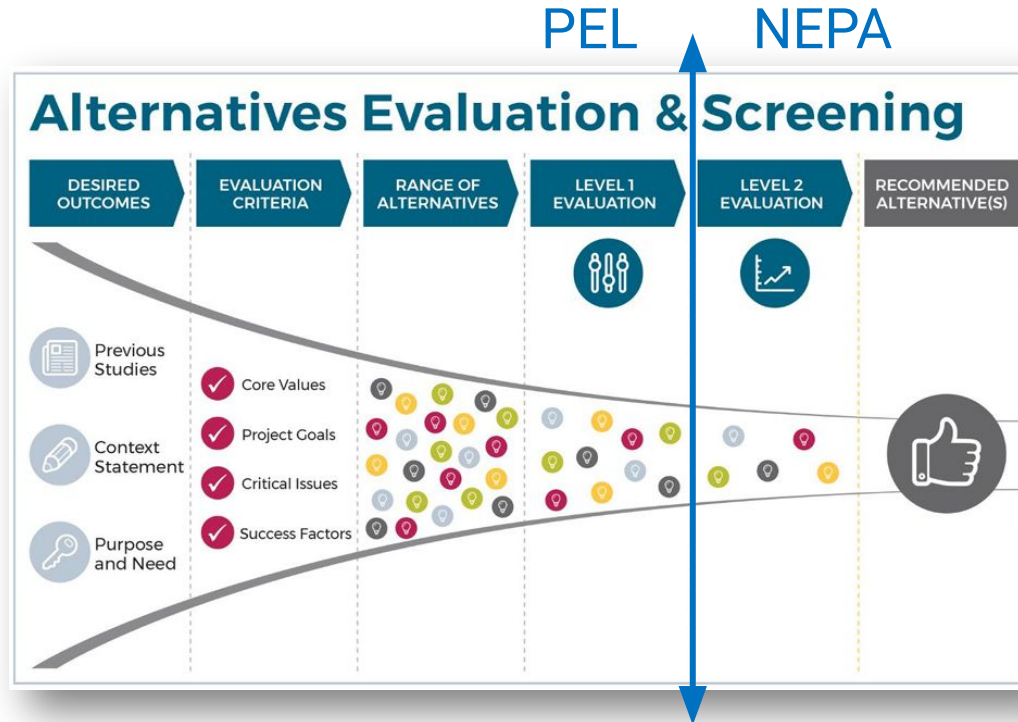
Planning and Environmental Linkages (PEL)

Why Use PEL?

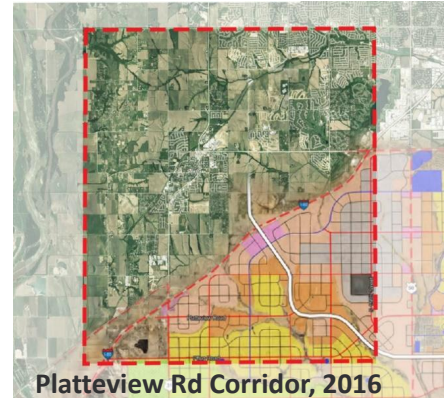
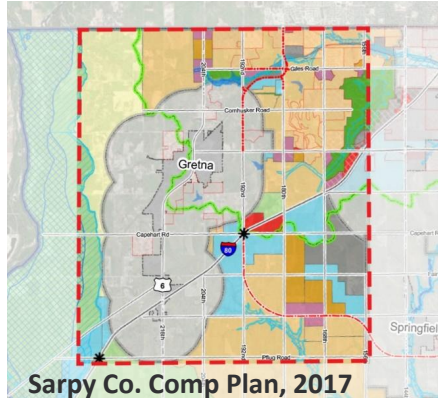
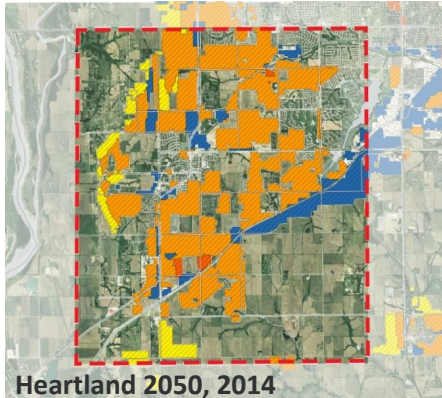
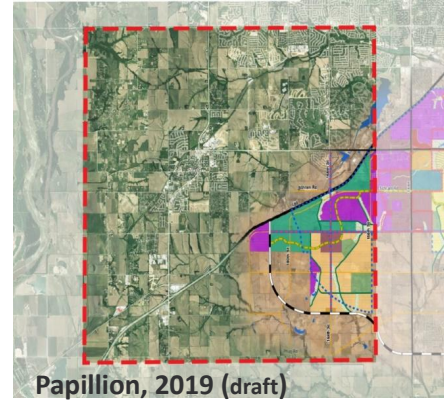
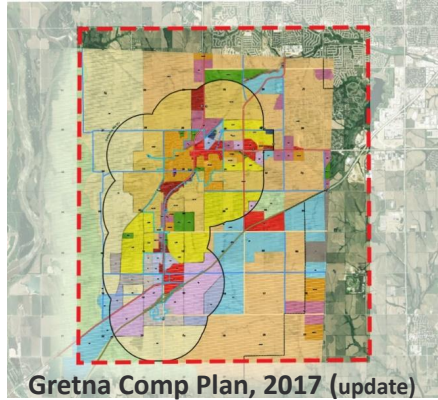
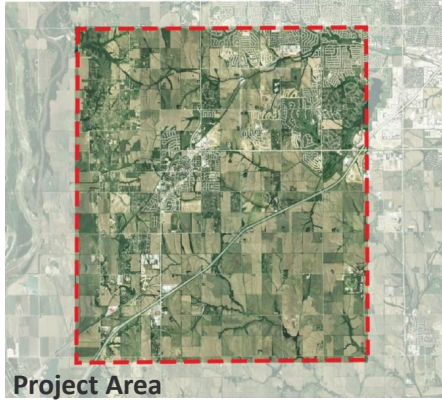
- » Minimize duplication of efforts
- » Documentation
- » Decisions & analysis to inform NEPA
- » Flexible approaches
- » Enhanced community involvement
- » Improved relationships & coordination



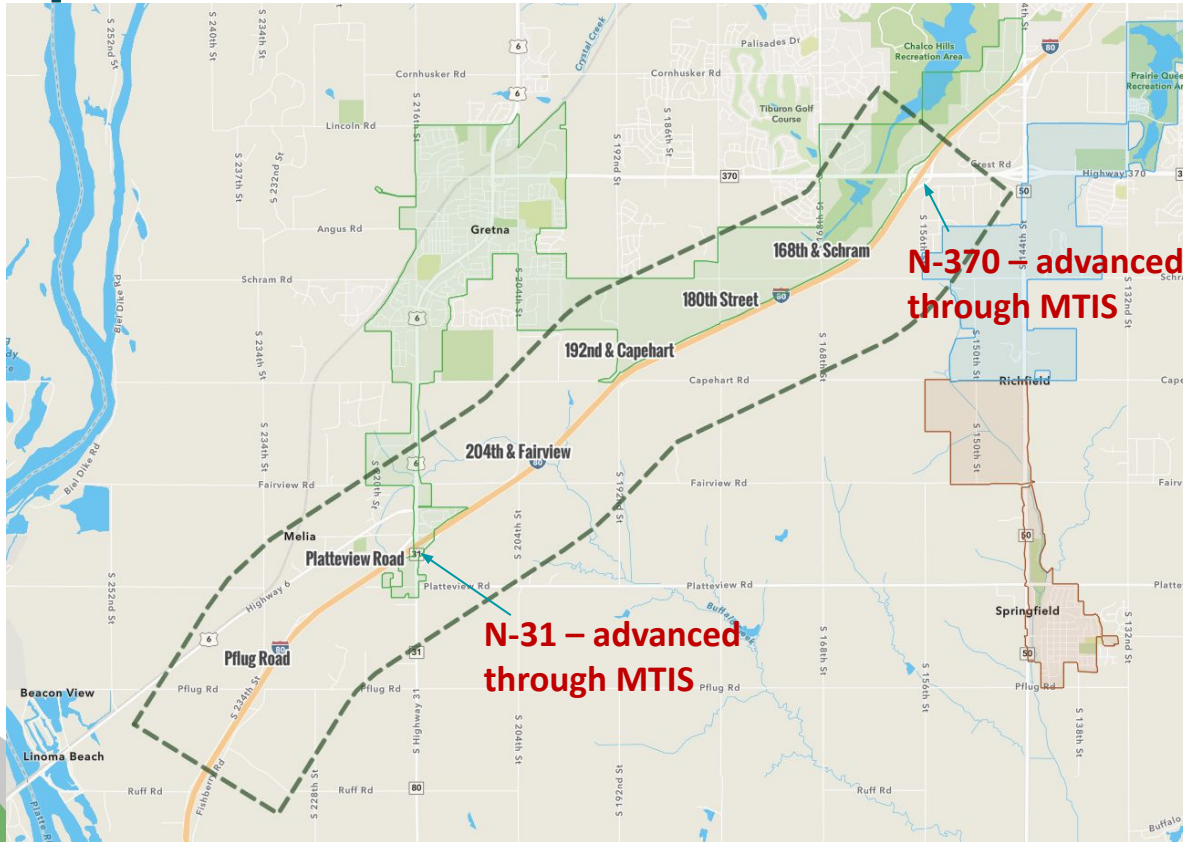
NDOT/FHWA Guidance for PEL Projects



Developing a Combined Land Use Vision



Concept Refinement



168th & Schram

180th Street

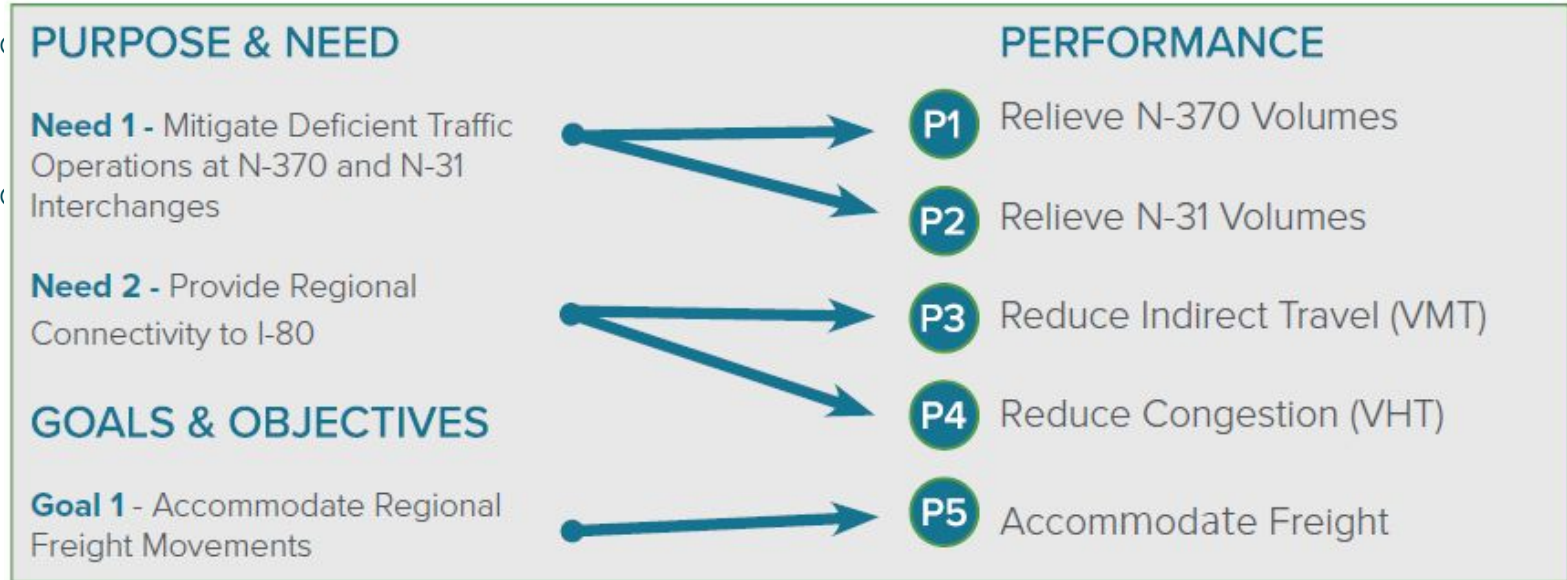
192nd & Capehart

204th & Fairview

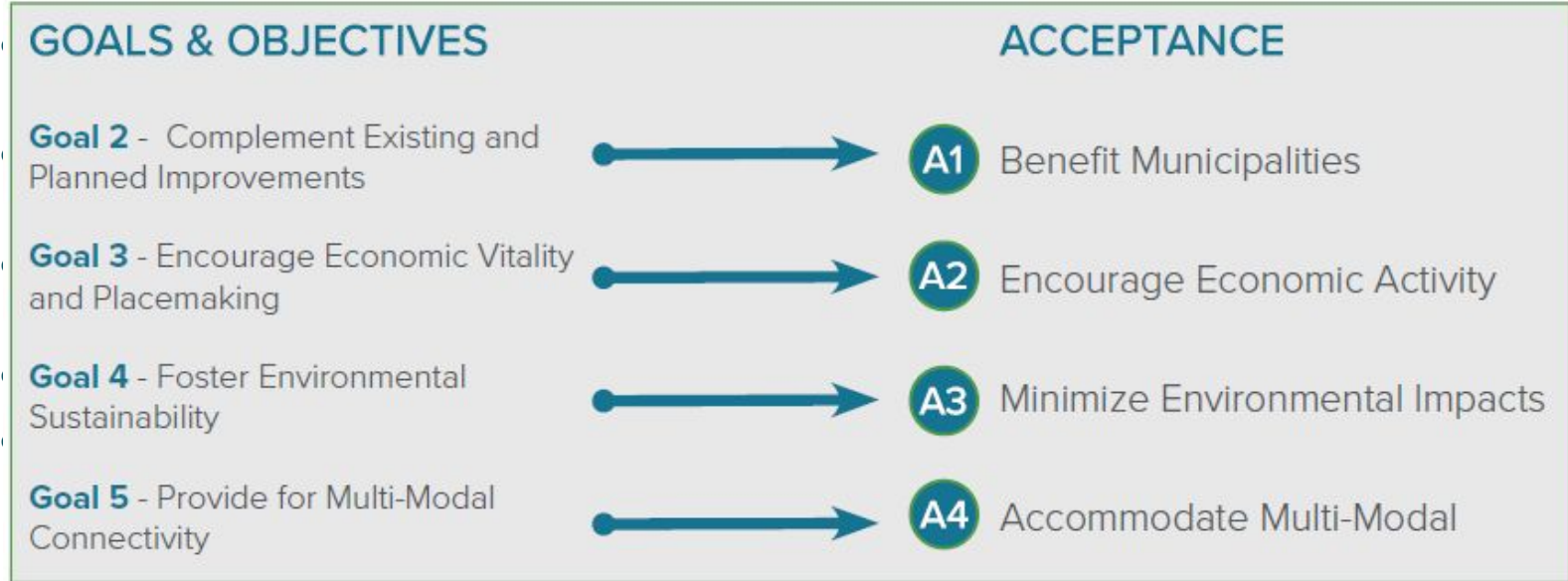
Platteview Road

Pflug Road

Purpose and Need



Project Goals and Objectives



Public Outreach (Acceptance)

mapacog.org/sarpypel



SARPY COUNTY I-80
Planning and Environmental Linkages Study

The Omaha Council Bluffs Metropolitan Area Planning Agency (MAPA), in coordination with Sarpy County and the Cities of Gretna and Papillion, is developing the Sarpy County I-80 Planning and Environmental Linkages (PEL) Study.

The study will evaluate the need for a transportation improvement along I-80 from Pflug Road westward to the south to the Nebraska Highway 370 interchange to the north. Once the study is completed, future work may involve preparing National Environmental Policy Act (NEPA) documents, an Interchange Justification Report (IJR), design, and construction.

The overall purpose and need in the Study Area will be addressed by the proposed improvement strategies. Specific project needs, along with several additional project goals, will be used to develop, analyze and compare the various alternative strategies.

The **Alternatives Study Area** has been centered along I-80 from just west of Pflug Road to just east of the N-370 interchange. The Alternatives Study Area also includes a small buffer both north and south of I-80 to encompass any necessary roadway connections.

We Need Your Input

Through data analysis and public input, a series of alternatives have been identified. Each responds to the transportation needs within the study area. On each of these pages you will find information about the alternative and have the opportunity to provide your feedback. Please review each of the following locations:

PFLUG ROAD **PLATTEVIEW ROAD** **204TH & FAIRVIEW**
192ND & CAPEHART **180TH STREET** **168TH & SCHRAM**

Frequently Asked Questions

What is the purpose of this study?
What is the Study Area?
What is a Planning and Environmental Linkages (PEL) study and why is

SARPY COUNTY I-80
Planning and Environmental Linkages Study

Home | Pflug Road | Platteview Road | 204th & Fairview | 192nd & Capehart | 180th Street | 168th & Schram

(Click for Video)

This concept was included because Pflug Road has an existing bridge over I-80 and has been considered in numerous previous studies for an interchange. It provides possible benefits of utilizing the existing bridge and roadway network, and may provide opportunities to connect to US-6, as well as a western extension of the Platteview Expressway in the distant future. There would need to be reconfigurations of the immediate roadway network as the bridge is off set from the mainline grid, which would have additional impacts to surrounding natural features, such as the steep bluffs, Platte River floodplain, King Family Stone, potential historic resources, and a new residential subdivision pattern north of Pflug Road and east of 204th Street.

1 Mile Buffer to Existing Interchange

We Need Your Input

We Need Your Input

Through ongoing consultation with study partners, input from the public, and discussion with regional stakeholders a number of **Project Goals** were identified to evaluate each alternative. These goals are intended to determine how the alternative benefits transportation, encourages economic vitality and placemaking, fosters environmental sustainability, and provides for multi-modal connectivity.

In the following survey, please fill out how the alternative addresses each goal (see the information).

<p>Goal #1 Benefits Municipalities</p> <p>Sarpy County has been growing rapidly in the last decade, and continues to grow at a rapid pace. Nearly 2000 in residential developments have been recently completed north of the study area and are being developed in a manner similar to the study area and may require improvements or parcel. Great care in the Study Area will be taken to ensure that development projects, projects coming out of the study should complement and accommodate these existing and planned improvements.</p>	<p>Goal #2 Encourage Economic Vitality and Placemaking</p> <p>Growth in the Study Area will accelerate as the new Sarpy County Interchange Agency expands new open infrastructure areas for service areas over time. New urban growth areas may be added to the study area, which may include additional improvements. New access to the Interstate may be developed in the immediate area of the interchange or any projects coming out of this study should be evaluated to how they encourage the appropriate growth and economic vitality in line with the plans by the Interchange Agency Partners. They should be evaluated to how well they contribute to a sense of place in keeping with the other comprehensive plan.</p>
<p>Goal #3 Foster Environmental Sustainability</p> <p>There are numerous resources in the Study Area that may be impacted by a new access to the Interstate, including streams, floodplains, historic resources, prime farmland, wetlands, homes, commercial businesses, offices, and more. Minimizing impacts to sensitive areas and these resources should be a priority, and projects coming out of this study should be responsive to them.</p>	<p>Goal #4 Provide for Multi-Modal Connectivity</p> <p>With new development already occurring, there is a growing need to plan for future multimodal connectivity in the Study Area. With plans in place for future transit corridors, and projects coming out of this study should be evaluated for their ability to accommodate these transit plans and provide for connectivity to trails and recreational facilities, transit nodes, and provide other modes to a better transit network and between Sarpy County and Omaha.</p>

180th Street Alternative

Share your opinion on the 180th Street Alternative below:

How well would the 180th Street Alternative benefit municipalities?
Not well at all Somewhat well Neutral Well Very well

How well does the 180th Street Alternative encourage economic vitality and placemaking?
Not well at all Somewhat well Neutral Well Very well

How well would the 180th Street Alternative foster environmental sustainability?
Not well at all Somewhat well Neutral Well Very well

How well would the 180th Street Alternative provide for multi-modal connectivity?
Not well at all Somewhat well Neutral Well Very well

How would you describe yourself in relationship to west Sarpy County?
(Select all that apply)

Potential Transportation Improvement Alternatives Considered for West Sarpy County

Online Commenting Available through August 10, 2022

mapacog.org/sarpypel

Comments Wanted

Potential Transportation Improvement Alternatives Considered for West Sarpy County

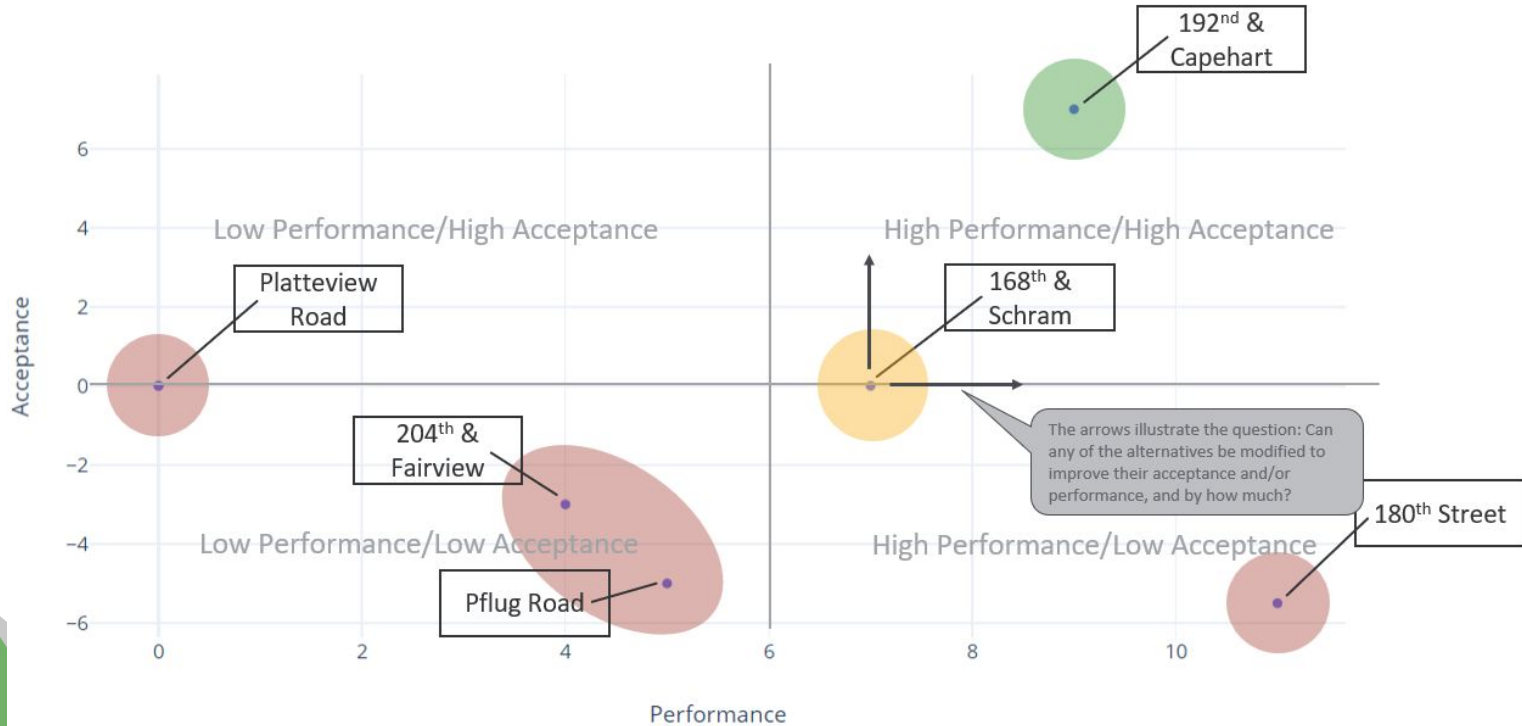
Comment online through August 10, 2022 at mapacog.org/sarpypel

Share your opinions with us on the alternatives described in the Sarpy County I-80 PEL Study!

NRSPCL



Value Planning Results – Performance / Acceptance



Are any Alternatives Unreasonable?

DEFINING UNREASONABLE

According to National Environmental Policy Act (NEPA) regulations and guidance from FHWA and the Council of Environmental Quality (CEQ), there are three primary reasons why an alternative might be determined to be not reasonable and eliminated from further consideration:

1. The alternative does not satisfy the purpose of and need for the project.
2. The alternative is determined to be not practical or feasible from a technical and/or economic standpoint. This can also be understood to mean that an alternative is too costly or has other logistical issues that make it undesirable on its own, such as higher than acceptable environmental impacts or technical challenges in design.
3. The alternative substantially duplicates another alternative; in other words, it is otherwise reasonable, but offers little or no advantage for satisfying the project's purpose, and it has impacts and/or costs that are similar to or greater than other similar alternatives.

- NDOT Spacing?
- Traffic Volume?
- Environmental Impacts?
- Community Impacts?
- Technical Challenges?
- Public Opposition?
- Performance Threshold?
- Duplicates?

	NDOT Spacing	Traffic Volume	Environmental Impacts	Community Impacts	Technical Challenges	Public Opposition	Performance Thresholds	Duplicates?	Reasonable?
Pflug Road		X	X			X	X	No	No (-4)
Platteview Road	X	X	X		X		X	"	No (-5)
204 th & Fairview	X			X		X	X	"	No (-4)
192 nd & Capehart								"	Yes (0)
180 th Street			X	X	X	X		"	No (-4)
168 th & Schram	X		X					"	Yes (-2)

WESTERN SARPY COUNTY Planning & Environmental Linkages Study

NOVEMBER 2022

Submitted by: Alfred Benesch & Company in coordination
with Hg Consult, Vireo, and Cambridge Systematics



CHAPTER 5 | ALTERNATIVES EVALUATION AND SCREENING

FINAL RECOMMENDATION

While any of the criteria could potentially be used to determine unreasonableness, the study team has decided to evaluate each alternative based on the accumulation of each criteria. As you can see in **Table 5-7 | Summary of Unreasonableness Evaluation**, four of the alternatives have four or more unreasonable check marks, 168th & Schram has two check marks and 192nd & Capehart doesn't have any check marks.

Based on this analysis, the following alternatives have been recommended for elimination:

- **Pflug Road.** This alternative has low public acceptance, low performance, has limited traffic volumes, and has the potential for significant environmental impacts associated with its location in the Platte River floodplain. This alternative has been recommended for elimination.
- **Platteview Road.** This alternative has low performance, technical challenges with its proximity to N-31 and lack of an existing crossing, has limited traffic volumes, and does not have the recommended spacing from N-31. This alternative has been recommended for elimination.
- **204th & Fairview Road.** This alternative has low public acceptance, low performance, has significant community impacts based on the residential land use in its vicinity, and does not have the recommended spacing from N-31. This alternative has been recommended for elimination.
- **180th Street.** This alternative has low public acceptance, has technical challenges, and has both significant community and environmental impacts based on its proximity to Valia's and the adjacent residential neighborhoods. This alternative has been recommended for elimination.

The following alternatives have been recommended to be carried forward into the NEPA decision-making process:

- **168th & Schram.** This alternative has high performance, moderate public acceptance, generates significant traffic volumes, and has minimal community impacts. This alternative does have concerns related to its proximity to the N-370 interchange and some environmental concerns but, based on the other positive results, has been recommended to be carried forward.
- **192nd & Capehart.** This alternative has high public acceptance, high performance, generates significant traffic volumes, and has minimal environmental or community impacts. This alternative has zero unreasonable check marks and has been recommended to be carried forward.

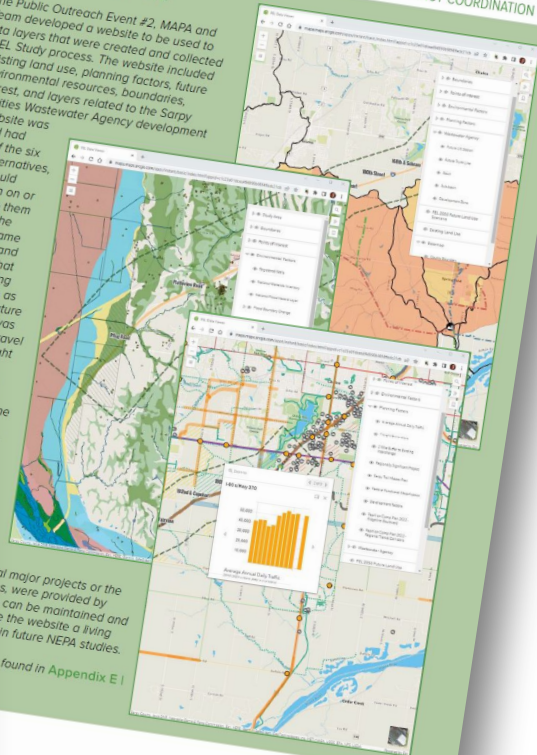
Table 5-7 | Summary of Unreasonableness Evaluation

Alternative	NDOT Spacing	Traffic Volumes	Environmental Impacts	Community Impacts	Technical Challenges	Public Opposition	Performance Thresholds	Duplicates	Reasonable?
204th Street	X			X		X	X		No
192nd Street									Yes
180th Street			X	X	X	X			No
168th Street	X		X						Yes
Platteview Road	X	X	X		X		X		No
Pflug Road		X	X			X	X		No

INTERACTIVE WEBSITE

CHAPTER 6 | PUBLIC & RESOURCE AGENCY COORDINATION

As part of the Public Outreach Event #2, MAPA and the Study Team developed a website to be used to illustrate data layers that were created and collected during the PEL Study process. The website included maps for existing land use, planning factors, future use, environmental resources, boundaries, city and county, and Cities Wastewater Agency development areas. The website was interactive and had various data layers that could be turned on and off to help the public understand the project and the data that was used during the study. The website also became a living document that was updated during the study process. The website can be found in Appendix E.



ADDITIONAL BUSINESS

Christopher N. Gibbons, Vice-Chair FY23-24

- **Committee Updates -Committee Chairs**
 - Equity & Engagement - Ashley Rae Turner
 - Housing & Development - Jeff Spiehs
 - Infrastructure - Derek Miller
 - Natural Resources - Kyle Madsen



MAPA UPDATES



COUNCIL OF OFFICIALS

WEDNESDAY, JUNE 14TH, 2023

NORTHERN LIGHTS VENUE | STARTING AT 11 a.m.

310 North 14th Street, Fort Calhoun, 68023

CATERING BY BBQ BROTHERS | \$15 PER PERSON BUFFET STYLE



Featured Speaker: BROOK AKEN



Brook Aken is the **Manager of Economic Development** at the **Omaha Public Power District (OPPD)**, where she leads a team focused on business attraction, business retention and expansion, and community development throughout the 13 counties served by OPPD. At this meeting, Brook will be presenting on *Powering the Future in Washington County and Beyond - OPPD Growth and Plans*.

Before joining OPPD, Brook was an Economic Development Consultant at the Nebraska Department of Economic Development. Brook serves on regional and state boards including BioNebraska, Southeast Nebraska Development District and Cass County Economic Development Council. Brook also served as President of the Nebraska Economic Developers Association and was named Professional of the Year in 2020.

Register now! www.tinyurl.com/COOJune2023

COMMUNITY UPDATES



UPCOMING EVENTS

Council of Officials

June 14, 2023

RPAC Meeting

August 4, 2023

