

## Regional Transit Vision Vision Scenarios - Summary December, 2013

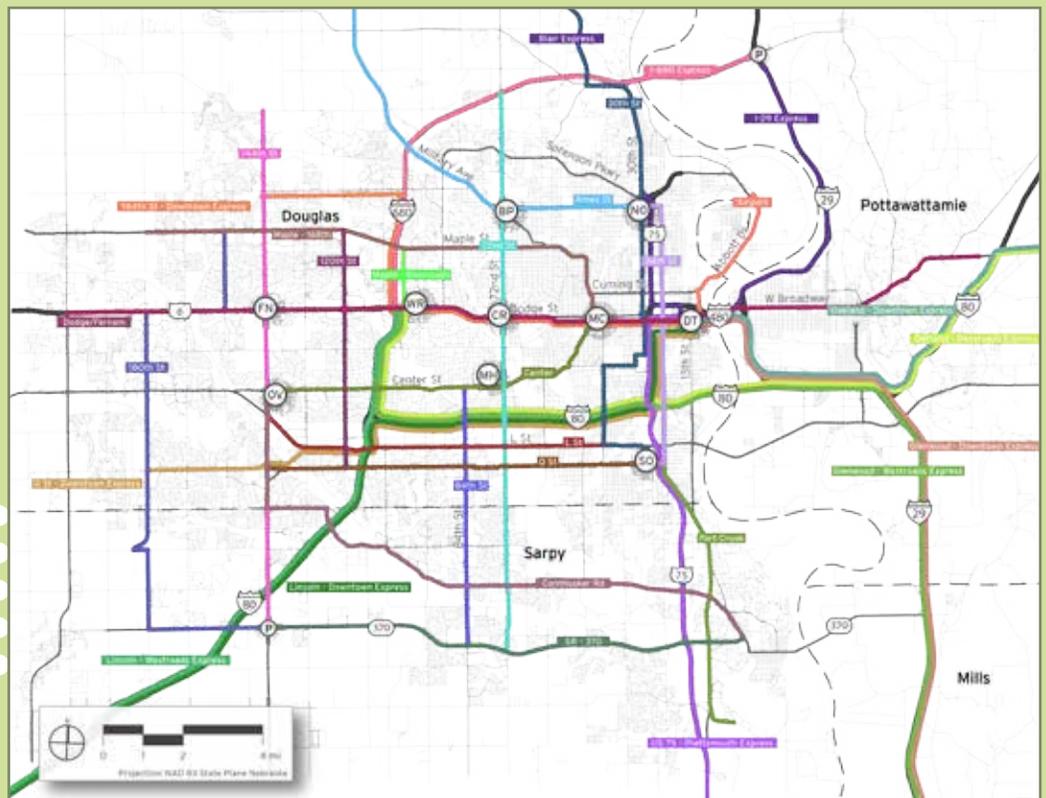
The *Heartland Connections – Regional Transit Vision (RTV)* was a yearlong study intended to help the region identify a future vision for public transit in the Omaha-Council Bluffs metropolitan area. The RTV feasibility study process has identified long-term transit investment scenarios and options through a collaborative, technical process that included stakeholder outreach, travel market analysis, transit service planning, financial analysis and institutional considerations. Conducted as part of the *Heartland 2050* planning process, as documented in the December, 2013 **Final Report** and **Executive Summary**, the RTV:

- Recommends short-term cost-neutral improvements to the existing Metro transit system;
- Prioritizes corridors for future service enhancements based on their potential to support improved transit;
- Develops various transit service scenarios to improve mobility in priority corridors and establish service parameters for other areas as well;
- Identifies capital and operating costs for each transit service scenario;
- Outlines potential funding strategies needed to implement each transit service scenario; and
- Provides input to Heartland 2050 by defining the transit elements of one or more regional growth scenarios.

The projects included in the Vision Scenarios were selected from nearly 50 candidate projects. **Exhibit A** presents the candidate project corridors. Many of these corridors were considered for multiple project types, including Arterial Bus Rapid Transit (BRT), Busway BRT, Light Rail Transit (LRT), and Streetcar.

(continued)

**Exhibit A:  
Candidate Transit Projects**



Three Vision Scenarios were developed and evaluated using a long-range, integrated service planning financial model. The model allowed for the consideration of fiscal constraints in the creation of a scenario.



(continued from front page)

A key outcome of the RTV feasibility study was a set of Vision Scenarios for future regional transit investments. The scenario development process was iterative and stakeholder-driven. Preliminary Scenarios were developed, with each representing a different mix of new revenue sources as well as expansion of the transit district to as large as eight counties. Based on stakeholder feedback, Refined Scenarios were developed covering a more limited set of financial and project selection parameters.

Finally, three Vision Scenarios were developed and evaluated using a long-range, integrated service planning financial model. The model allowed for the consideration of fiscal constraints in the creation of a scenario.

The three Vision Scenarios are described in the following pages. For complete details on how the service planning model was constructed and the many financial assumptions that underlie the scenarios, please refer to the full Final Report.

Note that going forward, implementation of any of the strategies outlined in this document will involve a separate public participation process.

## Omaha-Only Vision Scenario

This Scenario is the most limited in terms of future expansion of the transit system and the resources necessary to achieve the program. The Omaha-Only Vision Scenario assumes that local funding for transit will continue to be supplied exclusively by local property taxes within the City of Omaha, with service to surrounding communities funded through service contracts.

The Omaha-Only Scenario envisions a moderate expansion of the transit system, with one north-south and one east-west BRT route, in addition to service improvements on key Metro routes and expansion of Express and Freeway BRT service to the surrounding region. The following projects would be included:

- Recommended cost-neutral service improvements to the existing Metro system
- Mid-term recommended service improvements to Routes 4 and 24 (24th Street)
- Construction and implementation of “Freeway BRT” service on the following routes:
  - 144th Street/Fort Street to Downtown
  - 180th Street/Q Street to Downtown
  - Offutt Air Force Base to Downtown via Bellevue
  - State Route 370/I-80 park-and-ride to Downtown
- Construction of the Farnam Busway between downtown and University of Nebraska Medical Center (UNMC) in Midtown (this route would be served by local routes 2, 4, and 15)
- Construction of the 24th Street Busway between North Omaha Transit Center and Metro Community College – South Omaha Campus
- Construction of the Dodge/Farnam Arterial BRT project between UNMC and Westroads Mall

Exhibit B shows the 2050 transit network under the Omaha-Only Vision Scenario.

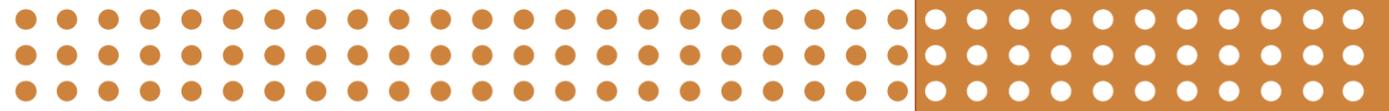
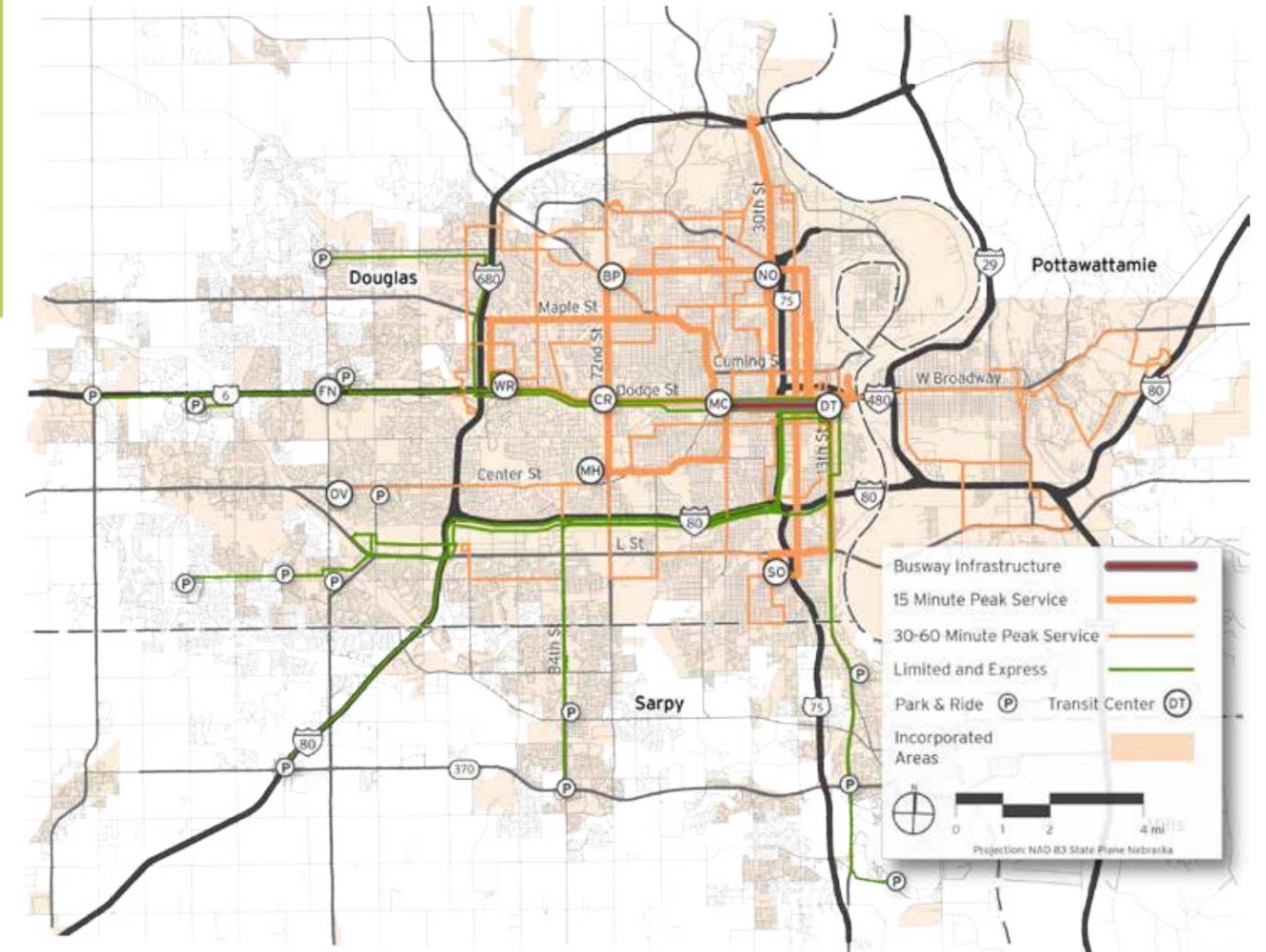


Exhibit B: Proposed 2050 Transit Network, Omaha-Only Vision Scenario



## Moderate Vision Scenario

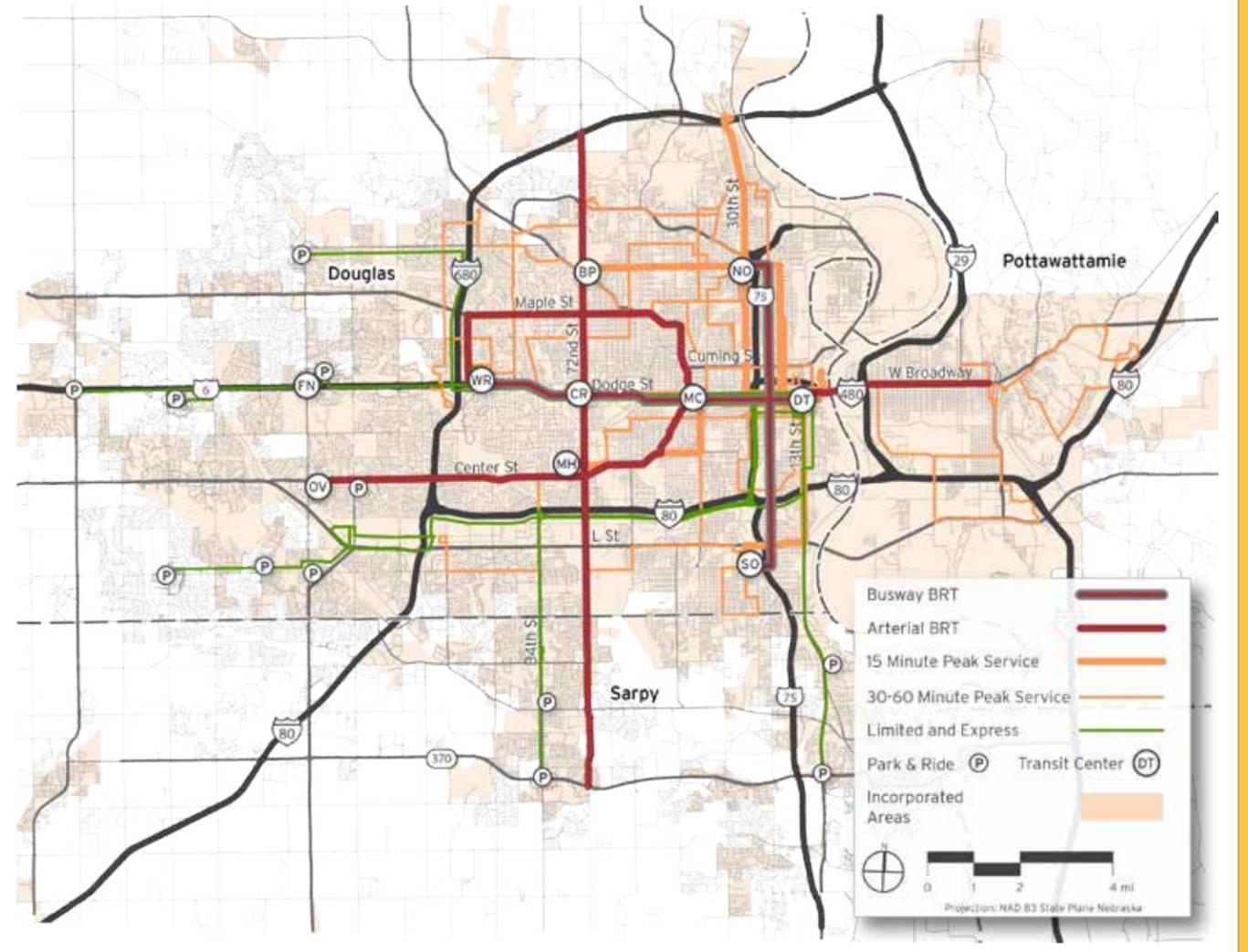
Unlike the Omaha Only Vision Scenario, the Moderate Vision Scenario seeks to create a regionally balanced approach to funding and operating transit services in the Omaha region. To accomplish this, the existing property tax funding transit in the City of Omaha is supplemented with additional resources from Douglas, Sarpy, and Pottawattamie counties. This scenario could also involve the creation of a three-county multi-modal Transportation Authority.

The Moderate Vision Scenario would create a comprehensive network of premium transit services, with five routes constructed by 2050, reaching all three counties. The following projects would be included:

- Recommended cost-neutral service improvements to the existing Metro system
- Mid-term and long-term recommended service improvements to all existing Metro routes in Douglas and Sarpy counties
- General public rural transit service to Douglas and Sarpy counties
- Construction and implementation of “Freeway BRT” service on the following routes:
  - 144th Street/Fort Street to Downtown
  - 180th Street/Q Street to Downtown
- Construction of the Farnam Busway between downtown and Westroads Mall (this route would be served by local routes 2, 4, and 15)
- Construction of the 24th Street Busway between North Omaha Transit Center and Metro Community College – South Omaha Campus
- Construction of the 72nd Street Arterial BRT project between I-680 and State Highway 370
- Construction of the Dodge/Broadway Arterial BRT project between downtown Omaha and Council Bluffs
- Construction of the Maple Street Arterial BRT project between UNMC and Westroads Mall
- Construction of the Center Street Arterial BRT project between UNMC and Oak View Mall.

Exhibit C shows the 2050 transit network under the Moderate Vision Scenario.

Exhibit C: Proposed 2050 Transit Network, Moderate Vision Scenario



## Aggressive Vision Scenario

The Aggressive Vision Scenario assumes higher revenues from the same funding structure as the Moderate Vision Scenario.

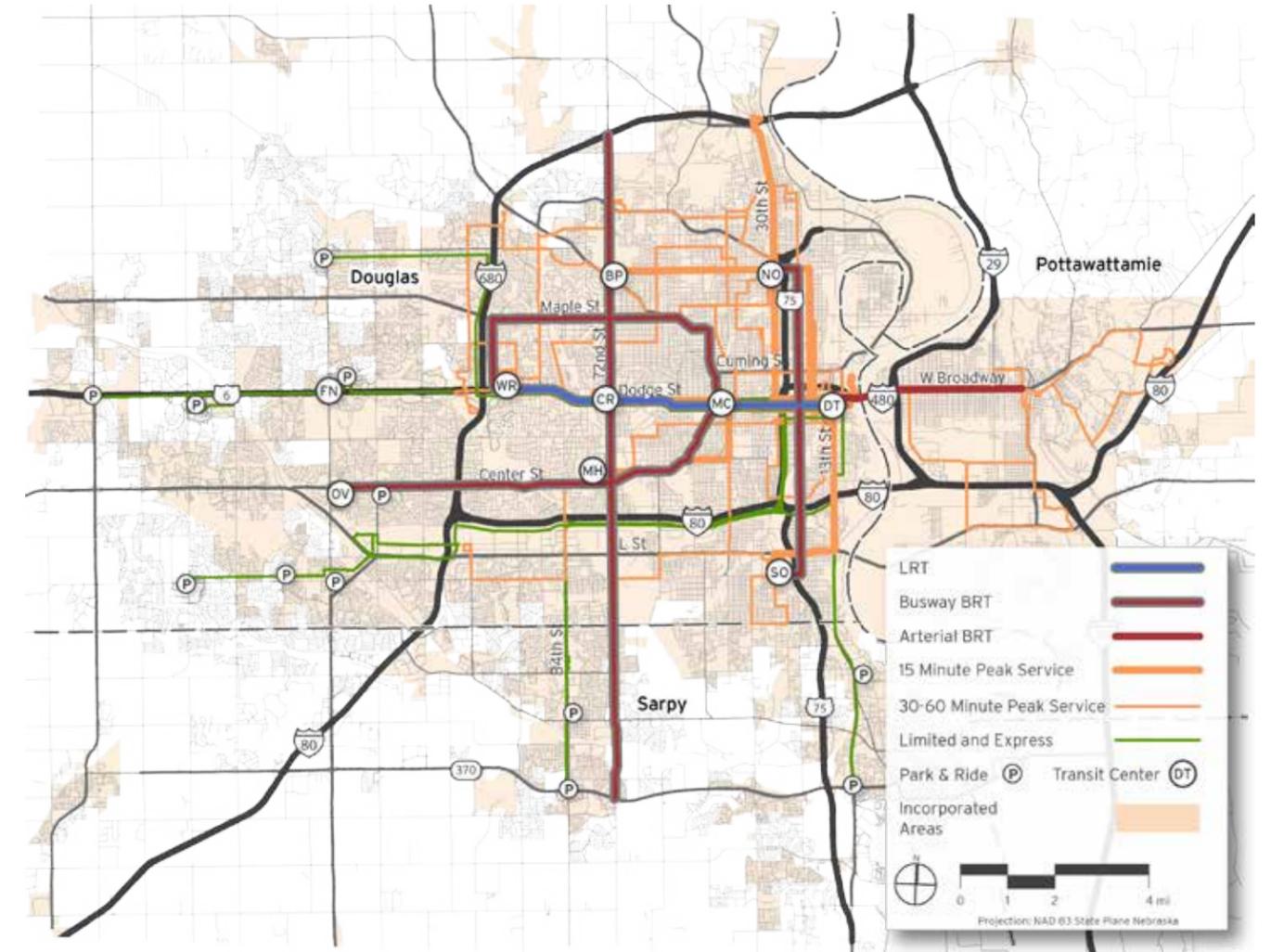
The Aggressive Vision Scenario would result in expanded premium transit service on a similar network as that envisioned under the Moderate Scenario. The key differences are (1) enhanced quality of service, with Busways replacing Arterial BRT on several corridors, and (2) the eventual construction of LRT on the Dodge/Farnam corridor between Downtown Omaha and Westroads Mall.

The following projects would be included in the Aggressive Vision Scenario:

- Recommended cost-neutral service improvements to the existing Metro system
- Mid-term and long-term recommended service improvements to all existing Metro routes in Douglas and Sarpy counties
- General public rural transit service to Douglas and Sarpy counties
- Construction and implementation of “Freeway BRT” service on the following routes:
  - 144th Street/Fort Street to Downtown
  - 180th Street/Q Street to Downtown
- Construction of the Farnam Busway between downtown and Westroads Mall (this route would be served by local routes 2, 4, and 15)
- Construction of the Dodge/Farnam LRT project between Downtown and Westroads Mall
- Construction of the 24th Street Busway between North Omaha Transit Center and Metro Community College – South Omaha Campus
- Construction of the 72nd Street Busway BRT project between I-680 and State Highway 370
- Construction of the Dodge/Broadway Arterial BRT project between downtown Omaha and Council Bluffs
- Construction of the Maple Street Busway BRT project between UNMC and Westroads Mall
- Construction of the Center Street Busway BRT project between UNMC and Oak View Mall

**Exhibit D** shows the 2050 transit network under the Aggressive Vision Scenario.

**Exhibit D: Proposed 2050 Transit Network, Aggressive Vision Scenario**





U.S. Department of Transportation  
**Federal Highway Administration**



[www.heartland2050.org/connections](http://www.heartland2050.org/connections)