

## 2045 Long Range Transportation Plan – Amendment No. 6

The amendment adds one (1) fiscally constrained bicycle and pedestrian project. The details of the proposed amendment appear below.

### **Add Fiscally Constrained Bicycle and Pedestrian Project**

- **Project ID:** 45
- **Project Description:** Trail between near the Old Potash Hwy and North Rd intersection to near the Water Tower
- **Actions:**
  1. Add Project ID 45 to the Fiscally Constrained Plan
- **Other:** Amendment No. 1 to the FY 2024-2028 Transportation Improvement Program (TIP) adds a new project (TIP Number: 2024-004, Project Name: Grand Island West Connector Trail). LRTP Amendment No. 6 is the result of this TIP amendment.

The proposed amendment consists of the below modifications to the LRTP.

1. Add Project ID 45 to Table 9.4 (Fiscally Constrained Bicycle and Pedestrian Projects) on page 9-7.
2. Add Project ID 45 to Figure 9.2 (Fiscally Constrained Bike and Ped Projects) on page 9-8.
3. Revise Table 9.4 (Fiscally Constrained Bicycle and Pedestrian Projects) on page 9-7 by changing the time frame or cost (2020 \$) for the following projects:
  - a. Project ID 3 – Change the time frame from “Short-Term (2026-2030)” to “Mid-Term (2031-2037)”, which includes updating the associated cost (YOE \$), potential federal share, and potential local share.
  - b. Project ID 41 – Change the time frame from “Short-Term (2026-2030)” to “Mid-Term (2031-2037)”, which includes updating the associated cost (YOE \$), potential federal share, and potential local share.
  - c. Project ID 44 – Change the time frame from “Mid-Term (2031-2037)” to “Long-Term (2038-2045)”, which includes updating the associated cost (YOE \$), potential federal share, and potential local share.
  - d. Project ID 29 – Change the time frame from “Mid-Term (2031-2037)” to “Long-Term (2038-2045)”, which includes updating the associated cost (YOE \$), potential federal share, and potential local share.
  - e. Project ID 4 – Change the cost (2020 \$) from “\$980,000” to “\$880,000”, which includes updating the associated cost (YOE \$), potential federal share, and potential local share.
4. Revise Figure 9-2 (Fiscally Constrained Bike and Ped Projects) on page 9-8 by updating the fiscally constrained project timing for Project IDs 3, 41, 44, and 29 to reflect the above changes to the time frame of these projects.
5. Update information relating to the Grand Island area projected budget for STBG-TA funds in Chapter 7 (Future Transportation Revenues) and Chapter 9 (Fiscally Constrained Plan) based on updated financial information from the Nebraska

Department of Transportation. The projected budget for STBG-TA increased from \$4,588,500 to \$7,440,300 for the 2026-2045 period.

6. Revise the STBG-TA Fiscal Constraint section in Chapter 9 (Fiscally Constrained Plan) on page 9-4 by updating the STBG-TA project costs and STBG-TA budget balance.
7. Revise the Local Fiscal Constraint section in Chapter 9 (Fiscally Constrained Plan) on page 9-4 by updating the local transportation project costs and local transportation budget balance.
8. Update Table 7-2 (Projected Grand Island Area STBG-TA and HSIP Budget (YOE \$)) on page 7-3 by updating the projected budget for HSIP funds, which was inadvertently not updated in Amendment No. 4 to the 2045 LRTP.

The above modifications are reflected in the enclosed pages from Chapter 7 (Future Transportation Revenues) and Chapter 9 (Fiscally Constrained Plan) of the 2045 LRTP with the applicable changes shown in red.



## Historic Federal Funding Levels

Historic Federal funding levels for the Grand Island Area MPO were identified through the review of past years Transportation Improvement Programs (TIPs) and interviews with MPO and Nebraska DOT staff. In addition to presenting historic funding levels by year, average yearly funding values are given in:

- **Year of Expenditure (YOE):** Value in the given year's dollars.<sup>2</sup>
- **2020 Dollars:** Value in 2020 dollars.<sup>3</sup>

### NHPP Funding

Historical NHPP funding levels are presented in **Table 7-1**. Current funding for the STBG and STBG-TA programs is discussed below.

**Table 7-1: Historical Funding Levels for NHPP Projects**

YEAR	NHPP
2016	\$998,000
2017	\$11,396,000
2018	\$14,684,000
2019	\$0
2020	\$0
<b>Average (YOE \$)</b>	\$5,415,600
<b>Average (2020 \$)</b>	\$5,830,850

Source: Grand Island Area MPO, Transportation Improvement Program

<sup>2</sup> Year of Expenditure assumptions are: 3% budget growth, 4% project cost growth  
<sup>3</sup> Based on assumed 3% budget growth, directed by NDOT staff.

It should be noted that NHPP funds are directed by Nebraska DOT for projects as needed on the NHS state routes. No NHPP funding levels beyond currently programmed projects will be shown in the fiscally constrained portions of the LRTP.

### STBG Funding

Jurisdictions in the GIAMPO area have opted to forgo STBG funding in favor of receiving Federal Fund Purchase Program (FFPP) buyout funds. For areas of Nebraska outside of Lincoln and Omaha that receive FFPP funding, the STBG dollars are used by Nebraska DOT for state highway projects.<sup>4</sup> District Engineers coordinate with Local Public Agency (LPA) officials to identify state highway projects within their jurisdictions and allocate STBG funds for them. More discussion of FFPP funding is provided later in this chapter.

### STBG-TA Competitive Funding

LPAs within the State of Nebraska compete annually for the STBG-TA funds allocated to the Nebraska DOT from the Federal government. These funds are eligible for the same small-scale transportation projects that are eligible under the Federal STBG-TA program. Establishing anticipated future funding streams based on the historical funding levels was difficult, since the MPO has only existed since 2013 and funding for the STBG-TA program during that short period has been temporarily interrupted. The LRTP team discussed this with NDOT staff, and it was suggested that this short, choppy funding history was not an ideal way to project future revenues forward. It was decided the best approach was to look at the proportion of the state within the Grand Island area to estimate the long-term share of funding the region might attain. It was thought that over time, the proportion of funding secured within the MPO area might be approximately equivalent to its proportion of state representation via population. While not a guarantee of future funding,

<sup>4</sup> For STBG-eligible project categories described in this document.



this method provided a reasonable funding projection. Documentation of NDOT’s support for this methodology is included in **Appendix A**.

Estimates of current funding levels are that approximately \$4.4 million in STBG-TA dollars are distributed each year; approximately \$230,000 annually is allocated to **population areas of 50,000 to 200,000** and the remaining \$4.2 million is allocated **for availability to any population area of the state (flexible)**. While no allocations of this funding are guaranteed, based on population it is estimated that in a typical year the Grand Island area could reasonably secure 5.6% of this statewide share, or \$246 annually in 2022 dollars.<sup>5</sup> **Table 7-2** shows the projected STBG-TA funding levels by future year time band, in year of expenditure dollars. The time bands for the plan include 20-years beyond the current GIAMPO 2021-2025 TIP:

- **Short Term:** 2026-2030
- **Mid-Term:** 2031-2037
- **Long Term:** 2038-2045

### Highway Safety Improvement Program

Similar to STBG-TA funds, local jurisdictions are eligible to compete for HSIP funding for safety projects. Estimates of current funding levels are that approximately \$16 million in HSIP dollars are distributed each year; approximately \$5 million annually is allocated to state projects and the remaining \$11 million is allocated to jurisdictions statewide. While no allocations of this funding source are guaranteed, based on population it is estimated that in a typical year the Grand Island area could reasonably secure 3.1% of the statewide jurisdiction portion, or \$340,000 annually in 2020 dollars. **Table 7-2** shows the projected HSIP funding levels by future year time band, in year of expenditure dollars.

<sup>5</sup> Estimate based on GIAMPO study area having 51.3% of 50,000 to 200,000 population areas and 3.1% of any population area of the state (flexible). This is not a guaranteed level of funding. GIAMPO will not receive funds every year.

<sup>6</sup> 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 7-2: Projected Grand Island Area STBG-TA and HSIP Budget (YOE \$)**

TIME BAND	YEARS	HSIP FUNDS	STBG-TA FUNDS
Short-Term	2026-2030	\$29,522,900 <sup>6</sup>	\$1,470,200
Mid-Term	2031-2037	\$3,605,000	\$2,459,900
Long-Term	2038-2045	\$5,146,200	\$3,510,200
<b>Total</b>		<b>\$38,274,100</b>	<b>\$7,440,300</b>

Source: NDOT Supported Methodology, Grand Island Area MPO

### Federal Transit Funding

Review of past years TIP documents identified the historical funding levels for the regional transit system, which are shown in **Table 7-3**.

**Table 7-3: Historical Funding Levels for FTA Programs**

YEAR	SECTION 5307	SECTION 5311	SECTION 5339
2016	\$183,000	\$18,000	\$-
2017	\$414,920	\$-	\$104,000
2018	\$459,000	\$19,000	\$104,000
2019	\$408,000	\$18,000	\$-
2020	\$498,000	\$21,000	\$-
<b>Average (YOE \$)</b>	<b>\$392,580</b>	<b>\$15,200</b>	<b>\$41,600</b>
<b>Average (2020 \$)</b>	<b>\$412,910</b>	<b>\$15,990</b>	<b>\$44,800</b>

Source: Grand Island Area MPO, Transportation Improvement Program



**Table 7-6: Historical and Projected Funding Levels of the HBP Federal Fund Purchasing Program**

	FISCAL YEAR (FY)	CITY OF GRAND ISLAND	HALL COUNTY	MERRICK COUNTY <sup>7</sup>
Past Funding	2013	\$14,340	\$39,460	\$72,280
	2014	\$21,560	\$49,270	\$94,260
	2015	\$24,770	\$43,690	\$102,820
	2016	\$19,420	\$66,640	\$109,050
	2017	\$19,440	\$63,970	\$100,000
	2018	\$20,130	\$66,250	\$103,570
	2019	\$21,410	\$50,190	\$106,060

Source: Nebraska Department of Transportation

## Local Revenue Sources

### Overview of Local Funding Programs

While the Grand Island Area MPO receives Federal monies to fund local transportation projects, Federal funds normally do not cover the entire cost of a project. Localities are typically required to match a portion of total costs with their own monies; for most Federal programs, the match is 80% of total project cost sourced from the Federal program and the remaining 20% from local funds.

GIAMPO relies on several local funding sources to provide revenues for various transportation projects, including public transit. Per the City of

<sup>7</sup> The majority of Merrick County is outside of the MPO area, thus most of this funding will be spent outside of the MPO area.

Grand Island’s Budget Book, the Capital Improvements fund draws from the City’s General fund, Cemetery fund, State Gas Tax fund, Keno fund, and Special Assessment fund.<sup>8</sup> These funding sources are grouped into the category “City funds”. Hall and Merrick Counties also provide annual funding for projects in the GIAMPO area and are categorized as “County funds”. **Table 7-7** displays the historical funding levels from City and County sources for non-transit transportation projects, while **Table 7-8** contains local funding levels for transit projects. As shown in **Table 7-7**, there has been significant “banking” of funds over several years to complete several projects in 2019. The City of Grand Island estimates that after paying for maintenance activities, that the future city transportation funding levels will be approximately \$2.5M per year.

**Table 7-7: Historical City Funding Levels for Non-Transit Transportation Projects**

YEAR	CITY FUNDS
2016	\$125,000
2017	\$-
2018	\$168,000
2019	\$26,686,000
2020	\$2,372,000
Average (YOE \$)	\$5,870,200
Average (2020 \$)	\$6,035,500

Source: Grand Island Area MPO, Transportation Improvement Program

<sup>8</sup> City of Grand Island, 2019 Budget Book. <https://www.grand-island.com/home/showdocument?id=23101>.





**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	\$246,000 <sup>9</sup>	\$340,000	\$497,000	\$20,000
Short-Term	2026-2030	\$1,470,200	\$29,522,900 <sup>10</sup>	\$3,312,000	\$131,000
Mid-Term	2031-2037	\$2,459,900	\$3,605,000	\$5,865,000	\$233,000
Long-Term	2038-2045	\$3,510,200	\$5,146,200	\$8,996,000	\$358,000
<b>2026-2045 Total</b>		<b>\$7,440,300</b>	<b>\$38,274,100</b>	<b>\$18,173,000</b>	<b>\$722,000</b>

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.

<sup>9</sup> The annual level of STBG-TA is in 2022 dollars.

<sup>10</sup> 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.

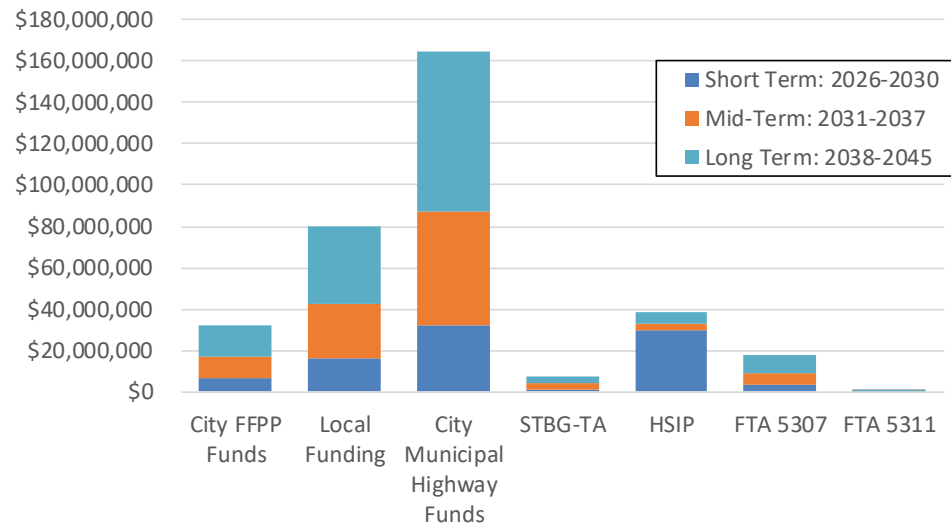


Table 7-12: Projected Grand Island Transportation Revenues, Year of Expenditure

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
<b>2026-2045 Total</b>		<b>\$32,056,571</b>	<b>\$80,211,581</b>	<b>\$164,403,260</b>	<b>\$276,671,413</b>	<b>\$206,560,000</b>	<b>\$70,111,413</b>

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.<sup>11</sup>

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



<sup>11</sup> 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.<sup>1</sup>
- **HSIP Project Costs:** \$30,816,000 in year-of-expenditure HSIP project costs for the 2026-2045 period.<sup>1</sup> 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.<sup>2</sup>

### 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:

<sup>1</sup> 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.

<sup>2</sup> 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:** \$7,440,300 in year-of-expenditure STBG-TA funds are projected for the GIAMPO area for the years 2026-2045.
- **STBG-TA Project Costs:** \$6,643,500 in year-of-expenditure STBG-TA project funding for the 2026-2045 period. This specifically includes:
  - \$1,460,000 in Short-term (2026-2030) STBG-TA project funding
  - \$2,138,500 in Mid-term (2031-2037) STBG-TA project funding
  - \$3,045,000 in Long-term (2038-2045) STBG-TA project funding
- **Remaining STBG-TA Budget Balance:** \$796,800 balance in STBG-TA funds between 2026-2045.<sup>3</sup>

### 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:** \$61,194,500 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 \$365,000 in STBG-TA local funds matching.
  - \$9,880,000 in mid term (2031-2037) local roadway project funding and \$1,151,500 in STBG-TA local funds matching.
  - \$27,540,000 in long term (2038-2045) local roadway project funding and \$1,015,000 in STBG-TA local funds matching.
- **Remaining Local Transportation Budget Balance:** \$8,917,500 balance in local transportation funds between 2026-2045.

<sup>3</sup> 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 9-4: Fiscally Constrained Bicycle and Pedestrian Projects

TIME FRAME	PROJECT ID	PROJECT DESCRIPTION	COST (2020 \$)	COST (YOE \$)	POTENTIAL FEDERAL SHARE	POTENTIAL LOCAL SHARE	POTENTIAL FUNDING SOURCES	POTENTIAL SPONSOR(S)
Short-Term (2026-2030)	45*	Trail between near the Old Potash Hwy and North Rd intersection to near the Water Tower	\$1,333,500	\$1,825,000	\$1,460,000	\$365,100	STBG-TA	City of Grand Island
Mid-Term (2031-2037)	3	Capital Ave Trail to Eagle Scout Park Connection	\$300,000	\$520,000	\$338,000	\$182,000	STBG-TA	City of Grand Island
	41	Trail between Cedar Hills Park and the new medical center, Stuhr Trail and Riverway Trail	\$720,000	\$1,250,000	\$812,500	\$437,500	STBG-TA	City of Grand Island
	4	Connection between Shoemaker Trail and Cedar Hills Park	\$880,000	\$1,520,000	\$988,000	\$532,000	STBG-TA	City of Grand Island
Long-Term (2038-2045)	44	State Fair Boulevard / Bellwood Drive Trails	\$240,000	\$560,000	\$420,000	\$140,000	STBG-TA	City of Grand Island
	29	Oak Street Bike Boulevard	\$200,000	\$460,000	\$345,000	\$115,000	STBG-TA	City of Grand Island
	12	NW High School to State Street Trail Connection	\$400,000	\$930,000	\$697,500	\$232,500	STBG-TA	City of Grand Island
	25	Stolley Park to LE Ray Park Trail	\$500,000	\$1,160,000	\$870,000	\$290,000	STBG-TA	City of Grand Island
	32	South Locust Street Trails	\$410,000	\$950,000	\$712,500	\$237,500	STBG-TA	City of Grand Island
Trail Funded by Roadway Projects	19	Claude Avenue Trail from Faidley Ave to Capital Street						

\*A section of the project limits for Project ID 45 overlaps with Project ID 4. The length of this section is 1.4 miles, and it is only reflected in the cost of Project ID 45. Project ID 45 has a project name, Grand Island West Connector Trail, in Amendment No. 1 to the FY 2024-2028 Transportation Improvement Program.



Figure 9-2 reflects the revisions in Table 9-4.

Figure 9-2: Fiscally Constrained Bike and Ped Projects

