

2045 Long Range Transportation Plan – Amendment No. 4

The amendment modifies the potential funding sources for one (1) fiscally constrained project and adjusts the fiscally constrained plan to include additional anticipated federal revenue. The details of the proposed amendment appear below.

Fiscally Constrained Roadway Project

- **Project ID:** 7
- **Project Description:** Broadwell Ave at UP railroad
- **Improvement Type:** Grade Separation
- **Actions:**
 1. Modify the potential funding sources from “Local / State” to “Local / Other / Federal” in Table 9-3 (Fiscally Constrained Roadway Projects) of the LRTP. SFTY represents a federal funding source, and OTHER represents funding from the railroad.

The amendment requires modifications in Chapter 7 – Future Transportation Revenues and Chapter 9 – Fiscally Constrained Plan of the 2045 Long Range Transportation Plan. The following pages are from these chapters with the applicable changes shown in red.



Table 7-10. Projected CRANE O&M and Capital Budget

YEAR	FUNDING SOURCE	OPERATING	OTHER CAPITAL ITEMS	BUS SUPPORT EQUIPMENT / FACILITIES	TOTAL BUDGET
2021	FTA 5307	\$304,000	\$157,000	\$36,000	\$497,000
	Grand Island	\$304,000	\$61,000	\$9,000	\$374,000
2022	FTA 5307	\$313,000	\$249,000	\$37,000	\$599,000
	Grand Island	\$313,000	\$62,000	\$9,000	\$385,000
2023	FTA 5307	\$323,000	\$177,000	\$38,000	\$538,000
	Grand Island	\$323,000	\$44,000	\$10,000	\$376,000
2024	FTA 5307	\$348,000	\$167,000	\$39,000	\$554,000
	Grand Island	\$336,000	\$42,000	\$10,000	\$388,000

Source: Grand Island Area MPO, Transportation Improvement Program

Future Transportation Funding Levels

Future anticipated funding levels were developed for the LRTP, based on the financial analysis completed in this chapter, and budget assumptions provided by Nebraska DOT program management staff. The key assumption was a 3% annual budget growth, and 4% annual cost growth (discussed in more detail in **Chapter 9**).

Future Federal Program Funding Levels

Future funding levels for Federal programs are shown in **Table 7-11**.





Table 7-11: Projected Federal Program Revenues for GIAMPO, Year of Expenditure

TIME BAND	YEARS	STBG-TA	HSIP	FTA 5307	FTA 5311
Annual Level	2020	\$151,000	\$340,000	\$497,000	\$20,000
Short-Term	2026-2030	\$957,700	\$29,522,900 ⁸	\$3,312,000	\$131,000
Mid-Term	2031-2037	\$1,603,000	\$3,605,000	\$5,865,000	\$233,000
Long-Term	2038-2045	\$2,289,000	\$5,146,200	\$8,996,000	\$358,000
2026-2045 Total		\$4,849,700	\$38,274,100	\$18,173,000	\$722,000

There are potential NHPP and Congestion Mitigation and Air Quality (CMAQ) funding that might become available for future use within the GIAMPO area, but the use of these funds are state-directed and no revenue estimates were developed for these programs could reasonably be developed for the LRTP.

Additional Transit Fund

CRANE received an award of \$2.2 million in additional funds through the Coronavirus Aid, Relief, and Economic Security (CARES) Act in March 2020. CRANE is planning to use the money for service expansion and to address facility needs.

Future Local Program Funding Levels

Future funding levels for locally directed programs are shown in **Table 7-12**. Note that this analysis focuses on funding for Grand Island, as all of the city is within the GIAMPO area, and the majority of the other two large jurisdictions (Hall County and Merrick County) lie outside of the GIAMPO study area. The table also shows anticipated outlays for operations and maintenance budgets for each time band.

⁸ The short-term time band for HSIP includes \$27,368,000 in SFTY funds for the Broadwell Avenue Viaduct. This project is identified in Amendment No. 1 to the GIAMPO FY 2023-2027 TIP, and it is Project ID 7 in the LRTP. SFTY funds is known as Highway Safety Improvement Program (includes Rail Safety) in the NDOT STIP.



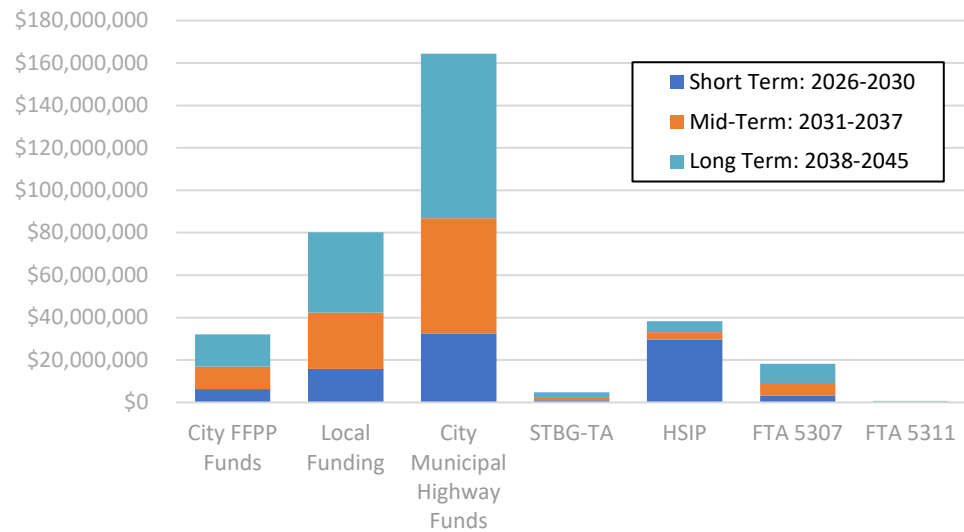


Table 7-12: Projected Grand Island Transportation Revenues, Year of Expenditure

TIME BAND	YEARS	GRAND ISLAND FFPP FUNDS	GRAND ISLAND LOCAL FUNDING	GRAND ISLAND MUNICIPAL HIGHWAY FUNDS	TOTAL CITY FUNDS FOR TRANSPORTATION	O&M BUDGET	REMAINING LOCAL FUNDS FOR PROJECTS
Annual Level	2020	\$999,125	\$2,500,000	\$5,124,050	\$8,623,175		
Short-Term	2026-2030	\$6,333,841	\$15,848,465	\$32,483,330	\$54,665,636	\$40,810,000	\$13,855,636
Mid-Term	2031-2037	\$10,597,363	\$26,516,599	\$54,348,952	\$91,462,914	\$68,290,000	\$23,172,914
Long-Term	2038-2045	\$15,125,367	\$37,846,517	\$77,570,979	\$130,542,862	\$97,460,000	\$33,082,862
2026-2045 Total		\$32,056,571	\$80,211,581	\$164,403,260	\$276,671,413	\$206,560,000	\$70,111,413

Figure 7-1 illustrates the funding projections by source that are anticipated in this plan. As shown, the majority of funding for the transportation system in the GIAMPO region is locally-sourced.⁹

Figure 7-1. Funding Projections by Funding Source and Time Band



⁹ The short-term time band for HSIP includes \$27,368,000 in SFTY funds for the Broadwell Avenue Viaduct. This project is identified in Amendment No. 1 to the GIAMPO FY 2023-2027 TIP, and it is Project ID 7 in the LRTP. SFTY funds is known as Highway Safety Improvement Program (includes Rail Safety) in the NDOT STIP. Even though it is not shown in the funding projections, the UPRR is anticipated to provide a portion of funding (OTHER) to the local match of the Broadwell Avenue Viaduct.



Table 9-2: Committed Transit Projects

PROJECT DESCRIPTION	COST (YOE \$)
Urban Transit Operations	\$3,711,000
Rural Transit Operations	\$164,000
Transit Planning	\$100,000
Transit Capital Acquisition	\$5,534,000
Transit Development Plan	\$150,000

Source: GIAMPO Transportation Improvement Program, 2023-2027

Fiscally Constrained Projects

The fiscally constrained roadway projects for 2026 through 2045 are presented in **Table 9-3**. The location and implementation time band for each fiscally constrained roadway project is shown in **Figure 9-1**. High Priority Vision roadway projects are included in this figure while **Table 9-5** summarizes them.

The fiscally constrained bicycle and pedestrian projects are presented in **Table 9-4**. The location and implementation time band for each fiscally constrained bicycle and pedestrian project is shown in **Figure 9-2**. High Priority Vision bicycle and pedestrian projects are included in this figure while **Table 9-5** summarizes them.

The next three sub-sections address the LRTP’s fiscal constraint by describing the anticipated budget, projects costs, and budget balance by major funding category: HSIP, STBG-TA, and local funding.

High Priority Vision projects are transportation investments that do not fit within the current fiscally constrained budget but would be the first projects that GIAMPO and member jurisdictions would promote into the Transportation Improvement Program should additional future funding become available.

HSIP Fiscal Constraint

As outlined in **Chapter 7**, HSIP funds are not directly allocated to GIAMPO on an annual basis but are reasonably expected to be awarded in proportion to regional needs for eligible projects. Based on the project funding assumptions in **Table 9-3**, the following summarizes HSIP budgets, project costs, and balances:

- **HSIP Budget: \$37,941,000** in year-of-expenditure HSIP funds are projected for the GIAMPO area for the years 2026-2045.¹
- **HSIP Project Costs: \$30,816,000** in year-of-expenditure HSIP project costs for the 2026-2045 period.¹ This specifically includes:
 - \$29,856,000 in Short-term (2026-2030) HSIP project funding
 - \$960,000 in Mid-term (2031-2037) HSIP project funding
- **Remaining HSIP Budget Balance:** \$7,125,000 balance in HSIP funds between 2026-2045.²

STBG-TA Fiscal Constraint

As with HSIP funds, STBG-TA funds are not directly allocated to GIAMPO annually. The reasonably-expected funding levels were evaluated against eligible project costs. Based on the project funding assumptions in **Table 9-4**, the following summarizes STBG-TA budgets, project costs, and balances:

¹ The HSIP budget and project costs includes \$27,368,000 in SFTY funds for the Broadwell Avenue Viaduct. This project is identified in Amendment No. 1 to the GIAMPO FY 2023-2027 TIP, and it is Project ID 7 in the LRTP. SFTY funds is known as Highway Safety Improvement Program (includes Rail Safety) in the NDOT STIP.

² Note these are not actual remaining funds but illustrate that assumed HSIP funding contributions are below the anticipated regional HSIP funding budget.





- **STBG-TA Budget:** \$4,849,700 in year-of-expenditure STBG-TA funds are projected for the GIAMPO area for the years 2026-2045.
- **STBG-TA Project Costs:** \$4,837,500 in year-of-expenditure STBG-TA project funding for the 2026-2045 period. This specifically includes:
 - \$952,000 in Short-term (2026-2030) STBG-TA project funding
 - \$1,605,500 in Mid-term (2031-2037) STBG-TA project funding
 - \$2,280,000 in Long-term (2038-2045) STBG-TA project funding
- **Remaining STBG-TA Budget Balance:** \$12,200 balance in STBG-TA funds between 2026-2045.³

Local Fiscal Constraint

As outlined in **Chapter 7**, there are several local transportation funding sources used by the City of Grand Island. The reasonably expected local transportation funding levels were evaluated against eligible project costs. Based on the project funding assumptions in **Table 9-3** and **Table 9-4**, the following summarizes local transportation funding budgets, project costs, and balances:

- **Local Transportation Budget:** \$70,111,400 in year-of-expenditure local funds are projected for the GIAMPO area, after anticipated required operations and maintenance investments, for the years 2026 2045.
- **Local Transportation Project Costs:** \$60,388,500 in year-of-expenditure local transportation project costs for the 2026-2045 period. This specifically includes:
 - \$21,243,000 in short term (2026-2030) local roadway project funding and \$448,000 in STBG-TA local funds matching.
 - \$9,880,000 in mid term (2031-2037) local roadway project funding and \$742,000 in STBG-TA local funds matching.
 - \$27,540,000 in long term (2038-2045) local roadway project funding and \$527,500 in STBG-TA local funds matching.
- **Remaining Local Transportation Budget Balance:** \$9,731,500 balance in local transportation funds between 2026-2045.

³ Note these are not actual remaining funds but illustrate that assumed STBG-TA funding contributions are below the anticipated regional STBG-TA funding budget.





Table 9-3: Fiscally Constrained Roadway Projects

TIME FRAME	PROJECT ID	PROJECT DESCRIPTION	IMPROVEMENT TYPE	COST (2020 \$)	COST (YOE \$)	POTENTIAL LOCAL SHARE	POTENTIAL FUNDING SOURCES	POTENTIAL SPONSOR(S)
Short-Term (2026-2030)	4	Claude Rd, Faidley to State	New Corridor	\$5,950,000	\$8,140,000	\$8,140,000	Developer / Local	City of Grand Island
	7	Broadwell Ave at UP railroad	Grade Separation	\$25,000,000	\$34,210,000	\$3,421,000	Local / Other / SFTY	City of Grand Island
	9	Locust St/Walnut St, 1st to Fonner Park	Reconstruction and Intersection Improvement	\$6,620,000	\$9,060,000	\$9,060,000	City	City of Grand Island
	10	State St west of US 281	Access Management	\$750,000	\$1,030,000	\$206,000	HSIP / City	City of Grand Island
	11	13th St west of US 281	Access Management	\$760,000	\$1,040,000	\$208,000	HSIP / City	City of Grand Island
	12	Faidley Ave west of US 281	Access Management	\$760,000	\$1,040,000	\$208,000	HSIP / City	City of Grand Island
Mid-Term (2031-2037)	16a	Capital Ave, Broadwell to St Paul	Widen	\$5,150,000	\$8,920,000	\$8,920,000	City	City of Grand Island
	22	State St, Lafayette to Broadwell	Widen	\$1,400,000	\$1,920,000	\$960,000	HSIP / City	City of Grand Island
Long-Term (2038-2045)	2	13th St, North Ave to Independence Ave	Widen	\$3,850,000	\$8,950,000	\$8,950,000	City	City of Grand Island
	25	Old Potash, Engelman to North	Widen	\$5,000,000	\$11,620,000	\$11,620,000	City	City of Grand Island
	27	Stolley Park Road widening to 3 lanes between Kingswood Dr and Stuhr Rd	Widen	\$3,000,000	\$6,970,000	\$6,970,000	City	City of Grand Island