

**FTA Findings
For
Central Omaha Bus Rapid Transit, Omaha, Nebraska**

FTA determines that the Central Omaha Bus Rapid Transit (BRT) project meets the criteria for Categorical Exclusion in accordance with **23 CFR 771.118(d)**. The proposed BRT route will begin at the existing bus transit center at the Westroads Mall and will travel approximately 8 miles on Dodge Street to a downtown loop along Dodge, 10th, Farnam, and 13th Streets in Omaha, Nebraska. The project will include construction of up to 27 stations. Minor acquisitions of new right-of-way will be required for some station locations. The attached CE documentation provides sufficient environmental analyses for the proposed project and no further environmental review is required.

Pursuant to Section 106 of the National Historic Preservation Act, 36 CFR Part 800, FTA determines a finding of “**no adverse effect**” as a result of the project. SHPO concurred with this determination on July 9, 2015.

Pursuant to 23 CFR 774, FTA determines that no land, feature, or attribute from a Section 4(f) resource will be acquired or substantially impaired by the project; therefore, there is no use of Section 4(f) property associated with the project.

The following project commitments/mitigation measures are not subject to change without prior written approval from FTA. If there is any change in the scope of work or project footprint, Metro must contact FTA to evaluate potential impacts.

- Metro will comply with all applicable regulations of the Uniform Act in conjunction with any land acquisition.
- Omaha Metro will obtain Floodplain Development Permits from the City Planning Department for station development in the future base flood area of FEMA Zone X near Little Papillion Creek, in accordance with the City's Floodplain Ordinance (No. 39946).
- Prior to construction (in relation to ground disturbance activities within the OLS site boundaries), Metro, the contractor, the City, and NDEQ will coordinate to arrange for the proper testing, handling, treatment, and disposal of lead contaminated soil in compliance with all federal, state, and local requirements; in addition to EPA recommendations for sanitation practices and measures to reduce inhalation of dust/lead particles during construction. If other contaminated or hazardous materials are encountered during construction, the contractor will cease all work at that location; and the City, Metro, and NDEQ will be contacted to arrange for the proper handling, treatment, and disposal of those materials in full compliance with all federal, state, and local requirements.
- Metro will include provisions in the construction contract to minimize construction noise impact through regular work-hour controls (as per City of Omaha, Noise Related Regulations, Chapter 17 Noise Control, Article I, Sec. 17-1, Construction equipment), along with requirements for maintaining equipment and exhaust mufflers to manufacturer's specifications.
- Metro will ensure that access to adjacent properties will be provided during construction, and that adjacent ground surface that has been temporarily disturbed will be restored to pre-construction conditions.
- During final design, Metro will coordinate with utility companies to verify utility locations in order to avoid and minimize any utility conflicts or disruptions during construction, and to arrange for all utilities to be marked on site prior to construction.

Prepared By Dee Phan
Dee Phan
Environmental Protection Specialist

Date: 8/27/2015

Approved By Mokhtee Ahmad
Mokhtee Ahmad
Regional Administrator- FTA Region VII

Date: 8/27/2015

CATEGORICAL EXCLUSION
FEDERAL TRANSIT ADMINISTRATION, REGION VII

Project Name Central Omaha Bus Rapid Transit (BRT)
STIP Item Number: 2015-139 (FY 2015-2018) **Approval Date:** 1-7-2015

Proposed Action

The proposed BRT project, located in Omaha, Nebraska, will travel primarily along Dodge Street, from the existing bus transit center at the Westroads Mall, to a downtown loop along Dodge, 10th, Farnam, and 13th Streets (see Corridor Map). The eastbound BRT will transition to a transit-only contraflow lane on the south side of Dodge Street, from 31st to 10th Street. Westbound BRT between 10th and 28th Streets will operate in a Business Access and Transit (BAT) lane. Most station improvements will be within the existing transportation right-of-way (R.O.W.), however, some station areas will require acquisition of a narrow piece of adjacent property. The proposed project will also involve the following:

- Construction of up to 27 stations, each 60 to 80 feet long by approximately 12 feet wide.
- Extension/modification of existing transit center at the west terminus.
- +/- 100 existing mall parking lot spaces converted from commercial use to transit use as “park-and-ride” spaces.
- Stations will include a shelter, bench, sign panel/vertical marker of approximately 18 feet in height, information panel, trash receptacle, lighting, a 60 to 80-foot by 10-foot concrete bus pad; and B-cycle sharing facilities at +/- 5 stations.
- +/- 100 existing mall parking lot spaces converted to transit use as “park-and-ride” spaces.
- R.O.W. acquisition at preferred curb-running station areas for queue jumps and right turn lanes at 90th and 72nd Streets; and at alternative median-running station areas for street widening at 90th, 84th, and 72nd Streets.
- Installation of Transit Signal Priority (TSP) within existing transportation R.O.W. at approximately 16 intersections.
- Procurement of 8 BRT vehicles that will either be 40 foot standard or 60 foot articulated buses that run on either diesel or CNG fuel.

Categorical Exclusion Determination

The project is categorically excluded from further NEPA review under 23 CFR 771.118 (d):

- ☐ activity category _____, or
☒ general exclusion (no specific activity category applies, but the project is still exempt per the conditions of 23 CFR 771.118(a) and (b))

Environmental Evaluation Summary

Ground disturbance at each intersection, or at separate “common plan” areas (2 or more intersection areas that are less than ¼-mile apart), would be less than one acre and would therefore not require a stormwater (NPDES) permit. The FTA’s *Guidance on Categorical Exclusions (FTA, Region VII)* was analyzed and the following includes a discussion of only those consequential environmental effects that pertain to this project.

Land Acquisitions – Some station development will require acquisition of narrow pieces of adjacent property varying from 116 square feet (+/- 1.5 feet wide) to 900 square feet (+/- 11.25 feet wide) at a single station. R.O.W. acquisition for the entire project is estimated to total 0.33 acre of 11 adjacent properties for the preferred stations and queue jumps/right turn lanes, and as much as 0.77 acre of 14 adjacent properties utilizing the alternative median stations and street widening (see attached R.O.W. Acquisition tables). Property to be acquired consists of paving and/or landscaped areas, but no businesses or residences will be relocated. Some commercial signs would require relocation and some surface parking spaces would require replacement (if space is available on the property) or compensation. Metro will comply with all applicable regulations of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) for any land acquisition.

Environmental Justice – A review of the U.S. Census 2013 American Community Survey data indicated that minority populations within ¼ mile of the project corridor are 15% or less. Low-income populations greater than 40 percent exist north and south of Dodge Street in the Lincoln Boulevard vicinity, and on the north side of Dodge Street from 24th Street to the east terminus. The proposed project would not result in the displacement of any minority or low-income persons. Therefore, there will be no disproportionately high or adverse impacts to minority or low income populations. The project would benefit these populations by providing them with additional transit service and amenities for connection to community facilities and employment centers.

Noise – A General Noise Assessment was conducted for the noise sensitive receptors at the station areas and along the project street corridors. The results of the assessment indicated that the proposed BRT project would have “no impact” to

Form Version: February 2015

CATEGORICAL EXCLUSION
FEDERAL TRANSIT ADMINISTRATION, REGION VII

any of the receptors in the project area (see Noise Assessment Summary Table attachment). A more detailed discussion is included in the General Noise Assessment Technical Memorandum.

Hazardous Materials – A review of hazardous material databases of the Environmental Protection Agency (EPA), the Nebraska Department of Environmental Quality (NDEQ), and the State Fire Marshal, as well as a windshield survey indicated that there are 55 properties with potential hazardous material concerns adjacent to, or within one block of the proposed station locations. These sites pose a low risk of contamination during construction activities because the hazardous materials on these sites are contained within the buildings or remote areas that are set back from the street R.O.W. line. The proposed project will not include the demolition of any buildings. The Omaha Lead Superfund (OLS) site boundaries encompass the project corridor from Memorial Park to the downtown area, which includes all station areas from 50th Street/Dodge Street to the east terminus of the project (see Corridor Map). There is a risk of encountering contamination from lead in the surface soils during ground disturbance activities at these station areas (see Project Commitments).

Floodplains – A review of the FEMA FIRM map #31055C0218H, dated 12-2-2005 (see FIRM map and legend attachments), and the base flood elevations (BFEs), as well as the County's contour mapping, indicates that the proposed stations near Little Papillion Creek would be located above the BFE but within Zone X (0.2% annual chance flood / 500-year flood). Coordination with the City's Floodplain Manager indicated that a Floodplain Development Permit would be required because development located in the future flood zone (X-500) is regulated the same as properties within the 100-year floodplain (see attached email dated 3-16-2015).

Traffic and Parking – Preliminary analysis was performed through a traffic micro-simulation to assess the contraflow lane in the eastern segment of the corridor and potential queue jump and TSP applications in the western portion between the 72nd and 90th street intersections. The analysis showed that vehicular delay at all study intersections in the eastern portion, with the inclusion of BRT, would be less than 1 second/vehicle increase in average vehicle delay during the AM and PM peak hours. The analysis of the western portion showed that the average volume-weighted vehicular delay at almost all signalized intersections in the western portion would be expected to increase by approximately 19 seconds/vehicle and 16 seconds/vehicle during the AM and PM peak hours, respectively. However, design features such as TSP, queue jump lanes, exclusive right-turn lanes, and pedestrian refuge for two-stage pedestrian crossings could reduce vehicular delay. More detailed traffic analyses will be performed as part of final design to ensure that traffic operations will be at an acceptable level.

The existing on-street parallel parking along Dodge Street will be converted to BAT and contraflow lanes, resulting in the displacement of approximately 159 parking spaces; and approximately 8 to 12 on-street parking spaces for stations, including 8 at 11th Street. The City performed a parking study in 2011, which found that during a typical weekday, the total peak parking utilization was only about 53 percent of the available parking spaces (4,932 total downtown on-street parking spaces and 36,047 total off-street spaces). Therefore, additional parking will not be necessary.

Cultural Resources – A historic properties survey was conducted for the project's area of potential effect (APE), which consists of the entirety of the Dodge Street corridor with bump-out areas of approximately 100 feet to encompass new station locations, street widening, and queue jump areas (see attached Corridor Map). A total of 20 historic properties, 3 historic districts, and one local landmark are located in the APE (details are included in the Cultural Resources Survey Report). The BRT project will not result in direct impacts, nor will it be visually intrusive to historic properties. Therefore, FTA has determined that the project will result in a "no adverse effect". The SHPO concurred with this determination on July 9, 2015 (see attached letter).

Section 4(f) Resources – Parklands and Historic Properties – Four Section 4(f) publicly-owned parks and three shared use recreational trails were identified adjacent to the project corridor (see Corridor Map). The parklands are Memorial Park, Elmwood Park, Turner Park, and Gene Leahy Mall. The shared use recreational paths are Keystone Trail, Boulevard Trail/Elmwood Connector, and Turner Boulevard Trail. No permanent acquisition and/or construction easement of park property will be required for the BRT project. Temporary construction staging will not occur within park properties and recreational trails. Therefore, there will be no "direct use." During project construction, access to adjacent parks and shared use paths/trails will be maintained. Noise impacts due to construction activities will be temporary and are not expected to be substantial for park and trail users. As a result, there will be no proximity impacts that would substantially impair the activities, features, or attributes of these 4(f) properties; the project will not have a "constructive use". The City's Parks,

**CATEGORICAL EXCLUSION
FEDERAL TRANSIT ADMINISTRATION, REGION VII**

Recreation & Public Property Department indicated that it has no issues with the BRT project (see attached letters dated 7-22 and 8-13-2015). **Historic Properties** – The BRT project will not have any direct impact/use or proximity impact to the Section 4(f) historic properties.

Construction Impacts – During construction, small areas (1 to 2 feet wide) of adjoining parcels at proposed stations or street work may be temporarily impacted by minor ground surface disturbance to accommodate concrete/pavement work, but will be restored to pre-construction conditions upon completion. Access to all adjacent properties will be maintained. Partial closures of street lanes and sidewalks may be needed to accommodate construction, although these closures will be temporary and short-term. Construction noise will be temporary, will comply with City regulations, and will cease when construction is complete.

Utilities – Gas lines and fiber optic lines are normally buried deeper than 1 foot, and main lines of existing storm sewers, sanitary sewers, and water lines within the R.O.W. are several feet deep and would not require relocation. As a result of street widening or queue jump lane and right turn lane construction, it would be necessary to relocate some of the curb inlets and adjust connected storm pipes, as well as relocate traffic signal poles, street lights, fire hydrants, and above ground utility junction boxes.

Project Commitments

- Metro will comply with all applicable regulations of the Uniform Act in conjunction with any land acquisition.
- Omaha Metro will obtain Floodplain Development Permits from the City Planning Department for station development in the future base flood area of FEMA Zone X near Little Papillion Creek, in accordance with the City's Floodplain Ordinance (No. 39946).
- Prior to construction (in relation to ground disturbance activities within the OLS site boundaries), Metro, the contractor, the City, and NDEQ will coordinate to arrange for the proper testing, handling, treatment, and disposal of lead contaminated soil in compliance with all federal, state, and local requirements; in addition to EPA recommendations for sanitation practices and measures to reduce inhalation of dust/lead particles during construction. If other contaminated or hazardous materials are encountered during construction, the contractor will cease all work at that location; and the City, Metro, and NDEQ will be contacted to arrange for the proper handling, treatment, and disposal of those materials in full compliance with all federal, state, and local requirements.
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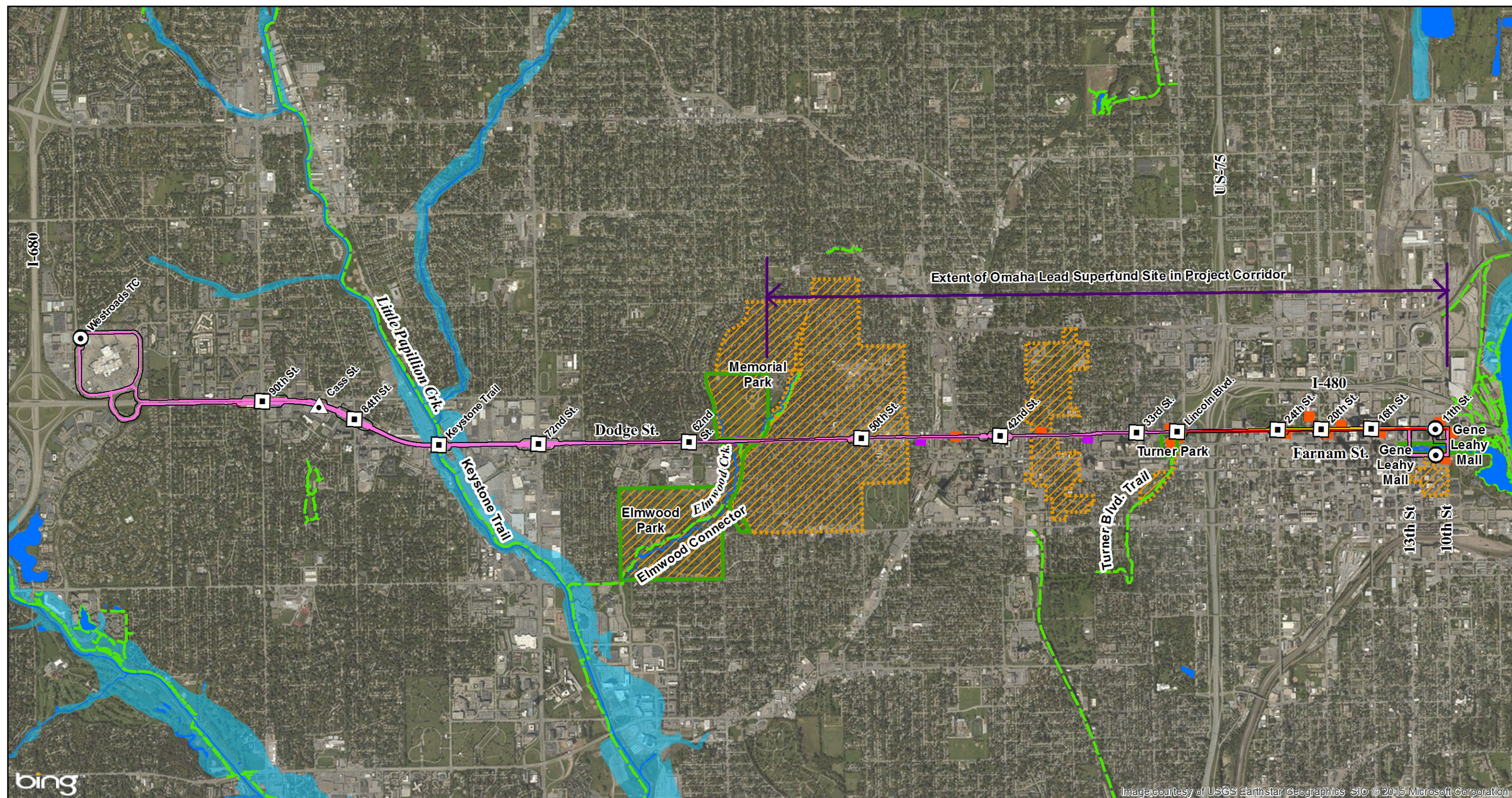
Attachments

- Corridor Map, R.O.W. Acquisition tables, Noise Assessment Summary Table, FIRM Map & Legend
- Agency Correspondence – City Floodplain Manager, SHPO Concurrence, Parks & Rec. Dept. Letters, NGPC Reply Letter

Submitted By:  Date: 8/22/15

Title: EXECUTIVE DIRECTOR

Project Sponsor/Grantee: TRANSIT AUTHORITY OF THE CITY OF OMAHA



		<ul style="list-style-type: none"> Single Station Station Pair Alternate Station Pair 	<ul style="list-style-type: none"> Mixed Traffic Contraflow Lane Business Access & Transit Lane 	<ul style="list-style-type: none"> Water Resources 100-Year Floodplain Parks Trails 	<ul style="list-style-type: none"> National Register Historic Sites Local Historic Landmarks National Register Historic Districts Area of Potential Effect 	<h2>Central Omaha BRT Corridor Map</h2>
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Right-of-Way Acquisition

The following preferred curb-running only stations will require right-of-way (ROW) acquisition.

Table 1: Preferred Stations (Curb-running) and R.O.W. Acquisition (no Median Stations)

Station Area Intersection	Station Location	R.O.W. Acquisition (sq. ft.)	No. of Properties Affected
90 th St./Dodge	NW & SE corners (w/queue jumps)	5641 sf	1
72 nd St./Dodge	NW & SE corners (w/queue jumps)	5891 + (station) 595 = 6486 sf	4
62 nd St./Dodge	NE corner	80' x 11.25' = 900 sf	1
50 th Ave./Dodge	SE corner	80' x 2.06' = 165 sf	1
42 nd St./Dodge	SW corner	80' x 5.63' = 450 sf	1
33 rd St./Dodge	NW & SW corners	80' x 7.26' = 581 sf 80' x 2.13' = 170 sf	2
Lincoln Blvd./ Dodge	SE corner	80' x 1.45' = 116 sf	1
Total R.O.W. Acquisition		14,509 sf = 0.33 ac.	11

The following median stations at 90th, 84th, and 72nd Streets, and preferred curb-running stations will require right-of-way (ROW) acquisition.

Table 2: Median Stations (72nd to 90th) with Preferred Stations (Curb-running) and R.O.W. Acquisition

Station Area Intersection	Station Location	R.O.W. Acquisition (sq. ft.)	No. of Properties Affected
90 th St./Dodge	Median (w/street widening)	14,922 sf	3
84 th St./Dodge	Median (w/street widening)	2,354 sf	1
72 nd St./Dodge	Median (w/street widening)	13,740 sf	4
62 nd St./Dodge	NE corner	80' x 11.25' = 900 sf	1
50 th Ave./Dodge	SE corner	80' x 2.06' = 165 sf	1
42 nd St./Dodge	SW corner	80' x 5.63' = 450 sf	1
33 rd St./Dodge	NW & SW corners	80' x 7.26' = 581 sf 80' x 2.13' = 170 sf	2
Lincoln Blvd./ Dodge	SE corner	80' x 1.45' = 116 sf	1
Total R.O.W. Acquisition		33,398 sf = 0.77 ac.	14

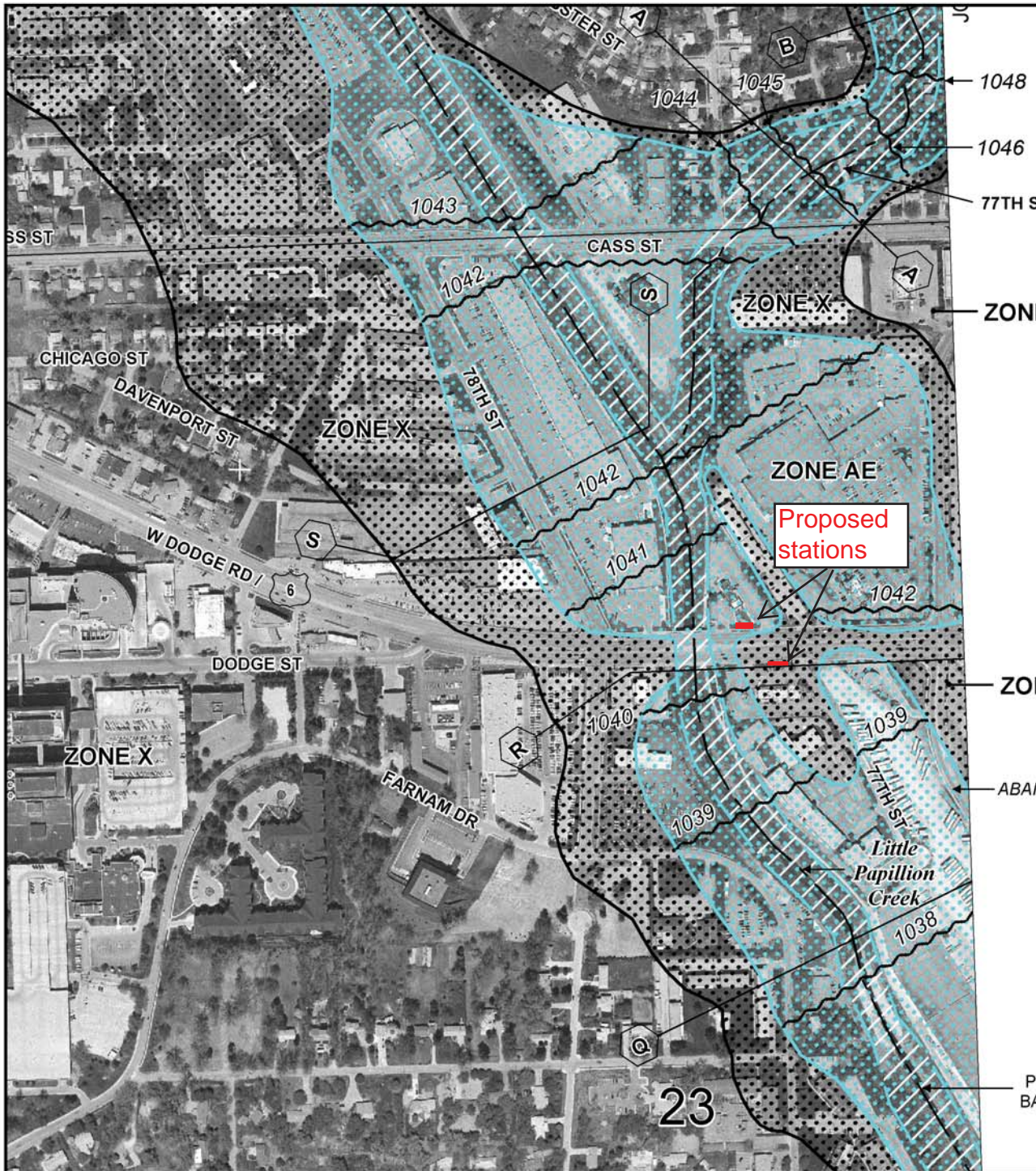
Table A - Noise Assessment Summary

Project: Omaha BRT

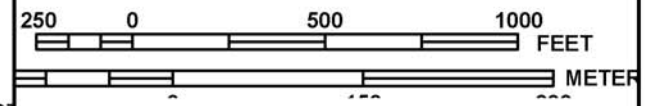
Receiver: All

Receiver	Land Use Category	Distance	Project Noise*	Noise Criteria			Sev. Impact	Impact?
				Existing Noise*	Mod. Impact			
1 R-1	2. Residential	158 ft	50.5 dBA	60 dBA	58 dBA	63 dBA		None
2 R-2	2. Residential	151 ft	46.5 dBA	60 dBA	58 dBA	63 dBA		None
R-2	2. Residential	153 ft	50.9 dBA	60 dBA	58 dBA	63 dBA		None
R-2 - Combined	2. Residential		52 dBA	60 dBA	58 dBA	63 dBA		None
3 R-3	2. Residential	144 ft	51.5 dBA	60 dBA	58 dBA	63 dBA		None
4 R-4	3. Institutional	119 ft	50.8 dBA	60 dBA	63 dBA	68 dBA		None
5 R-7	2. Residential	113 ft	54.1 dBA	60 dBA	58 dBA	63 dBA		None
6 R-8	2. Residential	113 ft	54.2 dBA	60 dBA	58 dBA	63 dBA		None
7 R-9	3. Institutional	35 ft	64.0 dBA	70 dBA	69 dBA	74 dBA		None
8 R-10	2. Residential	165 ft	50.0 dBA	60 dBA	58 dBA	63 dBA		None
9 R-11	3. Institutional	45 ft	61.3 dBA	70 dBA	69 dBA	74 dBA		None
10 R-12	2. Residential	175 ft	49.4 dBA	60 dBA	58 dBA	63 dBA		None
11 R-14	2. Residential	88 ft	52.3 dBA	65 dBA	61 dBA	66 dBA		None
12 R-15	2. Residential	138 ft	45.9 dBA	60 dBA	58 dBA	63 dBA		None
13 R-17	2. Residential	94 ft	56.2 dBA	65 dBA	61 dBA	66 dBA		None
14 R-18	3. Institutional	176 ft	46.5 dBA	60 dBA	63 dBA	68 dBA		None
15 R-19	2. Residential (indoor uses only)	32 ft	67.7 dBA	70 dBA	64 dBA	69 dBA		Moderate exterior / None interior
16 R-20	2. Residential (indoor uses only)	44 ft	64.5 dBA	70 dBA	64 dBA	69 dBA		Moderate exterior / None interior
17 R-5 - Corridor	1. Outdoor Quiet	24 ft	52.1 dBA	70 dBA	64 dBA	69 dBA		None
18 R-6 - Corridor	2. Residential	13 ft	59.4 dBA	70 dBA	64 dBA	69 dBA		None
19 R-21 - Corridor	3. Institutional	16 ft	54.5 dBA	70 dBA	69 dBA	74 dBA		None

*Ldn for Category 2. Leq for Categories 1 and 3.



MAP SCALE 1" = 500'



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0218H

FIRM

FLOOD INSURANCE RATE MAP

DOUGLAS COUNTY,
NEBRASKA
AND INCORPORATED AREAS

PANEL 218 OF 360

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
OMAHA, CITY OF	315274	0218	H

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.



MAP NUMBER
31055C0218H

EFFECTIVE DATE
DECEMBER 2, 2005

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

LEGEND - Flood Insurance Rate Map (FIRM)

LEGEND



SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.



FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.



OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.
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OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.



COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS



OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.



1% annual chance floodplain boundary



0.2% annual chance floodplain boundary



Floodway boundary



Zone D boundary



CBRS and OPA boundary



Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.



Base Flood Elevation line and value; elevation in feet*

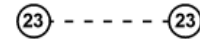
(EL 987)

Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988



Cross section line



Transect line

45° 02' 08", 93° 02' 12"

Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere

48 89 000m N

1000-meter Universal Transverse Mercator grid values, zone 14

DX5510 X

Bench mark (see explanation in Notes to Users section of this FIRM panel)

• M1.5

River Mile

MAP REPOSITORIES
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP

DECEMBER 2, 2005

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

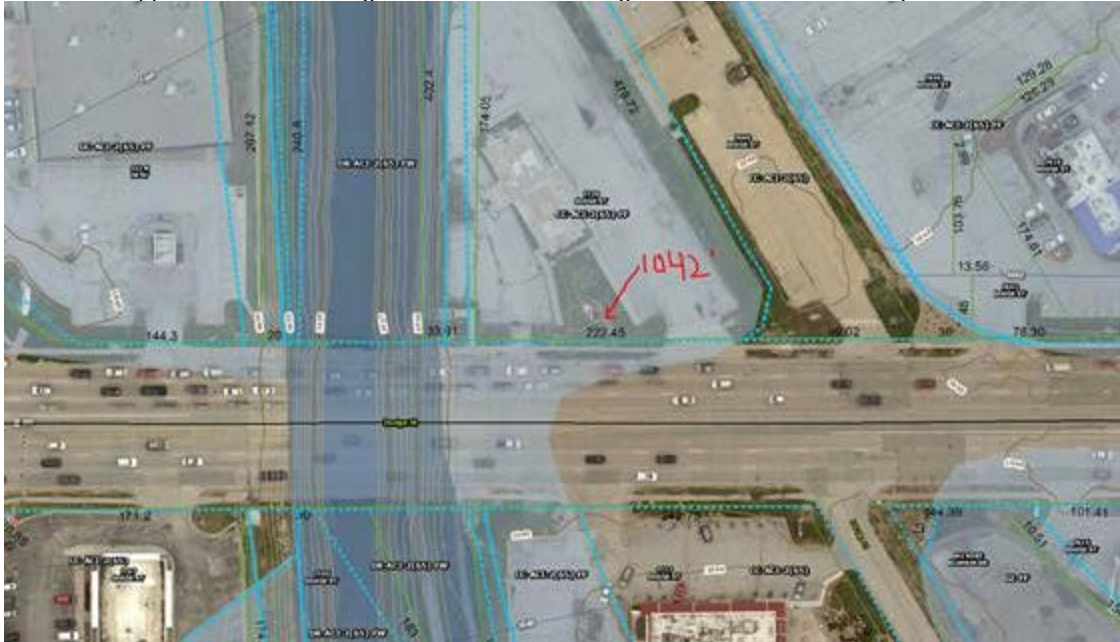
For Community map revision history prior to countywide mapping, refer to the community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

From: [Travis Gibbons](#)
To: [Tim Flagler](#)
Subject: Re: Omaha BRT - floodplain issue
Date: Tuesday, March 17, 2015 3:30:21 PM

Tim,

A preliminary look and an approximate Base Flood Elevation (BFE) is 1040.4 msl. Looking at 2 ft elevation contours it appears the area along the north side of Dodge Street is at 1042 msl. (See attached sketch)



Of course, due to the wide error of margin I would suggest having an elevation certificate performed and/or a site survey to get actual spot elevations.

Another matter I noticed is that the proposed bus shelter on the south side of Dodge Street is also located in the shaded X500 flood zone. This area is the future flood zone and is regulated just the same as properties within the special flood hazard area. It may not affect your grant application but the City of Omaha would require a flood plain development permit for that location as well.

If you have any additional questions please let me know.

Thank You,

Travis Gibbons

City Planner/Flood Plain Development Coordinator

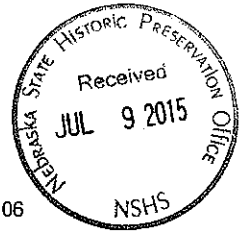
City of Omaha Planning Department
1819 Farnam Street, Suite 1110
Omaha, NE 68183
travis.gibbons@cityofomaha.org
402-444-5150 Ext. 2056



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

REGION VII
low a, Kansas,
Missouri, Nebraska

901 Locust Street
Suite 404
Kansas City, MO 64106
816-329-3920
816-329-3921 (fax)



July 08, 2015

1507-054.01

Mr. Michael J. Smith
State Historic Preservation Officer
Nebraska State Historical Society
1500 R Street
PO Box 82554
Lincoln, Nebraska 68501

CONCUR

Jill Dolberg for BP
DEPUTY STATE HISTORIC PRESERVATION OFFICER

DATE 7-9-15

Attention: Ms. Jill E. Dolberg, Review and Compliance Coordinator

RE: Central Omaha Bus Rapid Transit, Dodge Street/US Route 6, Douglas County, NE
Section 106 Consultation/36 CFR 800

Dear Mr. Smith:

The Federal Transit Administration (FTA) and the Transit Authority of the City of Omaha (Metro) are planning a Bus Rapid Transit (BRT) route along Dodge Street/US Route 6 in Omaha, Nebraska. As this project is anticipated to utilize federal funds, it constitutes an undertaking subject to review under Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800.

The proposed BRT route will begin at the existing bus transit center at the Westroads Mall and will travel approximately 8 miles on existing Dodge Street to a downtown loop along Dodge, 10th, Farnam, and 13th streets. The BRT route will require the construction of 27 stations with shelter, signage, and associated transit amenities. A typical station will be approximately 60 to 80 feet long by 12 feet wide (refer to enclosed station concepts). Minor acquisitions of new right-of-way will be required for some station locations.

FTA defines the area of potential effect (APE) to consist of the existing Dodge Street corridor with bump-out areas of approximately 100 feet to encompass the proposed BRT station locations (refer to Figure 3 in the enclosed report). The APE was reviewed for historic properties listed or eligible for listing in the National Register of Historic Places (NRHP) through records search and field survey. No recorded NRHP eligible or listed archeological resources were identified within the APE. In addition, all construction activities will occur within the previously disturbed transportation right-of-way and areas disturbed by other urban development. As a result, there will be no impact on archeological resources.

A total of 36 above-ground properties within the APE were evaluated for NRHP status. Of these properties, nine are currently individually listed in the NRHP, nine other properties are located within the NRHP listed Dundee/Happy Hollow Historic District, two properties are located within the NRHP listed Park and Boulevard Historic District, and one property is a local landmark. The remaining fifteen properties are recommended as not eligible. (Refer to enclosed report for additional information).

The proposed project will not involve any direct alteration of historic properties. The proposed BRT stations are small scale structures with reversible features such as canopies, benches, informational signage that are similar to transit and roadway features already occur along the transportation corridor and urban environment, and thus, will not be visually intrusive nor diminish the character defining features of historic properties within the APE. Based on the above, FTA has determined a finding of "***no adverse effect***" is appropriate for this undertaking, pursuant to 36 CFR 800.5.

Please review the enclosed report and information provided in this letter. If you agree with our determination of the APE, eligibility recommendations, and the determination of project's effect, please respond within 30 days with a concurrence. Should you require additional information or have any questions, please contact Ms. Dee Phan at (816) 329-3934 or email dee.phan@dot.gov.

Sincerely,



Mokhtee Ahmad
Regional Administrator

Enclosures: Cultural Resources Report
Station Concepts

Cc (by email): Curt Simon, Omaha Metro
Lauren Cencic, Omaha Metro



2222 Cuming Street, Omaha, Nebraska 68102-4392
(402) -341-0800 ■ Fax (402)-342-0949 ■ TDD: 4(402)-341-0807

Operated by Transit Authority of the City of Omaha

July 22, 2015

Mr. Brook Bench, Director
Omaha Parks, Recreation & Public Property Department
1819 Farnam St., Suite 701
Omaha, NE 68183

Dear Brook,

As you are aware, Omaha Metro, in cooperation with the City of Omaha, MAPA and the Federal Transit Administration (FTA), is proposing the implementation of a Bus Rapid Transit (BRT) route along the Dodge Street corridor (see enclosed Corridor Map).

The proposed BRT project will travel primarily along Dodge Street, from the west terminus at the existing bus transit center at the Westroads Mall, to the east terminus that includes a downtown loop along Dodge, 10th, Farnam, and 13th Streets. The service will include approximately 8 BRT transit vehicles that will either be 40-foot standard or 60-foot articulated buses. The project will include approximately 27 station stops located from ¼-mile to ¾-mile apart. A typical station will be 60 to 80 feet long by approximately 12 feet wide, but may vary in width depending on existing right-of-way. Station stops have been preliminarily designed and will include amenities such as a shelter (12 to 14 feet in height), bench, sign panel/vertical marker (18 feet in height), information panel, trash receptacle, and lighting; as well as a 60 to 80-foot by 10-foot concrete bus pad (see enclosed concept graphic). It is anticipated that no additional right-of-way will be acquired at most station locations. However, some station locations may require acquisition of adjacent property where right-of-way is narrow. Other physical infrastructure improvements will include queue jumps at 72nd and 90th Streets, requiring right-of-way acquisition. Alternative median-running station locations would include median stops and street widening at 90th, 84th, and 72nd Streets which will require additional right-of-way. In addition, the project will include traffic signal priority (TSP) at 16 intersections which will be within existing right-of-way.

One of the proposed stations will be located adjacent to the Gene Leahy Mall (a Section 4(f) property) at 11th & Farnam (see enclosed enlargement), but entirely within existing street right-of-way. The station is proposed to be located on the west side of the intersection to preserve the view of the arch at the north terminus of 11th Street. Since the station platform is far enough away from the park boundary, there will be no acquisition

of park property and no adverse effects to the activities, features, or attributes of the park which would constitute a Section 4(f) "use". In addition, there will be no temporary occupancy (construction or staging areas) on park property.

The station platform will permanently displace 8 of the angled parking spaces along Farnam Street. Other parking spaces adjacent to the station platform may be used for construction equipment or staging, but those spaces will again be functional once construction is complete. Those parking spaces, as well as any other temporarily disturbed areas adjacent to the station area will be restored to a condition that is at least as good as pre-construction conditions.

Some temporary closures of the traffic lane adjacent to the station may periodically occur, as well as temporary closure of the sidewalk and ramp near the east side of the station. However, these closures would cease when construction is complete and all other access areas along the remainder of the park would remain open.

In addition, we realize that Turner Park, Memorial Park, and Elmwood Park are Section 4(f) properties adjacent to the project corridor. Although no stations or queue jump areas will be located directly adjacent to these parks, a station near Turner Park will be located at the southeast corner of Lincoln Boulevard and Dodge, and a triangular concrete island in the street right-of-way at the northeast corner of the "S" curve will be removed (see enclosed enlargement). However, neither Turner Park nor the other two park properties will be permanently or temporarily affected by construction of the project elements.

As the official having jurisdiction over the Section 4(f) properties, we are asking for your concurrence with the conditions listed above. I look forward to your response, and if you have any questions or require additional information, please send an email csimon@ometro.com or call me at 402-951-6500.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Simon", with a stylized flourish at the end.

Curt Simon
Executive Director

Cc: K. Smith
L. Cencic
D. Miller



City of Omaha
Jean Stothert, Mayor

**Parks, Recreation &
Public Property Department**

Omaha/Douglas Civic Center
1819 Farnam Street, Suite 701
Omaha, Nebraska 68183-0701
(402) 444-5900
FAX (402) 444-4921

Brook Bench
Director

August 13, 2015

Mr. Curt Simon
Executive Director, Metro Transit
2222 Cuming Street
Omaha, NE 68102

Re: Metro BRT Project – Section 4(f) considerations

Dear Curt,

I have reviewed the information provided with your letter of July 22, 2015 and concur with the conditions that you have outlined for station stops. We look forward to working with you as this project progresses.

Sincerely,

Brook Bench, Director
Omaha Parks, Recreation & Public Property Department



2200 N. 33rd St. • P.O. Box 30370 • Lincoln, NE 68503-0370 • Phone: 402-471-0641

April 17, 2015

Lauren Cencic
Metro
2222 Cuming Street
Omaha, NE 68102-4392

**RE: Central Omaha Bus Rapid Transit route, mainly along Dodge Street in the City of Omaha,
Douglas County**

Dear Ms. Cencic:

Nebraska Game and Parks Commission (NGPC) staff members have reviewed the information for the proposal identified above. This review was requested pursuant to the National Environmental Policy Act (NEPA).

Based on our review, we have determined that the project as described will have no adverse impacts on resources within our agency's areas of concern, including state-listed threatened and endangered species, fish and wildlife resources and their habitats, or NGPC properties.

Thank you for the opportunity to review this proposal. Please contact me if you have any questions regarding these comments at 402-471-5423 or carey.grell@nebraska.gov.

Sincerely,

A handwritten signature in purple ink that reads "Carey Grell". The signature is written in a cursive, flowing style.

Carey Grell
Environmental Analyst
Planning and Programming Division