
Technical Advisory Committee

Monday, October 15, 2018

Regular Session

Item H2

**Approval Recommendation Final Draft Long Range Transportation
Plan Amendment No. 5**

Staff Contact: Allan Zafft, MPO Program Manager

ISSUE

VOTE: Amendment No. 5 to the Long Range Transportation Plan

BACKGROUND

In April 2016, the GIAMPO Policy Board approved Journey 2040, the Grand Island metropolitan region's Long Range Transportation Plan (LRTP). It is a blueprint that describes how the region will invest in its multimodal transportation system over the next 25 years. GIAMPO makes amendments to the LRTP as needed to reflect significant changes to regional transportation polices, projects, and/or funding conditions.

The proposed Amendment No. 5 to the LRTP entails the following revisions to the plan:

- Highway financial projections (revenues and expenditures) in Chapter 7, Chapter 9, and Appendix C
- Fiscally Constrained Project Plan and Illustrative Project Plan in Chapter 9
- Environmental Justice section in Chapter 8
- Environmental Justice impacts for individual projects in Appendix F
- Figure 8-2 map (Proposed Projects with Flood Zones, Wetlands, and Public Use Areas) in Chapter 8
- Performance Management section (now called 3.4 National Performance Management Measures) in Chapter 3

The above revisions are shown in red in the attached document.

POLICY CONSIDERATIONS/DISCUSSION

GIAMPO's Public Participation Plan requires that proposed amendments to the LRTP be released for public review and comment prior to Policy Board adoption.

BUDGET CONSIDERATIONS

Based on the revised highway financial projections, the revised Fiscally Constrained Project Plan as shown in Amendment No. 5 allows the anticipated expenditures to not exceed the anticipated revenue.

COMMITTEE ACTION

The Technical Advisory Committee approved a recommendation on August 13, 2018 to revise the LRTP Fiscally Constrained Highway Project Listing for preparing Amendment No. 5 to the LRTP.

RECOMMENDATION

Approve Amendment No. 5 to the Long Range Transportation Plan and release it for public review and comment.

STAFF CONTACTS

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3.4 National Performance Management Measures

When Congress passed the federal transportation bill MAP-21 in July 2012, it included a series of provisions for Transportation Performance Management (TPM). In the intervening years, Congress passed the FAST Act in December 2015, which essentially maintained and reaffirmed the performance management provisions of MAP-21. Since the passage of MAP-21, FHWA and FTA have issued Final Rules that include National Performance Management Measures at the system level that the State DOTs and MPOs are required to incorporate into their planning processes. The National Performance Management Measures were developed to address the National Goals established under MAP-21 and MPOs are required to incorporate the National Performance Management Measures and the National Goals [23 CFR 134 (I)] in their LRTPs.

The Federal Rules that establish the National Performance Management Measures applicable to MPOs are:

- **Safety (PM-1).** Highway Safety Improvement Program/Safety Performance Management Measures [23 CFR 924, 23 CFR 490]
- **Infrastructure (PM-2).** Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program [23 CFR 490]
- **System Performance (PM-3).** Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program [23 CFR 490]

MPOs are to report baseline condition/performance and progress toward the achievement of their targets in the system performance report of their LRTPs [23 CFR 490]. The National Performance Management Measures applicable to MPOs are listed below.

Safety

FHWA published the Highway Safety Improvement Program and Safety Performance Management Measures (PM-3) Final Rules in the Federal Register on March 15, 2016. The Safety Performance Management Measures (Safety PM) rule supports the Highway Safety Improvement Program (HSIP), as it establishes five safety performance measures to carry out the HSIP and to assess serious injuries and fatalities on all public roads. Table 3-7 shows the five performance measures.

Table 3-7: Safety Performance Measures

Performance Measures
Safety
Number of Fatalities
Rate of Fatalities per 100 million vehicle miles traveled
Number of Serious Injuries
Rate of Serious Injuries per 100 million vehicle miles traveled
Number of Non-motorized Fatalities and Non-motorized Serious Injuries

States are required to establish statewide targets for each of the safety performance measures. Targets are established annually, beginning in August 2017 for calendar year (CY) 2018. MPOs must establish safety targets by either supporting a State DOT's statewide target or establishing a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

The PM-1 Rule was effective as of April 14, 2016. State DOTs were required to set targets by August 31, 2017 as part of the State's annual submission of its HSIP. MPOs were required to set targets by February 27, 2018 and incorporate them into their LRTPs. In the LRTP, performance measures are to be used to aid in making informed decisions about strategic investments and to evaluate projects.

Working in partnership with local agencies, the Nebraska Department of Transportation (NDOT) safety investments are to be identified and programmed to construct effective countermeasures that will reduce traffic fatalities and serious injuries. GIAMPO has agreed to support the NDOT CY 2018 targets for Safety Performance Measures as identified for HSIP investment which are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present. As for the CY 2019 targets, GIAMPO intends to support the targets established by NDOT.

Infrastructure

Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program (PM-2) was identified in the FHWA Final Ruling published in the Federal Register on January 18, 2017 (82 FR 5886). This rule establishes performance measures to assess the condition of pavement and bridges on the National Highway System (NHS) to carry out the National Highway Performance Program. There are four performance measures to assess pavement condition and two performance measures to assess bridge condition. Table 3-8 shows the six performance measures.

Table 3-8: Pavement and Bridge Condition Performance Measures

Performance Measures
Pavement Condition
Percentage of Interstate Pavements in Good Condition
Percentage of Interstate Pavements in Poor Condition
Percentage of Non-Interstate NHS Pavements in Good Condition
Percentage of Non-Interstate NHS Pavements in Poor Condition
Bridge Condition
Percentage of NHS Bridges by Deck Area Classified as in Good Condition
Percentage of NHS Bridges by Deck Area Classified as in Poor Condition

State DOTs are required to establish 2-year and 4-year statewide targets for a 4-year performance period. MPOs must establish 4-year targets by either supporting the State DOT's

statewide target, or defining a target unique to the MPO. State DOTs will submit their established targets in a baseline report at the beginning of the performance period and report progress at the midpoint and end of the performance period. MPOs are not required to provide separate reporting to FHWA. However, State DOTs and MPOs will need to coordinate and mutually agree to a target establishment reporting process. Coordination will also be required between State DOTs and MPOs if a State DOT adjusts its 4-year target at the midpoint of the performance period.

The PM-2 Rule was effective as of May 20, 2017. State DOTs were required to set targets by May 20, 2018, and MPOs are required to set targets by November 16, 2018. GIAMPO has agreed to support the NDOT 4-year performance period (CY 2018-2021) targets for Pavement and Bridge Condition Performance Measures.

System Performance

Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (PM-3) was identified in the FHWA Final Ruling, published in the Federal Register on January 18, 2017 (82 FR 5970). This rule establishes performance measures to assess the performance of the Interstate and non-Interstate NHS to carry out the National Highway Performance Program, freight movement on the Interstate system to carry out the National Highway Freight Program, and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. There are two performance measures to assess system performance of the NHS, one performance measure to assess freight movement on the Interstate system, two performance measures to assess traffic congestion under the CMAQ program, and one performance measure to assess total emissions reductions by applicable pollutants under the CMAQ program. Table 3-8 shows the six performance measures.

Table 3-9: System Performance (NHS), Freight Movement, and CMAQ Performance Measures

Performance Measures
System Performance of the NHS
Percent of Person-Miles Traveled on the Interstate System that are Reliable
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable
Freight Movement
Measurement of Travel Time Reliability on the Interstate System (Truck Travel Time Reliability (TTTR) Index)
CMAQ
Annual Hours of Peak-Hour Excessive Delay Per Capita*
Percent of Non-Single Occupancy Vehicle Travel*
Total Emissions Reduction*

**Nebraska exempt from CMAQ measures this performance period*

State DOTs are required to establish 2-year and 4-year statewide targets for a 4-year performance period. MPOs must establish 4-year targets by either supporting the State DOT's statewide target, or defining a target unique to the MPO. State DOTs will submit its established targets in a baseline report at the beginning of the performance period and report progress at the midpoint and end of the performance period. MPOs are not required to provide separate reporting to FHWA. However, State DOTs and MPOs will need to coordinate and mutually agree to a target establishment reporting process. Coordination will also be required between State DOTs and MPOs if a State DOT adjusts its 4-year target at the midpoint of the performance period.

The PM-3 Rule was effective as of May 20, 2017. State DOTs were required to set targets by May 20, 2018, and MPOs are required to set targets by November 16, 2018. GIAMPO has agreed to support the NDOT 4-year performance period (CY 2018-2021) targets for System Performance of the NHS and Freight Movement Performance Measures.

Transit Asset Management

FTA issued a Final Rule on transit asset management (TAM) plans to evaluate the “state of good repair of transit agency vehicles, facilities, and equipment.” Recipients of public transit funds—which include states, local authorities, and public transportation operators—are required to establish targets for state of good repair performance measures; to develop transit asset management and transit safety plans; and to report on their progress toward achieving targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated. MPOs are to consider the State TAM plan and the TAM plan for their respective jurisdiction during the LRTP planning process.

The Rule, “Transit Asset Management; National Transit Database,” went into effect on July 26, 2016 with the TAM plan due for transit by October 1, 2018. Transit target setting repeats annually and plans are updated every four years. The City of Grand Island (transit operator) intends to participate in a group TAM plan, which will be sponsored by NDOT. The NDOT TAM plan will be amended to the LRTP by reference once the City has agreed to this plan.

Note: In May 2017, GIAMPO agreed to support the transit asset management targets established by the City, which are the same targets as the State. NDOT set these targets on January 1, 2017.

Chapter 7 FINANCIAL CAPACITY

The analysis of financial resources is an important element of a long-range transportation plan. The purpose of this section is to provide an overview of transportation funds available for the Grand Island metropolitan area over the time horizon of the plan. It also explains the key elements of the financial plan, the data collected, and the assumptions made about future revenue and expenditures. The forecasts of future transportation revenues and costs are presented and summarized, including the discussion of both costs for new construction and operations and maintenance. Once these estimates are in place, GIAMPO and its planning partners can determine which improvements submitted for inclusion in the plan are financially feasible.

The funding of transportation projects and services has grown more difficult over the last 10 and even 20 years. The population has increased along with the use of private vehicles. Inflation of construction materials has also increased costs. At the same time, revenues have not grown. The federal gas tax has remained constant since 1993. Some additional funding has been made possible at the state level with the passing of LB-610 which provides a gradual increase in the tax on motor fuels.

The federal government addressed funding transportation in December 2015 when the President signed into law the Fixing America's Surface Transportation Act, or "FAST Act." It is the first law enacted in over 10 years that provides long-term funding certainty for surface transportation. Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit. The bill increases funding by 11 percent over 5 years, but does not change the federal gas tax rate.

This plan includes estimates for the amount of revenues for funding elements of this transportation plan. The revenues are categorized at three different levels: federal, state, and local. Many federal-aid projects, those projects that receive federal transportation funds, require some form of local match. As a newly formed MPO, historical information on past revenue trends was not as available, as with longer standing MPOs. For the purposes of this plan, past revenue data was obtained from the City of Grand Island, NDOR, and the counties. Based on these assumptions, **\$377** million is anticipated to be available for transportation in the GIAMPO area for all purposes over the 25-year planning period.

7.1 Local Revenues

Local funding comes from various sources of taxing and bonding abilities afforded to local jurisdictions. These can include property and sales tax, special tax levies, special assessments for transportation, general fund, bonds, or other sources unique to local jurisdictions. These funds finance local transportation improvements, as well as provide a local match for federal and state transportation funds.

Local revenue forecasts, including locally-collected revenue and state aid, were created based on historical trends to gain an average percent projection. Since these forecasts are based on historic revenue, they could change as funding mechanisms are shifted and as populations shift and affect the tax base. Sales Tax Motor Vehicle and Motor Vehicle Tax revenues are not mandated by the state to be used for transportation related expenditures; however, these revenue sources are listed separately

from general fund revenues because it may make administrative sense to obligate these revenue sources to local match funding for state and federal funding.

Local funding has historically been used as local match for federal and state transportation funds. Specifically, Nebraska Revised Statute, 39-2519 provides, *“city of the first or second class or village or successor municipal county shall be entitled to one-half of its annual allocation with no requirement of matching, but shall be required to match the second one-half on the basis of one dollar for each two dollars it receives, with any available funds.”*

Property Tax

Property tax is levied only by local governments in Nebraska. Revised State Statute 77-3442 states, *“incorporated cities and villages which are not within the boundaries of a municipal county may levy a maximum levy of forty-five cents per one hundred dollars of taxable valuation of property subject to the levy plus an additional five cents per one hundred dollars of taxable valuation to provide financing for the municipality's share of revenue required under an agreement or agreements executed pursuant to the Interlocal Cooperation Act or the Joint Public Agency Act.”*

Also, Revised State Statute 18-2107 states, the governing body may *“levied for the succeeding fiscal year for community redevelopment purposes, not to exceed two and six-tenths cents on each one hundred dollars upon the taxable value of the taxable property in such city.”*

Grand Island's FY2014-15 total property tax rate is \$0.36 per \$100 of assessed valuation. The City of Grand Island's budgeted property tax mill levy is comprised of six separate levy rates:

- General Fund
- Debt Service
- Interlocal Agreements with Hall County, Central Nebraska Health District, and the Human Society
- Community Redevelopment Authority
- Lincoln Pool Fund
- Parking Ramp Fund

Sales and Use Tax

The state of Nebraska grants cities an option to levy up to 1.5% sales tax on retail sales and services. Also, in 2012 the Nebraska Legislature passed LB-357, which allows cities to increase local option sales tax levy up to 2.0% under certain requirements. Grand Island's sales tax history is:

Effective Date	Sales Tax Rate
Oct 1, 2004	1.5%
Apr 1, 1990	1.0%

The Nebraska Department of Revenue refunds sales tax revenues to cities in the form of sales and use tax, consumers use tax, and motor vehicle sales tax. For the purposes of this Financial Forecast and Funding portion of the LRTP, sales and use tax and consumers use tax are combined (sales tax) and motor vehicle sales tax is separate.

Motor Vehicle Tax

The motor vehicle tax replaced the property tax levied on motor vehicles beginning January 1, 1998. Under the pre-1998 system, motor vehicles were assigned a value by the Tax Commissioner based on average sales price for vehicles of that make, age, and model. The local property taxing units of government assessed the rate against that value. Property taxes were paid by the owner at registration based on the rate assessed for the previous property tax year. Under LB-271, passed in 1997 (Neb. R. S. S., Section 60-3001 et. seq.), the motor vehicle tax is still paid at the time of registration.

7.2 State Funding

The State of Nebraska utilizes various federal and state revenue sources to fund transportation projects and maintenance in the state. The state receives state revenue from taxes, sales taxes on new and used motor vehicles, and motor vehicle registration fees. Two recent measures increase the amount of revenue available for transportation.

- The Build Nebraska Act became effective July 1, 2013. The Bill designates one quarter of one percent of general fund sales tax revenue (0.25 cents of the state's existing 5.5-cent sales tax) for Nebraska roadways. Eighty-five percent is for the state highway system and 15 percent is for local roads and streets.
- LB 610 increases the fixed motor fuels tax rate by 1.5 cents every year for four years. Of the two components of the fixed rate, the portion allocated to the NDOR increases ½-cent every year, from 7.5 cents to 9.5 cents. The portion allocated to cities and counties increases one cent every year from 2.8 cents to 6.8 cents. Beginning January 2019, the total fixed rate motor fuels tax would be 16.3 cents per gallon.

Highway Allocation Funds

The Highway Allocation Fund consists of revenues generated from the collection of Motor Fuel Taxes, Motor Vehicle Registration Fees, Motor Vehicle Sales Tax, and Investment Earnings. The municipalities' of the state share the Highway Allocation Fund, including the City and County Road Fund. The Fund is currently 50 percent and is distributed based on the following factors:

- Total Population (50%)
- Total Motor Vehicle Registrations (30%)
- Miles of Traffic Lanes of Streets (20%)

These funds are designed for projects throughout the city to rehabilitate, construct and improve streets, intersections/interchange, sidewalks, bikeways and trails, safety projects, intelligent transportation infrastructure, and landscaping in connection with street improvement projects. The Highway Allocation Fund requires local match funding.

Motor Vehicle Fee

The Motor Vehicle Fee Fund is distributed as follows:

- 50 percent to the county treasurer of each county, amounts in the same proportion as the most recent allocation received by each county from the highway allocation fund
- 50% to the treasurer of each municipality amounts in the same proportion as the most recent allocation received by each municipality from the highway allocation fund

Funds from the Motor Vehicle Fee Fund are considered local revenue available for matching state sources. All receipts by counties and municipalities from the Motor Vehicle Fee Fund shall be used for road, bridge, and street purposes.

Build Nebraska Act

The Build Nebraska Act became effective July 1, 2013, which designates one quarter of one percent of general fund sales tax revenue (0.25 cents of the state's existing 5.5-cent sales tax) for Nebraska roadways. Eighty-five percent is for the state highway system and 15 percent is for local roads and streets. The local share is distributed through the Highway Allocation Fund based on the established factors. Local governments are required to use their allotment of the revenue for road and street purposes. The Build Nebraska Act sunsets in 2033.

LB-610

LB 610 increases the fixed motor fuels tax rate by 1.5 cents every year for four years. Of the two components of the fixed rate, the portion allocated to the NDOR increases ½-cent every year, from 7.5 cents to 9.5 cents. The portion that is allocated to cities and counties would increase one cent every year from 2.8 cents to 6.8 cents. Beginning January 2019, the total fixed rate motor fuels tax would be 16.3 cents per gallon. The local share is distributed through the Highway Allocation Fund based on the established factors.

The fixed fuel tax revenue distributed to cities and counties will increase as shown in the following table. The fiscal impact is based on one cent of the fuel tax, generating \$12,700,000 per year, and a two-month lag in receipts when the tax rate changes on January 1st of each year.

Federal Funds Purchase Program

LB 98 (2011) authorized the Nebraska Department of Roads to implement a federal buyback program. Federal funding included in the buyback program includes the Surface Transportation Program (STP) for counties and first class cities and the Bridge Replacement and Rehabilitation Program (BRRP). STP originates as federal funding designated by a formula for urbanized areas with under 200,000 population and over 5,000 population. The federal funds purchase program involves the state purchasing the local government's share of federal highway funds at a discounted rate (i.e. 90 cents on the dollar). This funding is distributed based on population. Such an exchange allows the local government to use its dollars on street and road projects in a more efficient and timely manner as it is free of additional federal requirements.

The BRRP funding originates as federal funding designed by a formula for the state of Nebraska. This funding is distributed to counties, first class cities, the City of Omaha, and the City of Lincoln with deficient bridges and is prioritized based on annual bridge inspection data.

7.3 Federal Funding

Federal funding for transportation in the State of Nebraska consists primarily of fuel tax and other user fees collected by the federal government and placed in the Federal Highway Trust Fund (HTF). The federal government imposes an 18.4 cent tax per gallon of gasoline and a 24.4 cent per gallon tax on diesel to support the HTF. These funds are allocated to the states per provisions of MAP-21/FAST Act.

National Highway Performance Program (NHPP) Funds

MAP-21 expanded the National Highway System (NHS) to include principal arterial roadways that were not originally part of the NHS. The Enhanced National Highway System is now comprised of the interstate system, all principal arterials, and bridges on the NHS. The NHPP provides funding for:

- construction, reconstruction, or operational improvement of portions of the highway
- inspection costs for NHS infrastructure including bridges
- bicycle and pedestrian infrastructure
- safety improvements on the NHS
- environmental restoration within NHS corridors
- intelligent transportation system (ITS) improvements
- the construction of bus terminals servicing the NHS

Surface Transportation Block Grant Program (STP) Funds

The FAST act converts the Surface Transportation Program (STP) to a block grant program. STP provides a primary source of financial support to local agencies. Projects eligible for funding include, but are not limited to:

- construction, reconstruction, or operational improvement for highways and local access roads
- bridge projects on public roads and construction of bridges on federal-aid highways
- highway and transit safety infrastructure improvements
- bicycle and pedestrian infrastructure including recreational trails
- environmental restoration

As mentioned in the state funding portion, the STP funds for communities under 200,000 population and over 5,000 population are purchased by the state of Nebraska for 90 cents on the dollar. This transaction occurs as the state of Nebraska utilizes the STP funds and then passes on 90 percent of the funds for allocation to first class cities. This funding is distributed based on population.

Congestion Mitigation and Air Quality (CMAQ) Funds

The Congestion Mitigation and Air Quality program continues to provide funding to state and local governments for areas that are not in compliance with the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter or for areas that were previously nonattainment areas, but are now in compliance. **GIAMPO** is eligible for this funding if a project is submitted to NDOR as this is administered to MPO's in Nebraska at a "grant" program.

Highway Safety Improvement Program (HSIP) Funds

The Highway Safety Improvement Program (HSIP) allocates funds to decrease the number of traffic fatalities and injuries on public roads. Projects eligible for this funding include public road strategies, activities or projects that align with the State Strategic Highway Safety Plan (SHSP) to mitigate hazardous roads or resolve highway safety problems.

Transportation Alternatives Program (TAP)

FAST Act deletes the existing federal authorization for TAP and moves it into the STBGP as a set-aside. MAP-21 had created the Transportation Alternatives Program to encompass preceding programs, including Transportation Enhancements, Safe Routes to School, and Recreational Trails.

Projects eligible for this funding include, but are not limited to, the planning, design, and construction of on- and off-road trails for non-motorized transportation; converting abandoned railroad corridors for non-motorized trails; and environmental mitigation activities.

Freight-Related Funds

The FAST Act creates two new programs designed to help states and local governments plan for and fund freight mobility projects:

- **National Highway Freight Program:** This is a formula program that will provide a new annual funding stream to states for addressing freight projects on portions of the highway system. States will be required to develop a detailed freight plan that meets several requirements in order to receive funding under this new program.
- **Nationally Significant Freight and Highway Projects Program:** This is a new competitive grant program designed to fund large projects. Eligible applicants include states, large Metropolitan Planning Organizations (MPOs), local governments, ports, tribal governments, or combinations of these organizations.

7.4 Federal Transit Funding

Federal-aid transit projects are funded through the Federal Transit Administration (FTA) of the USDOT. Similar to estimates of Federal Highway Administration funding, GIAMPO utilized historical trends of FTA funding to estimate future anticipated revenues based upon a 2.5 percent growth rate.

Federal Transit Assistance (Title 49)

A portion of federal fuel tax revenue is placed in the Mass Transit Account of the Federal Highway Trust Fund. These funds, and General Fund appropriations, are reserved for transit purposes and are administered by FTA. Similar to the FHWA programs, the transit funding authorized by the FAST Act is managed in several ways. The largest amount is distributed to the states or to large metropolitan areas by formula. Other program funds are discretionary and some are earmarked for specific projects.⁸

Metropolitan Planning Program (Section 5303) and Statewide Transportation Planning Program (Section 5304) /FAST Section 3003 Metropolitan & Statewide Transportation Planning.

FTA provides funding for this program to the state based on urbanized area population. The funds are dedicated to support transportation planning projects in urbanized areas with more than 50,000 population. The statewide funds come to the states based on population and are used to support transportation planning projects in non-urbanized areas. The FAST Act has a new emphasis on intercity transportation, as well as tourism and the reduction of risk from natural disasters. In addition, statewide transportation plans must include descriptions of performance targets and measures, and a system report evaluating the condition and performance of the transportation system.

⁸ http://www.fta.dot.gov/FAST_16653.html

Urbanized Area Formula Program (Section 5307 and 5340)/ FAST Sections 3004 and 3016

FTA provides transit operating, planning, and capital assistance funds directly to local recipients in urbanized areas with populations between 50,000 and 200,000, based on population and density figures, plus transit performance factors for larger areas. Local recipients, for whom projects are programmed by the MPO, must apply directly to FTA. A Special Rule in the FAST Act relating to operating costs for “100 bus providers” has been expanded to include demand response public transportation service operated by state or local governmental authorities, excluding ADA complementary paratransit service. A provision has been added that directs recipients to maintain equipment and facilities in accordance with their transit asset management plan. Grantees may use up to 0.5 percent of their 5307 allocation on Workforce Development activities. Eligible projects may receive funding for transportation services in urban, suburban, and rural areas to assist welfare recipients and low-income individuals access to employment opportunities and support services.

Because Grand Island is an urbanized area, transit funding will not be available within the FTA 5311 program, except for those trips in the rural areas **within the GIAMPO planning area**. NDOR reported available funding within the 5307 urban program in FY2016 at \$715,000. This amount is available with the appropriate local match for operating and capital projects.

Capital Investment Program (Section 5309)/FAST Section 3005.

The transit discretionary program provides federal assistance for major capital needs in four categories:

- **New Starts** projects are new fixed guideway projects or extensions to existing fixed guideway systems with a total estimated capital cost of \$300 million or more, or that are seeking \$100 million or more in Section 5309 program funds.
- **Small Starts** projects are new fixed guideway projects, extensions to existing fixed guideway systems, or corridor-based bus rapid transit projects with a total estimated capital cost of less than \$300 million and that are seeking less than \$100 million in Section 5309 program funds.
- **Core Capacity** projects are substantial corridor-based capital investments in existing fixed guideway systems that increase capacity by not less than 10 percent in corridors that are at capacity today or will be in five years. Core capacity projects may not include elements designed to maintain a state of good repair.
- **Programs of Interrelated Projects** are comprised of any combination of two or more New Starts, Small Starts, or Core Capacity projects. The projects in the program must have logical connectivity to one another and all must begin construction within a reasonable timeframe.

Each type of project has a unique set of requirements in the FAST Act, although many similarities exist among them. All projects must be evaluated and rated by the FTA in accordance with statutorily-defined criteria at various points in the development process.

Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)/FAST Act Section 3006.

Funding is provided through this program to increase the mobility for the elderly and persons with disabilities by removing barriers to transportation services and expanding mobility options. Funds are used to purchase transportation services or vehicles to meet the special transportation needs of seniors and individuals with disabilities in all areas, urban or rural. Eligible projects include both traditional

capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

The previous New Freedoms Program (Section 5317) is not a stand-alone program within the FAST Act. Under the new guidelines and upon the discretion of the grantee, New Freedoms Programming is an eligible activity under Section 5310. This eligible activity supports services and facility improvements to address the transportation needs of persons with disabilities that are new since the signing of SAFETEA-LU and that go beyond what is required by the Americans with Disabilities Act. Approximately \$100,000 annually is available for Grand Island based on historic allocations.

Non-Urbanized Area Formula Program (Section 5311)/FAST Act Section 3007.

This program provides capital, planning, and operating assistance for rural and small urban transit systems, with populations less than 50,000. Up to 15 percent of these funds are allocated to intercity bus projects. The Rural Transit Assistance Program (RTAP – Section 5311(b)(3)) is also available for state and national training and technical assistance for agencies, along with transit training scholarships for rural transit managers and drivers and to support the State Transit Association. The previous Job Access Reverse Commute Program (Section 5316) is not a stand-alone program within the FAST Act. There is funding within the Section 5311 program that supports eligible activities for transportation services in urban, suburban, and rural areas to assist welfare recipients and low-income individuals access to employment opportunities and support services. After July 1, 2016, Grand Island will be eligible for 5311 funds ONLY for transit services outside the **urbanized** boundary.

Bus and Bus Facilities (Section 5339)/FAST Act Section 3017.

This program focuses on the rehabilitation and purchase of buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

A new pilot program allows designated recipients in in urbanized areas between 200,000 and 999,999 in population to participate in voluntary state pools to allow transfers of formula funds between designated recipients from FY 2016 through FY 2020. States are allowed to submit statewide applications for bus needs. Grand Island anticipates approximately \$90,000 annually from the 5339 program.

State Transit Assistance (STA).

All Public Transit Systems are eligible for funding. These funds can be used by the public transit system for operating expenses related to the provision of open-to-the-public passenger transportation. A separate allocation of state funding is available to match the federal Intercity Bus funds. NDOR contributes approximately \$100,000 in state funds for public transportation services. In the future, this allocation will change due to the change to an urbanized area. It is anticipated the state funding will decrease due to the funding category regulations for local match.

7.5 Available Funding

Transportation revenues pay for the new construction and ongoing operations, maintenance, and reconstruction costs. The revenue element is an estimate of how much money will be available to spend on new transportation projects in the GIAMPO area between 2016 and 2040. Between 2016 and 2040, GIAMPO forecasts that approximately **\$377** million in transportation revenue will be available to fund operations and maintenance, reconstruction, new projects, and expanded capacity.

The list of available funds from traditional roadway sources is shown in Table 7-1. The revenue estimates are based upon trends for local funds, state funds and federal funds that are expected to be obligated in the MPO area. The funding trends are based upon examining **historical data of** funding sources. The assumption for federal funds has been limited, with federal funds shown as only the committed projects in FY2016-2025 and as TBD in FY2026-**2040**. A detailed breakdown by year and individual funding source is provided in Appendix C.

Generally, federal funding from the Surface Transportation Block Grant Program (**STP**), Bridge Replacement and Rehabilitation Program (BRRP) and National Highway Performance Program (NHPP) are deemed not to be available to local partners in the **GIAMPO** jurisdiction. These funding sources are assumed to be available only by the Nebraska Department of Roads throughout the duration of this planning document. Funding through the Highway Safety Improvement Program (HSIP) and the Congestion Mitigation and Air Quality (CMAQ) programs may be available to local partners on a limited basis for specific projects that address safety concerns, congestion issues, or projects that improve the air quality in the **GIAMPO** planning area.

Table 7-1: Total Available Roadway Funds (2016-2040)

Total Available Roadway Funds (\$1,000)				
Time Period	Federal	State	Local	Total Revenues
2016-2025	\$39,404	\$115,665	\$28,100	\$183,169
2026-2040	TBD ⁹	\$145,559	\$48,241	\$193,800
Total	\$39,404	\$261,224	\$76,341	\$376,969

Table 7-2 on the following page shows the amount of funding available for constructing new projects after the costs for personnel, operations, maintenance, reconstruction, equipment, and non-regional activities plus projects that have already been programmed, are subtracted. This funding balance is assumed to be available to construct new projects in the GIAMPO planning area based upon a conservative forecast of future operations and maintenance costs, non-regional costs, and revenue generation. Assumptions relating to the forecasts and detailed tables are shown in Appendix C.

⁹ To Be Determined (TBD): Federal revenue estimates for NDOR projects in the GIAMPO planning area will be determined as the MPO's needs are assessed and funding targets are established. At this time, NDOR is still assessing the need for specific projects of regional significance in the GIAMPO planning area for the period of 2023-2040. NDOR has established revenue projections within the timeframe of the NDOR Surface Transportation Program Book, a six-year document that outlines NDOR's projects and future expenditures. NDOR recognizes an ongoing and long-term need to monitor, evaluate and upgrade the state highway and interstate highway system in the GIAMPO planning area as well as the State of Nebraska at large.

NDOR will continue to monitor the existing conditions and proposed future changes to the state highway system with the continuing cooperation, coordination and assistance of GIAMPO and local partners. As future needs are identified with regard to infrastructure condition, safety, roadway capacity or transit service, NDOR will work to address these needs and include them through update or amendment in the GIAMPO Long Range Transportation Plan, TIP and the NDOR Surface Transportation Program Book and STIP as required by State and Federal regulation.

Table 7-2: Funds Available for New Roadway Projects

New Roadway Project Revenue (\$1,000)			
Time Period	Federal	Local / State	Total Revenues
2016-2025	\$0	\$20,857	\$20,857
2026-2040	TBD ¹⁰	\$27,255	\$27,255
Total	\$0	\$48,112	\$48,112

Funding for transit service was also examined through the 2040 horizon year. Transit service in the GIAMPO planning area is expected to continue but will be subject to the availability of local matching funds. A detailed breakdown of transit funding sources, assumptions and year-to-year forecasts for available revenue is shown in Appendix C. It is assumed that Grand Island will provide service only up to the budget that is available through a combination of Federal Transit funding and local matching dollars. A summary of the available transit revenue is shown below in Table 7-3.

Table 7-3: Transit Revenue and Expenditures (2016-2040)

Transit Revenue/Expenditure (\$1,000)			
Time Period	Federal	Local / State	Total Revenue
2016-2025	\$5,762	\$2,839	\$8,602
2026-2040	\$11,193	\$5,765	\$16,958
Total	\$16,956	\$8,604	\$25,560

¹⁰ To Be Determined (TBD): Federal revenue estimates for NDOR projects in the GIAMPO planning area will be determined as the MPO's needs are assessed and funding targets are established. At this time, NDOR is still assessing the need for specific projects of regional significance in the GIAMPO planning area for the period of 2023-2040. NDOR has established revenue projections within the timeframe of the NDOR Surface Transportation Program Book, a six-year document that outlines NDOR's projects and future expenditures. NDOR recognizes an ongoing and long-term need to monitor, evaluate and upgrade the state highway and interstate highway system in the GIAMPO planning area as well as the State of Nebraska at large.

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7.6 Additional Sources of Funding During the Planning Period

One of the mandates of 23 CFR 450.322(f) is to identify potential funding sources or funding strategies that may be used to fund transportation projects. Such funds may be used to advance projects from the illustrative list to the eligible for funding list. In some cases, the City of Grand Island, Hall County, or Merrick County must determine the level of funding for transportation assets they are willing to support. In addition, there are federal and state funds administered at the state level that GIAMPO may be eligible to receive. A number of funding and financing strategies are listed below, which show potential options that have been used or could be used to further fund transportation projects.

Build Nebraska Act

Through the Build Nebraska Act, NDOR will invest \$600 million statewide over the next 10 (2016-26) years. NDOR is looking for input into the project prioritization process and for projects identified by local governments. Capital projects may include adding new lanes, building new expressways, or constructing new viaducts.

Bonds

The City of Grand Island has authority to borrow money in the exercise of its powers and duties to fund or refund any bonds or interest or other indebtedness it may have outstanding. The principal and interest of bond or other indebtedness shall be payable only out of the revenue, income, and money of the authority.

Sales and Use Tax

The City of Grand Island has levied 1.5 percent sales tax on retail sales and services since 2004. The 1.5 percent has, on average, resulted in the collection of \$15,320,500 on a calendar year since 2012. As a source of additional sales tax revenue, the City of Grand Island may increase the local option sales tax levy to 2.0 percent, under certain requirements, which would potentially provide an **approximately** additional \$5,100,000 for specific **projects**. **This increase requires an approval** by a vote of the people.

TIGER Funds

In 2016 Omnibus Appropriations Act appropriated \$500 million for an eighth round of the Transportation Investment Generating Economic Recovery (TIGER) competitive grant program. Similar to previous rounds of TIGER, the Department of Transportation (DOT) is authorized to award up to \$500 million to road, rail, transit, and port projects that will have a significant impact on the nation, a metropolitan area, or a region.

Railroad Transportation Safety District

A BILL **FOR AN ACT** to amend sections 74-1306 and 77-1601.02. The amendment will increase the levy authority of railroad transportation safety districts by providing for an increase in property tax.

Chapter 8 ENVIRONMENTAL REVIEW

The transportation enhancements proposed in Journey 2040 are required to comply with the National Environmental Policy Act of 1969 (NEPA) if federal funds are used to complete the project. This chapter explains the background of potential environmental consequences to consider when developing new transportation projects, and where environmentally sensitive areas are located in relation to the projects identified in the horizon years of 2025 and 2040.

The environmental review also evaluates the connection between the GIAMPO LRTP goals and environmental stewardship, the inventory of environmental resources, the applicable legislation, and the currently employed mitigation process. This section reflects the desire to take environmental factors into consideration when developing projects.

8.1 Connection to LRTP Goals

The consideration of environmental factors relates to the following Journey 2040 goal:

Goal 4: Environmental protection and the preservation of important natural assets

The purpose of this goal is to protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

Strategies to address this goal include:

- Avoid, minimize, and mitigate the negative environmental impacts of the transportation system.
- Retain attainment air-quality status, as designated by the EPA.
- Promote energy conservation through the transportation system.
- Invest in alternative and renewable fuel infrastructure.
- Increase the mode share of alternative modes of transportation (transit, bicycle, pedestrian) to ten percent of all trips by 2040.
- Consider aesthetics and urban form in the design process.
- Coordinate transportation investments with land use policies to minimize environmental costs.
- Preserve cultural, scenic and historic resources.

8.2 Impacts

Potential impacts of projects can range from affecting the cultural heritage of a community to threatening the habitats of endangered or threatened species. The impacts below are followed by an additional explanation of their specific significance.

Noise

A noise analysis is required for federally funded Type I Projects. These project typically include capacity adding such as lane additions, a new roadway on new alignment and substantial changes in vertical or horizontal alignment (see Nebraska Noise and Analysis Abatement Policy or 23 CFR 772 for complete definition of a Type I project). If noise impacts are identified, noise abatement is considered.

Noise abatement must meet feasibility and reasonableness goals as outlined in the Nebraska Noise Policy in order to be constructed. Best Management Practices shall be used to control and mitigate construction noise. It is important for local planning agencies to coordinate with developers in order to recommend setbacks for new or changed developments to prevent future noise impacts.

Historical and Cultural Resources

Cultural resources would be considered under this category of environmental impact.¹¹ If, in consultation with the Nebraska State Historic Preservation (NESHPO), it is determined that a historic resource would be adversely affected by a federal undertaking, efforts to avoid and or minimize the adverse effect would be necessary. If avoidance and minimization are not effective, then mitigation of the adverse effect would be completed.

Environmental Justice

Environment Justice Areas can be described as areas where a significant portion of minority and/or low-income people live. Executive Order on Environmental Justice 12898 requires all federal agencies, including both the FHWA and FTA, to address the impact of their programs with respect to Environmental Justice. To the extent practicable and permitted by law, the Executive Order states that neither minority nor low-income populations may receive disproportionately high or adverse impacts as a result of a proposed project.

In order to classify a census block group as an Environmental Justice Area, the population must have a high percentage of minority populations and/or a high percentage of low-income households when compared to the larger surrounding area. Environmental Justice Areas are considered to be areas where the minority and/or low-income population percentage is meaningfully greater than the minority and/or low-income population percentages in the larger surrounding area.

The DOT-based guidelines, established from the U.S. Department of Health and Human Services poverty guidelines¹², were used to determine which households are low-income in the region. An Environmental Justice analysis is to compare areas within the community at-large. For this overview, low-income households are shown to provide a general overview of areas where the rate of low-income households comprise than 20 percent of a census block group.

A total of 19 out of 55 block groups are considered to have a high rate of low-income households, while 10 block groups have both high levels of minority populations and low-income households. **Figure 8-1**

¹¹ National Historic Preservation Act of 1966, as amended. Section 106 Identification, Evaluation and Project Effect Recommendations

¹² In 2013, the average household size in Grand Island, 2.6 persons, was used to determine the most a household could earn and still be considered low-income. The income levels for 2-person, \$15,510, and 3-person households, \$19,530, were found and multiplied by 0.6 in order to find the low-income threshold for Grand Island's average household size, \$17,922. Because the American Community Survey only provides household income data in \$5,000 increments, low-income households are considered to be households earning less than \$20,000.

displays the environmental justice areas in Grand Island and the proposed transportation projects by 2040. These areas show locations where a separate environmental justice analysis may need to be completed as projects are developed.

A system level review of environmental justice impacts was conducted for projects with defined locations. To conduct this review, the following methodology was applied. Future project investments that were located entirely inside an environmental justice area were determined to have 100 percent impact in that location. Projects that abutted or crossed into environmental justice areas were assigned 50 percent to those areas. Projects that are not located adjacent to or inside areas identified as environmental justice sensitive areas were assigned zero percent impact on environmental justice areas.

The individual project assignment of investment and impact percentage for individual projects is shown in Appendix F. A summary table of investment in environmental justice areas as compared to total regional investment is shown on the following page in Table 8-1. A few 2016-2020 NDOR projects are listed with various locations that cannot be accurately mapped and assigned to reasonable locations for assessment of impact. Project locations are also shown in Figure 8-1 with the project identification numbers corresponding to the project listing shown in Appendix F.

Projects located in environmental justice areas account for 58.2 percent of the total funding to be spent for the duration of this plan. Regarding the number of projects that occur in environmental justice areas, project owners are encouraged to take steps to avoid, minimize or mitigate any potential negative impacts of specific projects. As for the scope of these projects and the anticipated improvements to safety, connectivity, and/or efficiency that will result at their completion, it is assumed that overall the benefits of the program outweigh the burdens that may occur during project development. Special care should be taken to accommodate low income and minority persons during the development of the individual projects to ensure that project sponsors are acting in the best interest of the public.

Table 8-1: Investment in Environmental Justice Areas (2016-2040)

Environmental Justice Investment					
Time Period	Total Projects	Total Project Cost in YOE (\$1,000)	Projects Impacting Environmental Justice Areas	Environmental Justice Investment in YOE (\$1,000)	Percentage of Total Investment in Environmental Justice Areas
2016-2020	5	\$ 68,155	4	\$ 55,447	81.4%
2018-2022	2	\$ 11,480	1	\$ 2,265	19.7%
2016-2025	2	\$ 15,466	1	\$ 12,099	78.2%
2026-2040	3	\$ 24,933	0	\$ 0	0.00%
Total	12	\$ 120,034	6	\$ 69,811	58.2%

Air Quality

According to the Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990 – 2013, nearly one third of all U.S. carbon dioxide emissions come from transportation, or the second largest single source.

Transportation infrastructure inherently generates pollution from burning fossil fuels from automobiles, air travel, marine transportation, and rail. Of those sectors, farming, trucking, personal vehicles, and rail traffic are most prevalent in Grand Island. Efforts to reducing global greenhouse emissions include reducing vehicle miles traveled (VMT), reducing traffic congestion, and by driving more fuel efficient vehicles or drive vehicles that emit lower levels of pollution.

The Clean Air Act, as amended in 1990, requires the EPA to set National Ambient Air Quality Standards (NAAQS) for pollutants deemed harmful to humans and the environment. The EPA lists the following seven pollutants as harmful.

- **PM10:** Fine Particulates less than 10 microns in diameter.
- **PM2.5:** Fine Particulates less than 2.5 microns in diameter.
- **O3:** Ground level Ozone gas.
- **CO:** Carbon Monoxide gas.
- **SO2:** Sulfur Dioxide gas.
- **TRS:** Total Reduced Sulfur.
- **NO2:** Nitrogen Dioxide gas.

With federal regulations, the state of Nebraska is required to monitor the ambient air quality inside its borders. Air quality sensors in both Nebraska monitor the levels of harmful gasses, particulates, and elements contained in the ambient air of the GIAMPO area. Currently, the GIAMPO area is in attainment for the above air quality standards. Should the Grand Island area be designated as non-attainment in the future, GIAMPO would need to work with the local governments and with the Nebraska Department of Environmental Quality (NDEQ) to address potential issues. In other areas, local stakeholder groups have been formed to identify ways local businesses and households to voluntarily reduce emissions.

Endangered and Threatened Species

While it is possible for endangered or threatened species to appear in nearly any given location, the U.S. Fish and Wildlife Service gathers a list of species, flora, and fauna, believed to or known to occur in each state, including Nebraska. If plants or animals are officially listed, they are regarded as either endangered, threatened, or a candidate for an official listing. The species below are officially listed and located within the City of Grand Island as of February, 2015.¹³

Species: *Status*

Hall County:

Interior least tern: Endangered

Northern long-eared bat: Threatened

Piping plover: Threatened

Western prairie fringed orchid: Threatened

¹³ http://ecos.fws.gov/tess_public/reports/species-listed-by-state-report?state=NE&status=listed

Whooping crane: Endangered
River otter: Threatened
Small white lady's slipper: Threatened

Merrick County:
Finescale dace: Threatened
Northern long-eared bat: Threatened
Interior least tern: Endangered
Piping plover: Threatened River otter: Threatened
Small white lady's slipper: Threatened
Whooping crane: Endangered

Parklands, Recreational Areas and Wildlife Refuges

Federally-funded transportation projects that impact parklands, recreational areas, and wildlife refuges are subject to additional federal scrutiny. This would apply to resources that designated as Section 4(f) resources (49 US Code 303 Section 4(f)). Figure 8-2 displays the location of these sensitive areas in Grand Island and are overlaid by the proposed transportation projects by 2040. Projects falling near these identified areas may result in the need to consider these environmental factors.

Water Resources

The most significant water feature in the GIAMPO area is the Platte River. The GIAMPO area is also home to a multitude of lakes, ponds, creeks and streams. Included in this watershed are wetlands. Wetlands are defined by the EPA as areas in which water covers the soil, or is present at or near the surface of the soil during varying times of the year (including the growing season). These areas of hydrologic soil are found most commonly around lakes, rivers, and streams (riparian wetlands); isolated wetlands can also be evident in depressions surrounded by dry land. In many cases, wetlands can be dry for much of the year. These vernal wetlands are important because they offer specialized breeding habitat for many plants and animals.

Inside of the above classifications, the US Army Corps of Engineers (USACE) identifies jurisdictional and non-jurisdictional wetlands. The determination of a jurisdictional wetland or waterway is conducted by the Corps of Engineers. Generally, jurisdictional wetlands are under the protection and control of the EPA and USACE. Where applicable, projects in the GIAMPO region will comply with all necessary FHWA, USACE, and EPA regulations in dealing with the region's water resources. Water resources in the GIAMPO area are also shown in Figure 8-2. It should be noted that all wetlands are not delineated in the Figure. Wetlands delineation shall take place as part of the NEPA process for individual applicable projects.

Figure 8-1: Proposed Projects & Environmental Justice Areas

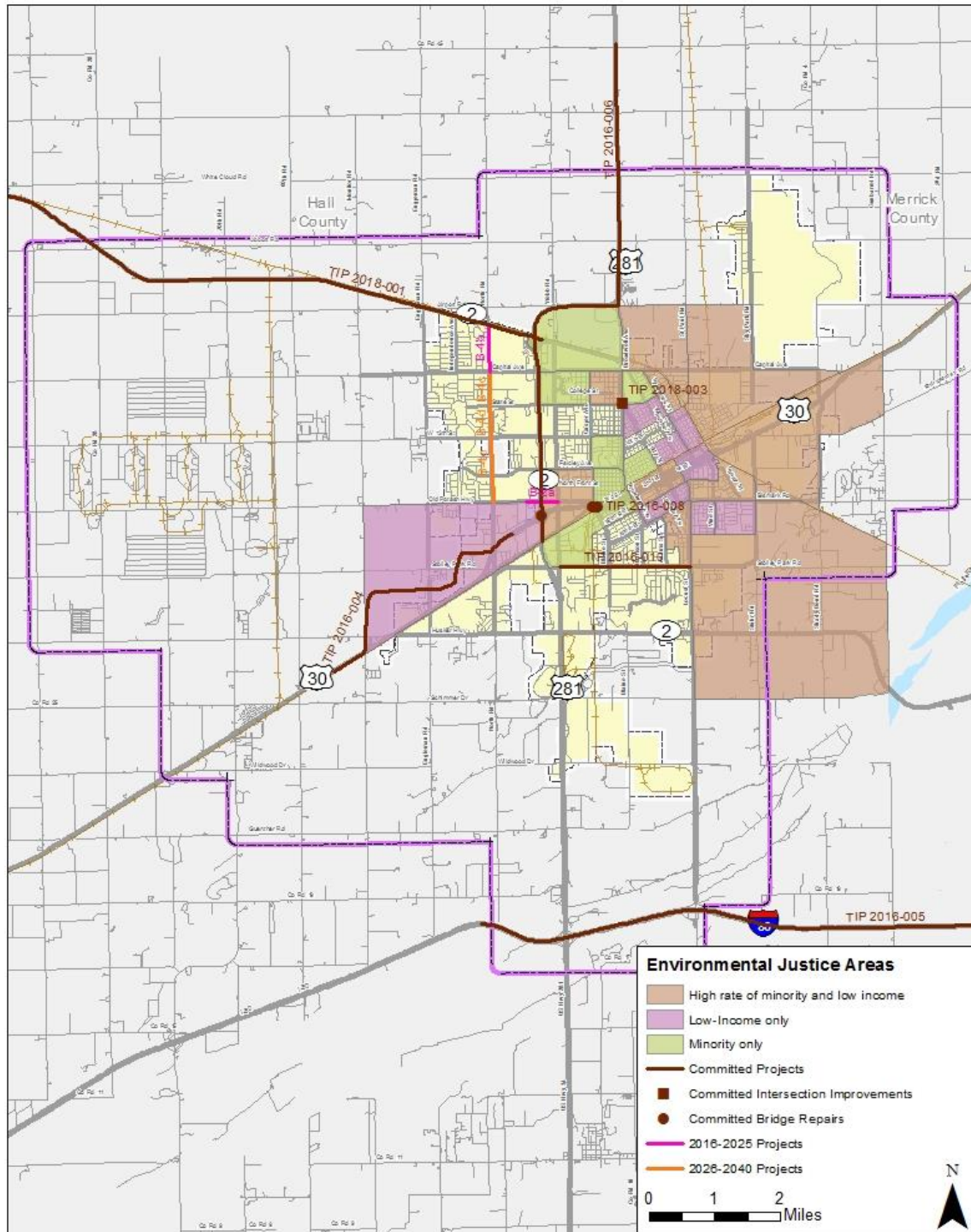
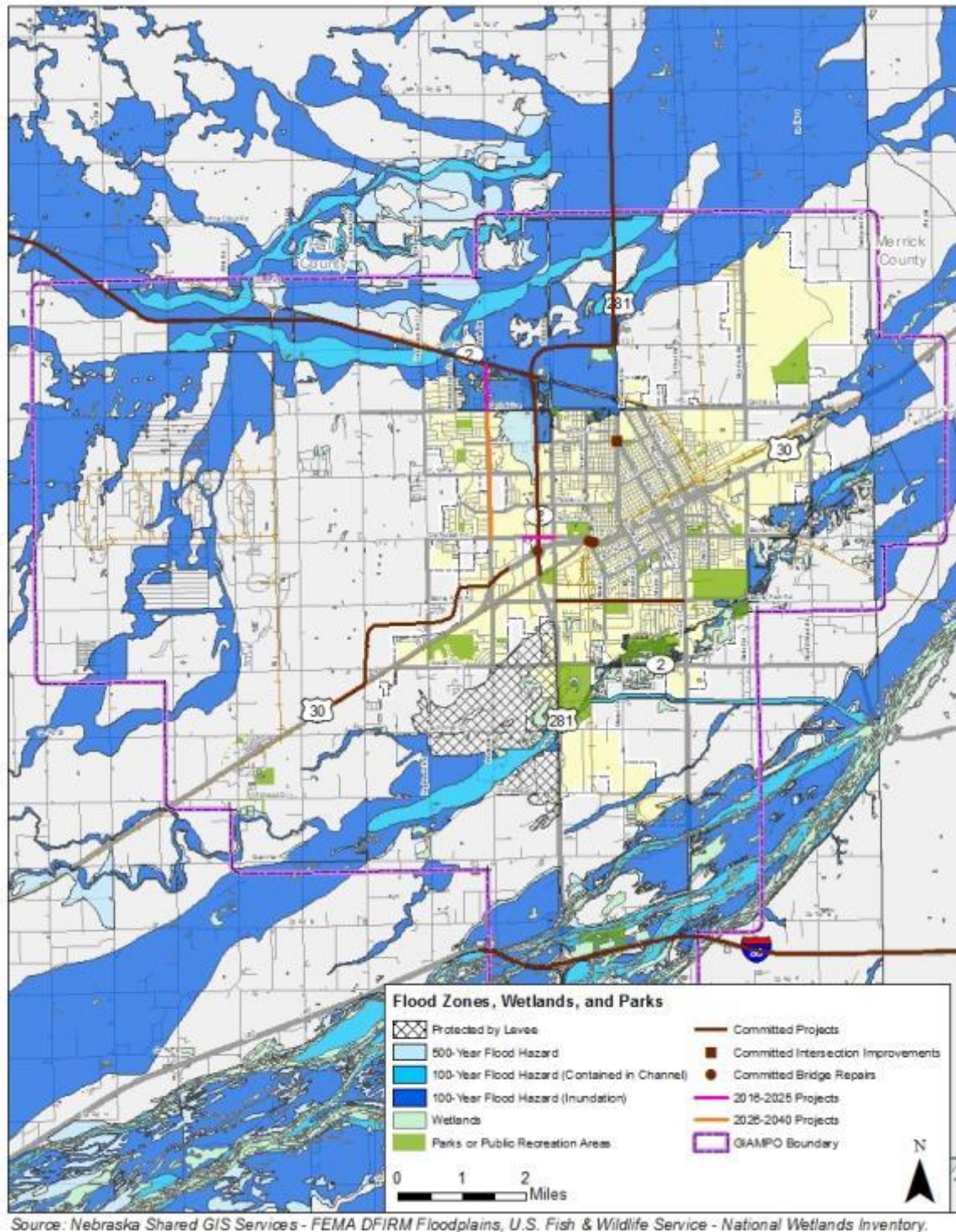


Figure 8-2: Proposed Projects with Flood Zones, Wetlands, and Public Use Areas



Chapter 9 RECOMMENDED TRANSPORTATION PLAN

Journey 2040 is a plan to guide the future development of the transportation system. This is the initial Metropolitan Transportation Plan completed for the Grand Island region following federal guidance. This chapter outlines policy recommendations and capital projects to move the region towards achieving the goals and performance targets outlined in this plan. MPO member governments have a prime opportunity to mold the transportation network into a transportation system that addresses the needs and goals of the region. The following section identifies transportation projects and policies that GIAMPO member organizations can adopt to improve the transportation system.

Looking forward to year 2040, the Grand Island area will experience growth and demographic changes. The area is projected to experience a growth of 20,000 persons by the year 2040. The number of elderly will increase, as well as the number of persons in the 25-40 age range. The urban area will expand to accommodate the increase in people and jobs. With these anticipated demographic shifts, creating a region where vehicle trips can be made efficiently, as well as accommodating walking, biking, and using public transportation will be imperative. This plan addresses safety of vehicle, pedestrian, and bicycle travel. It addresses security so the transportation system provides an environment where travel is not susceptible to real or perceived crimes.

As noted in Chapter 4 (Existing Conditions) and in Chapter 5 (Future Conditions), a number of congested roadway intersections and segments were identified. Traffic forecasts indicate a number of new transportation investments are needed to maintain travel mobility and improve traffic safety. The region should:

- Invest in rehabilitating existing infrastructure in order to maintain regional traffic operations and to make the most of significant investments made over the past decades.
- Implement the roadway projects identified in this plan that will best serve the future mobility needs of the Grand Island area. An analysis of financial resources has also been completed. The recommended investments are described in the following sections of this chapter.

In addition to these recommended transportation investments, the GIAMPO region should:

- Conduct an engineering study to optimize signal timing, particularly in the US-281 corridor to fully realize benefits to traffic capacity, safety, and air quality since safety and efficiency was identified as a key project goal for this plan. Projects have been identified to address this need.
- Ensure available transportation funding is used to maintain the current transportation infrastructure, but also to make the needed transportation investments and implement the recommendations of this plan. New sources of funding should also be explored.
- Complete a Grand Island area Transit Feasibility Study to analyze public transportation options and costs in order to provide additional transit options for people who are without access to private vehicles or prefer not to drive. The long-range transportation plan would be amended with any goals, objectives, performance measures and projects that would be identified in that study.
- Conduct a pedestrian and bicycle study for the Grand Island area that identifies a walking and biking network that meets Americans with Disabilities Act (ADA) standard. This study will further community health, exercise, well-being, and social interaction opportunities for all residents in

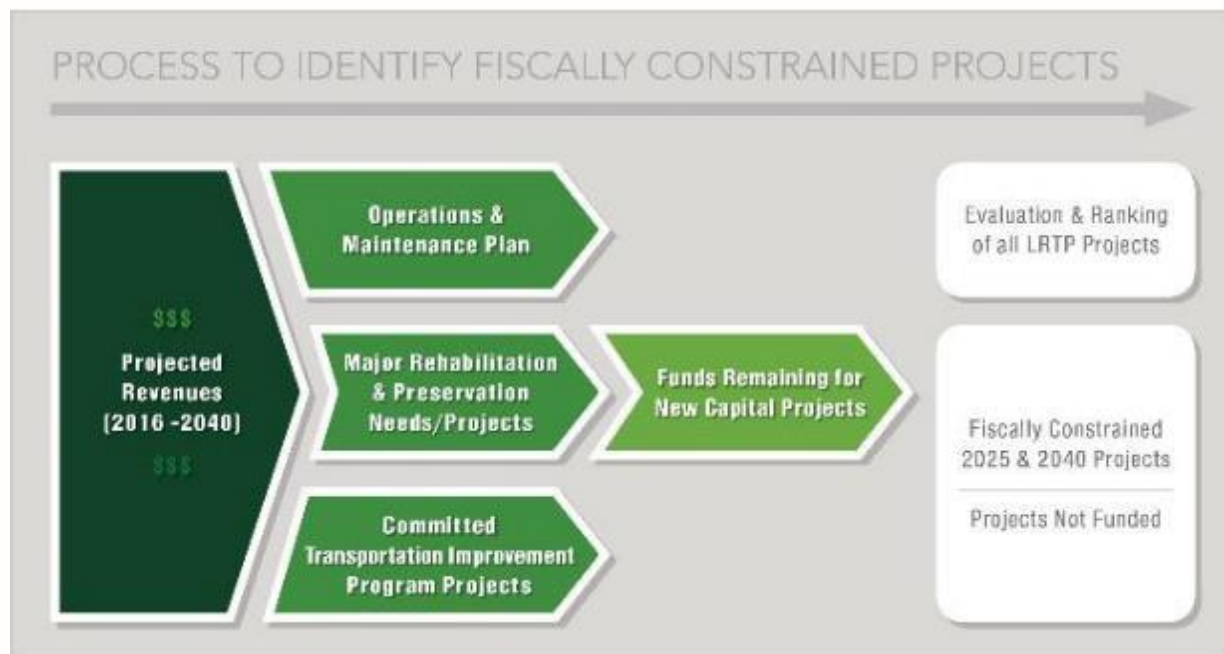
the community. The long-range transportation plan would also be amended with any goals, objectives, performance measures and projects that would be identified in that study.

9.1 Process to Identify Fiscally Constrained Projects

This chapter presents the projects anticipated to be constructed based on funding projections and those projects in which additional funding is needed. The chapter includes consideration of funding for Operations and Maintenance, **Non-Regional Activities**, the Rehabilitation of existing streets and highways, and includes consideration of Committed Project lists presented in this report. Projects from the Safety and Efficiency Scenario, the Connectivity Scenario, and Accessibility Scenario have been evaluated based upon the funding limits described in Chapter 7. From these inputs and considerations, the Fiscally Constrained GIAMPO 2040 Long-Range Transportation Plan was developed.

This Fiscally Constrained Plan is limited to projects that can be funded with available revenues based upon year of expenditure (YOE) costs. A project cost inflation factor of four percent per year was used for year of expenditure cost as recommended by US DOT. The plan has flexibility in that projects are prioritized and grouped by mid- and long-term horizon years, and GIAMPO has the opportunity to reprioritize the project list within these time periods. Short-term projects have been identified and are shown as committed projects, which are included in the region's Transportation Improvement Plan (TIP). This **chapter** begins with a summary of the Fiscally Constrained Plan process, the prioritization of roadway projects, the allocation of available funds, and then a summary of projects included in a Fiscally Constrained Plan. The overall process is shown in Figure 9-1.

Figure 9-1: Financial Analysis Process*



*LRTP Amendment No. 5 – This amendment also included the consideration of funding for Non-Regional Activities with regards to the financial analysis process.

Available Funds

The amounts of available funding for all projects are shown in Table 9-1 on the following page. This table represents the estimate of revenues for transportation for the years 2016 – 2040.

Table 9-1: Total Available Roadway Revenue (2016-2040)

Total Available Roadway Funds (\$1,000)				
Time Period	Federal	State	Local	Total Revenues
2016-2025	\$39,404	\$115,665	\$28,100	\$183,169
2026-2040	TBD ¹⁴	\$145,559	\$48,241	\$193,800
Total	\$39,404	\$261,224	\$76,341	\$376,969

Committed Costs

Committed projects are defined to include those projects currently programmed or now under construction. The first step in identifying the amount of funds available for new construction was to subtract the cost of these projects from the estimated total revenues from 2016 through 2040. A number of major projects have been programmed for the Grand Island area. Many of the committed projects are being completed by NDOR utilizing federal funding from a number of sources. The specific construction year and funding by source can be found in the GIAMPO Transportation Improvement Programs (TIP) 2016-2020, 2018-2022, and 2019-2023.

Between 2016 and 2023, NDOR will complete a major reconstruction on I-80 in the GIAMPO planning area, the reconstruction of US-281 between Old US-30 viaduct over UPRR to 1.8 miles south of Howard County Line, the replacement of three bridges on US-30, and resurface N-2 from Cairo southeast to US-281. NDOR has also committed to construct a US-30 realignment from west of US-281

¹⁴ To Be Determined (TBD): Federal revenue estimates for NDOR projects in the GIAMPO planning area will be determined as the MPO's needs are assessed and funding targets are established. At this time, NDOR is still assessing the need for specific projects of regional significance in the GIAMPO planning area for the period of 2023-2040. NDOR has established revenue projections within the timeframe of the NDOR Surface Transportation Program Book, a six-year document that outlines NDOR's projects and future expenditures. NDOR recognizes an ongoing and long-term need to monitor, evaluate and upgrade the state highway and interstate highway system in the GIAMPO planning area as well as the State of Nebraska at large.

NDOR will continue to monitor the existing conditions and proposed future changes to the state highway system with the continuing cooperation, coordination and assistance of GIAMPO and local partners. As future needs are identified with regard to infrastructure condition, safety, roadway capacity or transit service, NDOR will work to address these needs and include them through update or amendment in the GIAMPO Long Range Transportation Plan, TIP and the NDOR Surface Transportation Program Book and STIP as required by State and Federal regulation.

to near County Road 20 and then also install automated gates at I-80 interchanges. The total cost of these projects, shown in Table 9-2, is estimated at **\$82 million**.

Table 9-2: Committed Project Costs

Committed Project Cost (\$1,000)				
Time Period	Federal	State	Local	Total Costs
2016-2025	\$39,404	\$36,598	\$6,280	\$82,282

Note: Project Costs have been inflated to Year of Expenditure by sponsoring jurisdictions at a 4 percent increase per year per US DOT recommendations.

Non-Regional Costs

The City of Grand Island has an annual budget relating to the Non-Regional expenditures for improving the transportation system. These expenditures include activities such as the triennial pavement survey, annual handicap ramp projects, non-regional roadway projects, and various other small projects. Table 9-3 presents the Non-Regional cost projections for the 2040 planning horizon. These costs are shown on an annual basis in Appendix C.

Table 9-3: Non-Regional Budget

Non-Regional Expenditures (\$1,000)	
Time Period	Non-Regional
2016-2025	\$15,103
2026-2040	\$11,796
Total	\$26,899

Operation & Maintenance & Reconstruction Costs

The City of Grand Island and Hall County in the GIAMPO **planning** area have an annual Operation and Maintenance budget to maintain the existing transportation infrastructure. It includes personnel, equipment, and materials cost of maintenance. It also includes funds for more extensive maintenance projects such as resurfacing, replacing curbs, signs, signal maintenance, and other similar activities.

NDOR contracts with the local governments to complete routine maintenance. Table **9-4** presents the combined local and state maintenance costs. Operation and Maintenance costs, also presented in Table **9-4**, were projected for the next 25 years. These costs are shown on an annual basis in Appendix C. The funds for operations, maintenance, and **potentially** reconstruction are shown in **Table 9-4**. The inflation rate for the future year of expenditure is based upon past trends. These assumptions and rates are documented in Appendix C.

Table 9-4: Operation and Maintenance Budget

Operation & Maintenance Expenditures (\$1,000)	
Time Period	Local Operation & Maintenance
2016-2025	\$64,927
2026-2040	\$154,749
Total	\$219,676

Table 9-5 on the following page shows the remaining funds available after committed project costs, non-regional costs, and operations and maintenance costs are subtracted from the total revenues. In summary, the table shows anticipated revenues for available for programming new construction projects in the GIAMPO planning area for the remaining portion of the plan.

Table 9-5: Available Roadway Revenue

Available New Project Revenue (\$1,000)			
Time Period	Federal	Local / State	Total Revenue
2016-2025	\$0	\$20,857	\$20,857
2026-2040	TBD ¹⁵	\$27,255	\$27,255
Total	\$0	\$48,112	\$48,112

¹⁵ To Be Determined (TBD): Federal revenue estimates for NDOR projects in the GIAMPO planning area will be determined as the MPO's needs are assessed and funding targets are established. At this time, NDOR is still assessing the need for specific projects of regional significance in the GIAMPO planning area for the period of 2023-2040. NDOR has established revenue projections within the timeframe of the NDOR Surface Transportation Program Book, a six-year document that outlines NDOR's projects and future expenditures. NDOR recognizes an ongoing and long-term need to monitor, evaluate and upgrade the state highway and interstate highway system in the GIAMPO planning area as well as the State of Nebraska at large.

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9.2 Project Priority Process

The projects were evaluated and prioritized based upon the funds and in what time period the project would be proposed. This process took three steps: project evaluation, public input, and MPO Technical Advisory Committee review.

Project Evaluation

Each of the proposed projects presented in the Long-Range Transportation Plan was evaluated based on the GIAMPO 2040 project goals and evaluation criteria presented in Chapter 3. Each criterion was transparent. Base factors and criteria were developed for each project goal. A composite score was calculated for each project based on the goal score multiplied by the goal weight, which was developed as part of the public involvement process. The priorities are discussed in Chapter 5, with detailed project scoring shown in the Appendices.

Public Input

Public input was sought on project priorities. As part of the second public meeting, participants scored a high, medium, or low prioritization to each project type. They also provided input on specific projects within each type. In general, there was strong support for the overall process for the prioritization of projects.

9.3 Fiscally Constrained Project Plan

The Fiscally Constrained Plan is presented in Figure 9-2 and in Table 9-7. This Fiscally Constrained Plan is comprehensive and includes both projects to be partially funded through federal and state revenue forecasts, as well as projects to be funded through local resources.

Assumptions

The following assumptions were used in the development of the Fiscally Constrained Plan.

- The Fiscally Constrained Plan assumes all operating and maintenance needs are covered first with local funding.
- Secondly, the Fiscally Constrained Plan takes into consideration major rehabilitation and preservation projects throughout the GIAMPO planning area. These funds are considered prior to new construction or capacity projects.
- Traffic operations and efficiency projects are considered the next priority after the above assumptions.
- Locally funded improvements shown in the Fiscally Constrained Plan in this Long-Range Transportation Plan are constrained by reasonably anticipated local revenues. Potential new local revenue sources are supported in this plan, but are not included as part of the Fiscally Constrained Plan.
- State funds are based upon historical trends, plus a minimal increase related to the recently approved Build Nebraska Act that provides additional revenues for transportation.
- Available federal revenue during the first horizon year period (FY2016-FY2025) reflects the previous and current Grand Island Area MPO TIPs. It is assumed that NDOR will not be spending any additional Federal-Aid in the MPO area during this period. Federal revenue

estimates for NDOR projects are assumed to be determined for the second horizon year period (FY2026-FY2040).

Public Transportation

The Federal Transit Administration funding programs were previously discussed in detail, including the different program types and eligibility in Chapter 7. Table 9-6 illustrates the public transportation funding program for the future. The federal funding category includes Section 5307, 5310, 5311, and 5339 monies. Appendix C includes the detailed funding anticipated to be available by year.

Table 9-6 Transit Revenues

Public Transportation Funding Estimates (\$1,000) – Maintain Existing Services			
Time Period	Federal	Local / State	Total Revenues
2016-2025	\$5,762	\$2,839	\$8,602
2026-2040	\$11,193	\$5,765	\$16,958
Total	\$16,956	\$8,604	\$25,560

Note: Line item revenue and cost for transit services are shown in Appendix C and have been inflated to reflect anticipated revenue growth and year of expenditure dollars.

9.4 Projects Not Fiscally Constrained

Financial resources are not large enough to fund all of the projects identified in this transportation plan. Those projects outside the anticipated revenues are described as “Illustrative Projects”. The Illustrative Projects are shown in Figure 9-3 and in Table 9-8.

9.5 Implementation

The analysis of existing revenue sources shows the financial capacity to complete the fiscally constrained projects. However, the revenue streams are gradual and the project costs typically occur in large amounts at one time. Often local communities face difficulty in developing resource reserves over time to be able to undertake larger projects. To address this potential difficulty, the following financial steps can be considered:

- 1) Provide a dedicated amount of funding for transportation by local governments, rather than using annual allocations of general fund revenues.
- 2) Consider additional resources to obtain needed revenues for the major investments identified in this plan.
- 3) Consider the use of bonding for one or more transportation projects identified in this plan. The existing revenue stream for transportation or use of new resources could be used as debt service for the bonds.

Figure 9-2: Fiscally Constrained Plan

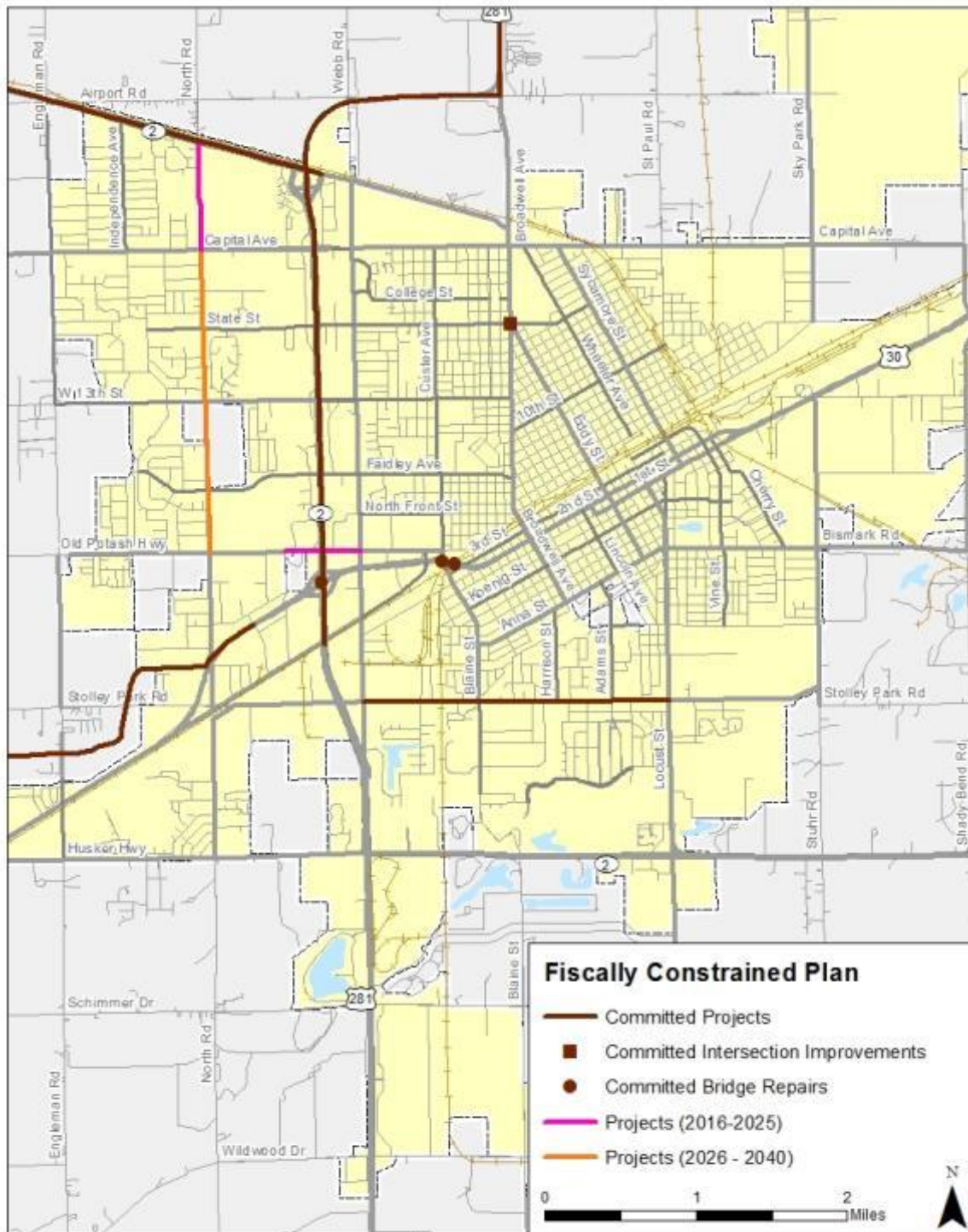


Figure 9-3: Illustrative Projects (Not Included in the Fiscally Constrained Plan)

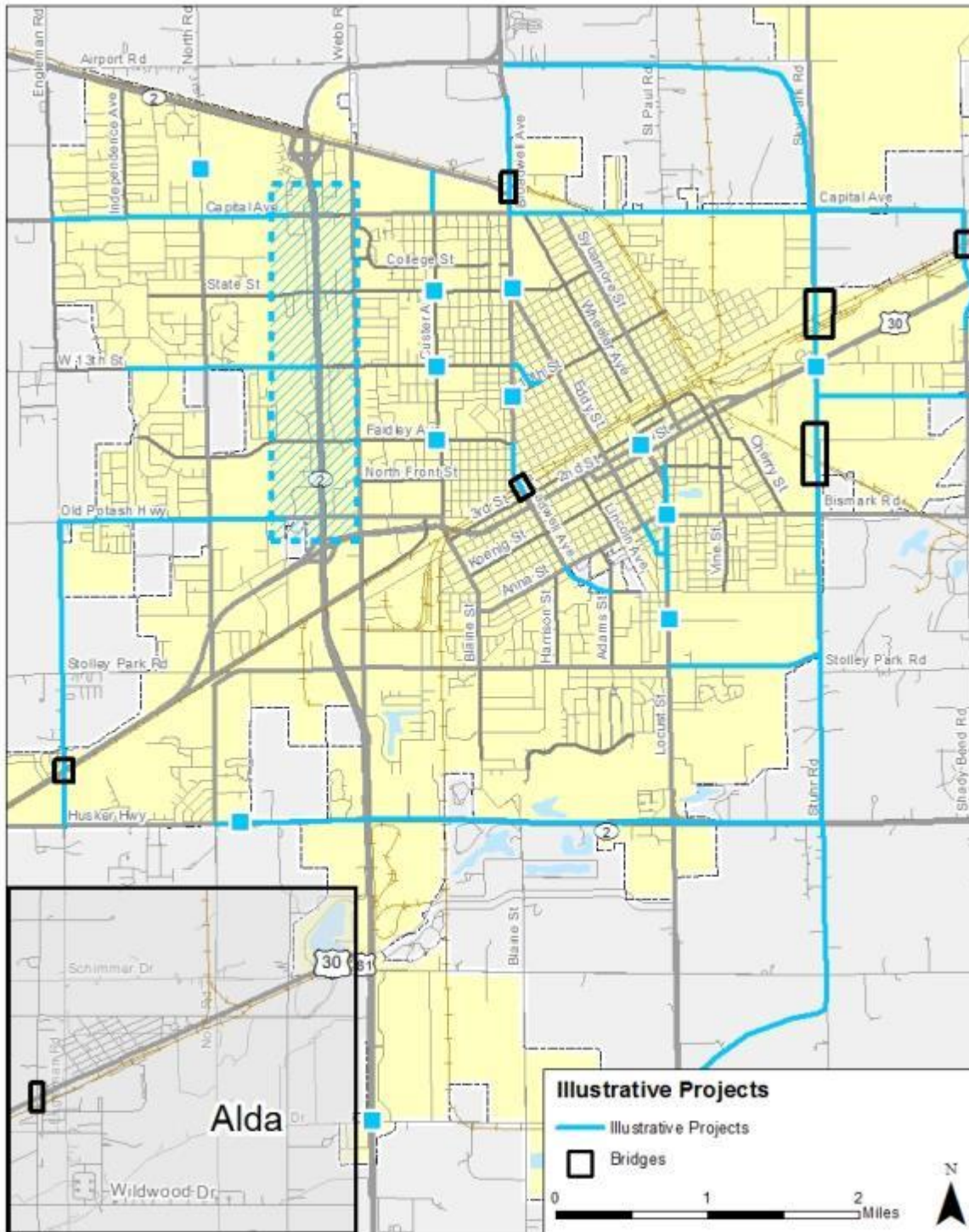


Table 9-7: Fiscally Constrained Project Plan

Grand Island Area MPO Transportation Improvement Program FY 2016-2020 / FY 2018-2022 / FY 2019-2023										
State ID	Project Name	Project Description	A/Q Status	Length (SLM)	Total Project Est.	Phase	YOE	Fund Type	Fund Description	TIP Estimate by Phase Amount (\$1,000)
41704	US-281 West, Grand Island	4-lane divided roadway on new alignment	Exempt	3.9 mi	\$30,693	PE	2018	Local	Grand Island	\$158
						PE	2018	State	Build Nebraska	\$2,096
		ROW				2019	Local	Grand Island	\$508	
		ROW				2019	State	Build Nebraska	\$3,863	
		Const/CE				2019	Local	Grand Island	\$1,525	
		Const/CE				2019	State	Build Nebraska	\$22,543	
42674	Platte River - Phillips	Mill, concrete repair, resurface 4-lane dual roadway and shoulders, bridge repair	Exempt	7.7 mi	\$12,708	PE	2017	State	NDOR	\$45
		Const/CE				2018	State	NDOR	\$1,267	
		Const/CE				2018	NHPP	National Highway Performance Program	\$11,396	

State ID	Project Name	Project Description	A/Q Status	Length (SLM)	Total Project Est.	Phase	YOE	Fund Type	Fund Description	TIP Estimate by Phase Amount (\$1,000)
42690	In Grand Island & North	Resurface existing roadway & US-281/N-2 ramps, concrete repair, bridge repair, add subdrains	Exempt	9.6 mi	\$18,707	PE	2015	State	NDOR	\$779
						Const/CE	2017	Grand Island	Grand Island	\$3,126
						Const/CE	2017	State	NDOR	\$2,767
		US-281 from Old US-30 Viaduct over UPRR, North to 1.8 mi South of Howard County Line, Begin RP – 68.90				Const/CE	2017	HSIP	Highway Safety Improvement Program	\$585
42773	Grand Island - WACO	Several I-80 interchanges in District 4	Exempt	0	\$1,537	Const/CE	2017	NHPP	National Highway Performance Program	\$11,450
		Deploy automated gate systems and CCTV Cameras				PE	2017	State	NDOR	\$39
						Const/CE	2018	State	NDOR	\$194
						Const/CE	2018	EM	Earmark	\$355
						Const/CE	2018	NHPP	National Highway Performance Program	\$949

State ID	Project Name	Project Description	A/Q Status	Length (SLM)	Total Project Est.	Phase	YOE	Fund Type	Fund Description	TIP Estimate by Phase Amount (\$1,000)
42776	In Grand Island Bridges	3-bridge repair/overlays, sealing, new approach slabs, mill, resurface roadway	Exempt	0	\$4,648	PE	2019	State	NDOR	\$227
						ROW	2021	State	NDOR	\$5
						Const/CE	2022	Local	Grand Island	\$60
		Three US-30 Bridges in Grand Island (Jct US-30/US-281/N-2 bridge and from Old Lincoln Hwy to Grand St), Begin RP - 313.66				Const/CE	2022	State	NDOR	\$936
42812	Grand Island - Stolley Park Reconfiguration		Exempt	2.04 mi	\$1,399				National Highway Performance Program	\$3,420
		Reconfigure Stolley Park Road to 3, 4 and 5 lane sections - FHWA Road Diet Initiative				Const/CE	2022	NHPP		
						PE	2017	Local	Grand Island	\$16
						PE	2017	HSIP	Highway Safety Improvement Program	\$144
42828	District 4 - Districtwide striping	From Webb Road to S. Locust St	Exempt	0	\$1,110	Const./CE	2018	Local	Grand Island	\$124
									Highway Safety Improvement Program	
						Const./CE	2018	HSIP		\$1,115
42828	District 4 - Districtwide striping	Install durable pavement markings	Exempt	0	\$1,110	PE	2016	State	NDOR	\$1
						Const/CE	2016	State	NDOR	\$111
						Const/CE	2016	HSIP	Highway Safety Improvement Program	\$998

State ID	Project Name	Project Description	A/Q Status	Length (SLM)	Total Project Est.	Phase	YOE	Fund Type	Fund Description	TIP Estimate by Phase Amount (\$1,000)
	Transit Needs Analysis	Feasibility Study to identify Transit Needs	Exempt		\$125		2016 2016	Local FTA	Grand Island Sec. 5307	\$25 \$100
42787	Cairo - Grand Island		Exempt	12.3 mi	\$9,215	PE	2019	State	NDOR	\$53
						ROW	2020	State	NDOR	\$10
		Resurfacing				Const/CE	2021	Local	Grand Island	\$198
						Const/CE	2021	State	NDOR	\$1,662
		N-2 from Cairo southeast to US-281 in Grand Island, Begin RP - 343.73				Const/CE	2021	NHPP	National Highway Performance Program	\$7,292
42863	5-Points Intersection Improvements		Exempt	0.4 mi	\$2,265	PE	2019	Local	Grand Island Highway Safety Improvement Program	\$44
						PE	2019	HSIP		\$175
						ROW	2019	Local	Grand Island Highway Safety Improvement Program	\$101
						ROW	2019	HSIP		\$406
		Intersection Improvements				Const/CE	2021	Local	Grand Island Highway Safety Improvement Program	\$420
		Broadwell Avenue, State Street, and Eddy Street Intersection	Exempt	0.4 mi	\$2,265	Const/CE	2021	HSIP	Grand Island Highway Safety Improvement Program	\$1,119
									Total	\$82,407

Table 9-7: Fiscally Constrained Project Plan (Continued)

GIAMPO Project Listing 2019-2025								
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$1,000) Current Year	Total Cost (\$1,000) Future Year	Available Fiscal Constrained (\$1,000)
2016 - 2025								\$20,857
B-2a	Old Potash Highway	Widen to 5 lanes	Claude Road	Webb Road	Grand Island	\$11,400*	\$12,099	\$8,758
B-4b	North Road	Widen to 3 lanes	Highway 2	Capital Avenue	Grand Island	\$3,000*	\$3,367	\$5,391
Total 2019-2025						\$14,400	\$15,466	\$5,391

*Current Year - 2019

Table 9-7 Fiscally Constrained Project Plan (Continued)

GIAMPO Project Listing 2026-2040								
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$1,000) Current Year	Total Cost (\$1,000) Future Year	Available Fiscal Constrained (\$1,000)
2026-2040								\$27,255
B-4c	North Road	Widen to 3 lanes	Capital Avenue	State Street	Grand Island	\$3,150*	\$6,136	\$21,119
B-4d	North Road	Widen to 3 lanes	State Street	13th Street	Grand Island	\$3,400*	\$6,623	\$14,496
B-4e	North Road	Widen to 3 lanes	13th Street	Old Potash Highway	Grand Island	\$6,250*	\$12,174	\$2,322
Total 2026-2040						\$12,800	\$24,933	\$2,322

*Current Year - 2019

Table 9-8: Illustrative Project Plan (Unfunded)

GIAMPO Illustrative Projects						
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$1,000) Current Year
Illustrative Project 2040+						
17	Locust Street	Reconstruction	Koenig Street	Fonner Park Road	Grand Island	\$5,400*
4	Broadwell over UPRR and Broadwell Extension	Broadwell Avenue widening (5-lane)	Faidley Avenue	Third Street	Grand Island	\$3,900
5		Broadwell UPRR bridge				\$13,000
6		Broadwell Extension (3-lane)	Anna Street	Adams Street		\$4,900
B-8	Husker Highway	Widen to 3 lanes	US-281	North Road	Grand Island	\$4,947
B-1a	Capital Avenue	Widen to 5 lanes	Broadwell Avenue	BNSF RR/Oak Street	Grand Island	\$3,438
	Intersection Improvements	Improvements at various intersections	Various	Various	Grand Island	\$3,500
	Intersection Improvements	Improvements at various intersections	Various	Various	Grand Island	\$3,764
B-2b	Old Potash Highway	Widen to 3 lanes	Engleman Road	Claude Road	Grand Island	\$5,269
B-1b	Capital Avenue	Widen to 3 lanes	BNSF RR/Oak Street	St. Paul Road	Grand Island	\$1,781
B-1c	Capital Avenue	Widen to 3 lanes	Dairy Queen	Engleman Road	Grand Island	\$5,700
B-7	Stolley Park Road	Widen to 3 lanes	Fair Ground Entrance	Stuhr Road	Grand Island	\$2,183
B-3a	Stuhr Road	Widen to 3 lanes	US-30	BNSF RR	Grand Island	\$9,656
B-3b	Stuhr Road	Widen to 3 lanes	BNSF RR	US-34	Grand Island	\$9,656

*Current Year - 2019

Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$1,000) Current Year
Illustrative Project 2040+						
B-6	13th Street	Widen to 3 lanes	West of US-281	Independence Avenue	Grand Island	\$4,193
11	13th Street – 10th Street Connector	Reconstruct	W 13th Street	10th Street	Grand Island	\$600
2	Stuhr Bridges over BNSF and UPRR	Engineering			Grand Island	\$2,048
B-5	Swift Road	New 2-lane road	Talc Road	Shady Bend Road	Grand Island	\$3,150
7	North Road and UPRR Bridge	Widen to 3 lanes; new 2-lane bridge	Old Potash Hwy	Husker Hwy	Grand Island	\$16,200
9	Broadwell over BNSF	Widen to 5 lanes	Capital Avenue	Airport Road	Grand Island	\$14,300
		Realign Old Highway 2 to connect Custer Avenue;				
		New 4-lane bridge				
3	Eddy Street Extension	New 2-lane Road	Phoenix Avenue	Locust Street	Grand Island	\$3,300
12	Alda Road and UPRR Bridge	New 2-lane bridge	Apollo Street	Hwy 30	Grand Island	\$11,300
15	East Bypass (5-lanes)	5-lane Stolley Park Road *	Locust Street	Stuhr Road	Grand Island	\$2,500
		5-Lane Stuhr Road / Sky Park Road *	US-34	Capital Avenue		\$11,875
		5-lane Husker Hwy	US-281	Stuhr Road		\$18,750
		5-lane Capital Avenue	BNSF RR/Oak Street	Sky Park Road		\$20,375
16	East Bypass US-281 to I-80	4-lane Expressway	I-80	US 281	Grand Island	\$78,750

*expand 3-lane to 5-lane

Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$1,000) Current Year
Illustrative Project 2040+						
2	Stuhr Road bridge over UPRR	New 4-lane bridges	Highway 30	4th Street	Grand Island	\$15,952
	Stuhr Road bridge over BNSF	New 4-lane bridge			Grand Island	\$11,000

Journey
2040



APPENDIX **C**

STATE REVENUE¹

Table C-1. STATE REVENUE PROJECTIONS BY YEAR

State Revenue (\$Millions)								
Year	Municipal Highway Allocation	Motor Vehicle Fee	Motor Vehicle Fee Pro-Rate*	Build Nebraska Act	Federal Funds Purchase Program (STP)	Federal Funds Purchase Program (Bridge)	Miscellaneous	Total
2016	\$4.47	\$0.40	\$0.00	\$0.19	\$0.87	\$0.02	\$0.04	\$5.99
2017	\$4.75	\$0.40	\$0.00	\$0.19	\$0.90	\$0.02	\$0.05	\$6.32
2018	\$5.04	\$0.41	\$1.09	\$0.19	\$0.92	\$0.02	\$0.04	\$7.72
2019	\$5.35	\$0.42	\$1.12	\$0.19	\$0.93	\$0.02	\$0.04	\$8.08
2020	\$5.44	\$0.44	\$1.14	\$0.19	\$0.94	\$0.02	\$0.04	\$8.22
2021	\$5.50	\$0.45	\$1.17	\$0.19	\$0.95	\$0.02	\$0.04	\$8.33
2022	\$5.56	\$0.46	\$1.20	\$0.19	\$0.96	\$0.02	\$0.04	\$8.44
2023	\$5.62	\$0.47	\$1.23	\$0.19	\$0.97	\$0.02	\$0.04	\$8.55
2024	\$5.68	\$0.49	\$1.26	\$0.19	\$0.98	\$0.02	\$0.04	\$8.66
2025	\$5.75	\$0.50	\$1.29	\$0.19	\$0.99	\$0.02	\$0.04	\$8.78
2026	\$5.81	\$0.51	\$1.32	\$0.19	\$1.00	\$0.02	\$0.04	\$8.90
2027	\$5.87	\$0.53	\$1.35	\$0.19	\$1.01	\$0.02	\$0.04	\$9.02
2028	\$5.94	\$0.54	\$1.38	\$0.19	\$1.02	\$0.02	\$0.04	\$9.14
2029	\$6.00	\$0.55	\$1.41	\$0.19	\$1.04	\$0.02	\$0.04	\$9.26
2030	\$6.07	\$0.57	\$1.44	\$0.19	\$1.05	\$0.02	\$0.04	\$9.39
2031	\$6.14	\$0.58	\$1.48	\$0.19	\$1.06	\$0.02	\$0.04	\$9.51
2032	\$6.20	\$0.60	\$1.51	\$0.19	\$1.07	\$0.02	\$0.04	\$9.64
2033	\$6.27	\$0.62	\$1.55	\$0.19	\$1.08	\$0.02	\$0.04	\$9.77
2034	\$6.34	\$0.63	\$1.58	\$0.00	\$1.09	\$0.02	\$0.04	\$9.71
2035	\$6.41	\$0.65	\$1.62	\$0.00	\$1.11	\$0.02	\$0.04	\$9.85
2036	\$6.48	\$0.67	\$1.66	\$0.00	\$1.12	\$0.02	\$0.04	\$9.99
2037	\$6.55	\$0.68	\$1.70	\$0.00	\$1.13	\$0.02	\$0.04	\$10.13
2038	\$6.62	\$0.70	\$1.74	\$0.00	\$1.14	\$0.02	\$0.04	\$10.27
2039	\$6.70	\$0.72	\$1.78	\$0.00	\$1.16	\$0.02	\$0.04	\$10.42
2040	\$6.77	\$0.74	\$1.82	\$0.00	\$1.17	\$0.02	\$0.04	\$10.56
Total	\$147.33	\$13.73	\$32.84	\$3.47	\$25.66	\$0.49	\$1.10	\$224.63

Italic - Actual amount

*In 2016 and 2017, the Motor Vehicle Pro-Rate was spent in Nondepartmental.

State Revenue - Assumptions and Methodology

The State of Nebraska utilizes various federal and state revenue sources to fund transportation projects and maintenance in the state. The state receives transportation revenue from fuel taxes, sales taxes on new and used motor vehicles, and motor vehicle registration fees.

¹ LRTP Amendment No. 5 – This amendment updated the projected state revenue based on a review of historical data and/or budget information and assistance from the City of Grand Island Finance Department staff.

State revenue forecasts were created based on historical trends to **determine an annual growth rate**. Since these forecasts are based solely on historic revenue, they could change as funding mechanisms are shifted and as populations shift and affect the tax base. Consequently, these forecasts are only intended as general estimates and are subject to change.

Some state funding sources require a local match for transportation funding. Specifically, Nebraska Revised Statute, 39-2519 provides, *“city of the first or second class or village or successor municipal county shall be entitled to one-half of its annual allocation with no requirement of matching, but shall be required to match the second one-half on the basis of one dollar for each two dollars it receives, with any available funds.”*

Municipal Highway Allocation Funds

The Highway Allocation Fund consists of revenues generated from the collection of Motor Fuel Taxes, Motor Vehicle Registration Fees, Motor Vehicle Sales Tax, and Investment Earnings. The municipalities of the state share of the Highway Allocation Fund, including the City and County Road Fund, is currently 50% and is distributed based on the following factors: Total Population (50%), Total Motor Vehicle Registrations (30%), and Miles of Traffic Lanes of Streets (20%). These funds are designed for projects throughout the City to rehabilitate, construct and improve streets, intersections/interchange, sidewalks, bikeways and trails, safety projects, intelligent transportation infrastructure, and landscaping in connection with street improvement projects.

The Municipal Highway Allocation funding requires local matching funding.

- Revenue Projection - The highway allocation future year projections were developed by accumulating a revenue history **from FY 2007 to FY 2017. The projections are assuming a 1.10 percent annual growth matching the population annual growth rate.**

Motor Vehicle Fee

The Motor Vehicle Fee Fund shall be distributed as follows: (a) 50% to the county treasurer of each county, amounts in the same proportion as the most recent allocation received by each county from the highway allocation fund; and (b) 50% to the treasurer of each municipality, amounts in the same proportion as the most recent allocation received by each municipality from the highway allocation fund. Funds from the Motor Vehicle Fee Fund shall be considered local revenue available for matching state sources. All receipts by counties and municipalities from the Motor Vehicle Fee Fund shall be used for road, bridge, and street purposes.

- Revenue Projection - **Future year projections were developed for motor vehicle fee and motor vehicle fee pro-rate by accumulating a revenue history from FY 2007 to FY 2017. The motor vehicle fee projections are assuming to grow at 2.68 percent annually, and the growth for the motor vehicle fee pro-rate projections is assumed to be 2.35 percent per year.**

Build Nebraska Act

The Build Nebraska Act became effective July 1, 2013, which designates one quarter of one percent of general fund sales tax revenue (0.25 cents of the state's existing 5.5-cent sales tax) for Nebraska roadways. Eighty-five percent is for the state highway system and fifteen percent

is for local roads and streets. The Local share is distributed through the Highway Allocation Fund based on the established factors. Local governments will be required to use their allotment of the revenue for road and street purposes.

- Revenue Projection - The Build Nebraska Act future year projections were developed by accumulating a revenue history from FY 2014 to FY 2017. The projections are assuming no annual growth rate due to the limited historical data and the varying percent change per year from FY 2014 to FY 2017.

The Build Nebraska Act sunsets in FY 2033 and no further funding is assumed to be available from this source following that date.

LB-610

LB 610 increases the fixed motor fuels tax rate by 1.5 cents every year for four years. Of the two components of the fixed rate, the portion allocated to the Nebraska Department of Roads (NDOR) would increase 1/2 cent every year, from 7.5 cents to 9.5 cents. The portion that is allocated to cities and counties would increase one cent every year from 2.8 cents to 6.8 cents. Beginning January 2019, the total fixed rate motor fuels tax would be 16.3 cents per gallon. The local share is distributed through the Highway Allocation Fund based on the established factors.

The fixed fuel tax revenue distributed to cities and counties will increase as shown in the following table. The fiscal impact is based on one cent of the fuel tax generating \$12,700,000 per year and a two-month lag in receipts when the tax rate changes on January 1st of each year.

	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20 and beyond
Tax Rate (rate increase occurs on January 1)	2.8¢	3.8¢	4.8¢	5.8¢	6.8¢	6.8¢
Additional Revenue over the base year of FY2014-15		\$4.2 million	\$16.9 million	\$29.6 million	\$42.3 million	\$50.8 million

- Revenue Projection - The LB-610 future year projections is part of the municipal highway allocation future year projections.

Federal Funds Purchase Program (Surface Transportation Program)

In 2014, Nebraska enacted a program that pays local communities who had been recipients of Federal Highway Administration (FHWA) Surface Transportation Program (STP) funding. STP funding had been previously been allocated to Nebraska cities and counties based upon a population driven formula. The new buy-back program pays these communities 90 cents in state-aid in return for every dollar in federal-aid.

- Revenue Projection - The STP funding buy-back program future year projections were developed by accumulating a revenue history from FY 2016 to FY 2018. The projections

are assuming the population annual growth rate of 1.10 percent due to the limited historical data.

Federal Funds Purchase Program (Bridge Program)

Nebraska has also recently enacted a program to purchase FHWA bridge replacement funding that had previously been allotted to local jurisdictions. The funding that may reasonably be expected from this source is potentially thought to be more variable than the STP buy-back funding. The bridge program's structure would cause available revenue to wax and wane based upon the cost and timing of the replacement of deficient bridges across the state and the location and condition of the next bridges that would need to be replaced.

- Revenue Projection - The bridge funding buy-back program future year projections were developed by accumulating a revenue history from FY 2015 to FY 2018. The projections are assuming no annual growth rate due to the limited historical data and the varying percent change per year from FY 2015 to FY 2018.

Miscellaneous

Miscellaneous revenue is comprised of Incentive Payments and maintenance related service contracts between NDOR and municipalities.

Incentive Payments are remitted to those counties, cities and villages that had a licensed superintendent engaged in a full road and street program, as per Statute 39-2502 and 39-2512, during the previous calendar year. City and village payments are based on total population and the class of license held (A or B) by the street superintendent. County payments are based on rural population, the class of license held (A or B) by the highway superintendent and are also dependent, as per Statute 39-2504, on whether a county employs the superintendent or contracts with a consultant engineer, other person or another county or municipality. Amounts shown are payments allowed, not payments remitted.

A maintenance related service contract specifies the funding provided to a municipality to be performed by the municipality, for maintenance activities on specified state-owned right of way. These activities include snow plowing and mowing.

- Revenue Projection – The miscellaneous revenue future year projections were developed by reviewing the Nebraska statutes for Incentive Payments and accumulating a revenue history for maintenance related service contracts from FY 2015 to FY 2018. The projections are assuming no annual growth since the annual incentive payment amount is established by state law and the historical data of maintenance related service contracts show similar funding amounts per year.

LOCAL REVENUE²

Table C-2. LOCAL REVENUE PROJECTIONS BY YEAR

Local Revenue (\$Millions)							
Year	General Fund (Property Tax)	Motor Vehicle Sales Tax	Wheel Tax	Stormwater Surcharge	Rental Car Occupation	Miscellaneous	Total
2016	\$2.00	\$1.46	\$0.00	\$0.00	\$0.00	\$0.03	\$3.49
2017	\$2.23	\$1.55	\$0.00	\$0.00	\$0.00	\$0.10	\$3.88
2018	\$0.00	\$1.60	\$1.20	\$0.15	\$0.12	\$0.04	\$3.10
2019	\$0.00	\$1.66	\$1.50	\$0.30	\$0.12	\$0.04	\$3.61
2020	\$0.00	\$1.71	\$0.00	\$0.30	\$0.12	\$0.04	\$2.17
2021	\$0.00	\$1.77	\$0.00	\$0.31	\$0.12	\$0.04	\$2.23
2022	\$0.00	\$1.84	\$0.00	\$0.31	\$0.12	\$0.04	\$2.30
2023	\$0.00	\$1.90	\$0.00	\$0.31	\$0.12	\$0.04	\$2.37
2024	\$0.00	\$1.97	\$0.00	\$0.32	\$0.12	\$0.04	\$2.44
2025	\$0.00	\$2.04	\$0.00	\$0.32	\$0.12	\$0.04	\$2.51
2026	\$0.00	\$2.11	\$0.00	\$0.32	\$0.12	\$0.04	\$2.59
2027	\$0.00	\$2.18	\$0.00	\$0.33	\$0.12	\$0.04	\$2.66
2028	\$0.00	\$2.26	\$0.00	\$0.33	\$0.12	\$0.04	\$2.74
2029	\$0.00	\$2.34	\$0.00	\$0.34	\$0.12	\$0.04	\$2.83
2030	\$0.00	\$2.42	\$0.00	\$0.34	\$0.12	\$0.04	\$2.91
2031	\$0.00	\$2.50	\$0.00	\$0.34	\$0.12	\$0.04	\$3.00
2032	\$0.00	\$2.59	\$0.00	\$0.35	\$0.12	\$0.04	\$3.09
2033	\$0.00	\$2.68	\$0.00	\$0.35	\$0.12	\$0.04	\$3.19
2034	\$0.00	\$2.77	\$0.00	\$0.36	\$0.12	\$0.04	\$3.28
2035	\$0.00	\$2.87	\$0.00	\$0.36	\$0.12	\$0.04	\$3.39
2036	\$0.00	\$2.97	\$0.00	\$0.36	\$0.12	\$0.04	\$3.49
2037	\$0.00	\$3.08	\$0.00	\$0.37	\$0.12	\$0.04	\$3.60
2038	\$0.00	\$3.18	\$0.00	\$0.37	\$0.12	\$0.04	\$3.71
2039	\$0.00	\$3.30	\$0.00	\$0.38	\$0.12	\$0.04	\$3.83
2040	\$0.00	\$3.41	\$0.00	\$0.38	\$0.12	\$0.04	\$3.95
Total	\$4.23	\$58.15	\$2.70	\$7.61	\$2.65	\$1.00	\$76.34

Italic - Actual amount

Local Revenue - Assumptions and Methodology

Local revenue was forecast for the FY 2018 to FY 2040 timeframe following a comprehensive review of past budgets, revenue history, and other information. Specifically, General Fund revenue is comprised of Property Tax and a budget history that was accumulated from FY 2016 to FY 2018. This revenue stream is not assumed in the future year projections due to utilizing other revenue sources such as the Motor Vehicle Fee Pro-Rate and the City Wheel Tax. The operation and maintenance cost projections are assuming \$431,000 in General Revenue via property taxes was removed for nonstreet-related expenses.

² LRTP Amendment No. 5 – This amendment updated the projected local revenue based on a review of historical data and/or budget information and assistance from the City of Grand Island Finance Department staff.

The City Wheel Tax sunsets in FY 2019 and no further funding is assumed to be available from this source following that date. This revenue stream is assuming no annual growth rate since it is only available in FY 2018 and FY 2019.

The Rental Car Occupation revenue has no historical data. Therefore, the future year revenue projections are assuming no annual growth rate.

Revenue generated through the Stormwater Surcharge is based on the number of City of Grand Island water utility accounts. The number of water utility accounts was tracked for the period of FY 2006 to FY 2017, and an average growth rate of 1.15% occurred over this time frame. This growth rate is assumed for the future year revenue projections.

Motor Vehicle Sales Tax revenue was tracked for the FY 2007 to FY 2017 period. Over that time frame, the motor vehicle tax for the City grew by an average of 4.60 percent. A conservative 3.50 percent growth rate was applied to the future year projections.

Miscellaneous revenue is comprised of other revenue. The future year projections were developed by accumulating a revenue history from FY 2015 to FY 2017. The projections are assuming no annual growth rate due to the varying percent change per year from FY 2015 to FY 2018.

FEDERAL HIGHWAY ADMINISTRATION REVENUE³

Table C-3. FEDERAL HIGHWAY ADMINISTRATION REVENUE PROJECTIONS BY YEAR

Federal Highway Administration Revenue (\$Millions)							
Year	Congestion Mitigation and Air Quality Program (CMAQ)	National Highway Performance Program (NHPP)	Surface Transportation Block Grant Program (STP)	Intelligent Transportation System (ITS)	Highway Safety Improvement Program (HSIP)	Earmark (EM)	Total
2016	\$0.00	\$0.00	\$0.00	\$0.00	\$1.00	\$0.00	\$1.00
2017	\$0.00	\$11.45	\$0.00	\$0.00	\$0.73	\$0.00	\$12.18
2018	\$0.00	\$12.35	\$0.00	\$0.00	\$1.12	\$0.36	\$13.82
2019	\$0.00	\$0.00	\$0.00	\$0.00	\$0.58	\$0.00	\$0.58
2020	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2021	\$0.00	\$7.29	\$0.00	\$0.00	\$1.12	\$0.00	\$8.41
2022	\$0.00	\$3.42	\$0.00	\$0.00	\$0.00	\$0.00	\$3.42
2023	TBD*	TBD*	TBD*	TBD*	TBD*	TBD*	\$0.00
2024	TBD*	TBD*	TBD*	TBD*	TBD*	TBD*	\$0.00
2025	TBD*	TBD*	TBD*	TBD*	TBD*	TBD*	\$0.00
2026-2040	TBD*	TBD*	TBD*	TBD*	TBD*	TBD*	\$0.00
Total	\$0.00	\$34.51	\$0.00	\$0.00	\$4.54	\$0.36	\$39.40

Federal Highway Administration Revenue - Assumptions and Methodology

Revenue projections for Federal-Aid for the period of FY 2016 to FY 2022 reflect the committed projects that are shown in the GIAMPO Transportation Improvement Program (TIP). At this time, no other Federal-Aid projects are assumed for the duration of the plan. Additionally, due to the recent Federal funds buy-back program, it is assumed that local jurisdictions inside the GIAMPO planning area will not be receiving Federal-aid for the duration of this plan. Federal-aid is assumed to be available only for NDOR projects.

TBD* - To Be Determined (TBD): Federal revenue estimates for NDOR projects in the GIAMPO planning area will be determined as the MPO's needs are assessed and funding targets are established. At this time, NDOR is still assessing the need for specific projects of regional significance in the GIAMPO planning area for the period of FY 2023 to FY 2040. NDOR has established revenue projections within the timeframe of the NDOR Surface Transportation Program Book, a six-year document that outlines NDOR's projects and future expenditures. NDOR recognizes an ongoing and long-term need to monitor, evaluate and upgrade the state highway and interstate highway system in the GIAMPO planning area as well as the State of Nebraska at large.

³ LRTP Amendment No. 5 – This amendment updated the projected FHWA revenue based on a review of the federal revenue estimates for NDOR projects in the previous and current GIAMPO Transportation Improvement Programs.

NDOR will continue to monitor the existing conditions and proposed future changes to the state highway system with the continuing cooperation, coordination and assistance of GIAMPO and local partners. As future needs are identified with regard to infrastructure condition, safety, roadway capacity or transit service, NDOR will work to address these needs and include them through update or amendment in the GIAMPO Long Range **Transportation Plan**, TIP and the NDOR Surface Transportation Program Book and **Statewide Transportation Improvement Program (STIP)** as required by State and Federal regulation.

NON-REGIONAL

Table C-4. NON-REGIONAL COST PROJECTIONS BY YEAR

Non-Regional (\$Millions)	
Year	Non-Regional
2016	\$1.60
2017	\$2.66
2018	\$3.19
2019	\$3.15
2020	\$0.69
2021	\$0.70
2022	\$0.87
2023	\$0.73
2024	\$0.74
2025	\$0.78
2026	\$0.63
2027	\$0.64
2028	\$0.82
2029	\$0.67
2030	\$0.68
2031	\$0.87
2032	\$0.71
2033	\$0.73
2034	\$0.91
2035	\$0.76
2036	\$0.77
2037	\$0.96
2038	\$0.80
2039	\$0.82
2040	\$1.02
Total	\$26.90

Italic - Actual amount

Non-Regional Cost Projections - Assumptions and Methodology

The non-regional expenditures were forecast for a FY 2019 to FY 2040 timeframe based on the City of Grand Island actual expenditures for FY 2017 and FY 2018, the City FY 2018 budget, and project estimates provided by City Public Works staff.

OPERATIONS AND MAINTENANCE

Table C-5. OPERATIONS AND MAINTENANCE COST PROJECTIONS BY YEAR

Local Operations and Maintenance (\$Millions)	
Year	Operations and Maintenance (Personnel, Operations, and Capital Outlays)
2016	\$6.54
2017	\$6.35
2018	\$5.65*
2019	\$5.87
2020	\$6.11
2021	\$6.35
2022	\$6.61
2023	\$6.87
2024	\$7.15
2025	\$7.43
2026	\$7.73
2027	\$8.04
2028	\$8.36
2029	\$8.69
2030	\$9.04
2031	\$9.40
2032	\$9.78
2033	\$10.17
2034	\$10.58
2035	\$11.00
2036	\$11.44
2037	\$11.90
2038	\$12.37
2039	\$12.87
2040	\$13.38
Total	\$219.68

Actual

City of Grand Island Forecast

City of Grand Island Budget

* \$431,000 removed from City of Grand Island budget for nonstreet-related expenses.

Operations and Maintenance Cost Projections - Assumptions and Methodology

The operations and maintenance expenditures were forecast for a FY 2017 to FY 2040 timeframe following a comprehensive review of City of Grand Island actual expenditures from FY 2011 to FY 2016 and the City FY 2018 budget. The City budget provided a FY 2017 forecast and FY 2018 budget for expenditures.

The historical and budget information available for the City of Grand Island is shown below in Table C-6.

Table C-6. OPERATIONS AND MAINTENANCE HISTORICAL INFORMATION AND AVERAGE PERCENT CHANGE

Operations and Maintenance Historical Information and Average Percent Change														
Year	2011	2012	2013	2014	2015	2016	2017	2018	2012 to 2016	2012 to 2017	2012 to 2018	2013 to 2016	2013 to 2017	2013 to 2018
Fiscal Year	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	Average	Average	Average	Average	Average	Average
	Actual	Actual	Actual	Actual	Actual	Actual	Forecast	Budget	A	A, F	A, F, B	A	A, F	A, F, B
Personnel	\$1.73	\$1.66 -4.44%	\$1.72 3.54%	\$1.92 11.91%	\$2.09 8.83%	\$2.23 6.50%	\$2.25 0.95%	\$2.18 -3.17%	5.27%	4.55%	3.45%	7.70%	6.35%	4.76%
Operations	\$3.21	\$2.83 -11.93%	\$3.01 6.47%	\$3.15 4.75%	\$2.41 -23.67%	\$3.85 60.01%	\$3.61 -6.28%	\$3.69 2.31%	7.13%	4.89%	4.52%	11.89%	8.26%	7.26%
Capital Outlays	\$0.07	\$0.28 325.31%	\$0.43 51.76%	\$0.28 -35.43%	\$0.35 25.61%	\$0.46 32.66%	\$0.50 7.90%	\$0.21 -57.62%	79.98%	67.97%	50.03%	18.65%	16.50%	4.15%
Total	\$5.01	\$4.77 -4.83%	\$5.16 8.16%	\$5.35 3.77%	\$4.85 -9.44%	\$6.54 34.95%	\$6.35 -2.81%	\$6.08 -4.36%	6.52%	4.97%	3.63%	9.36%	6.93%	5.04%

Actual (A)
Forecast (F)
Budget (B)

Annual expenditures are displayed with the percent change in expenditures from year to year shown above. The average columns show the percent change average for five-year, six-year, and seven-year periods with a beginning year of 2011 or 2012. A conservative 4.00 percent growth rate was applied to the Operations and Maintenance projections shown in Table C-5.

FEDERAL TRANSIT ADMINISTRATION REVENUE

TABLE C-7. TRANSIT FUNDING BY YEAR (2016-2025)

TRANSIT FUNDING BY YEAR (2016-2025)												
FTA Federal Program		2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2016-2025 Total
	5310	\$ 102,000	\$ 102,000	\$ 104,550	\$ 107,164	\$ 109,843	\$ 112,589	\$ 115,404	\$ 118,289	\$ 121,246	\$ 124,277	\$ 1,117,361
	Local	\$ 10,200	\$ 10,200	\$ 10,455	\$ 10,716	\$ 10,984	\$ 11,259	\$ 11,540	\$ 11,829	\$ 12,125	\$ 12,428	\$ 111,736
	State	\$ 10,200	\$ 10,200	\$ 10,455	\$ 10,716	\$ 10,984	\$ 11,259	\$ 11,540	\$ 11,829	\$ 12,125	\$ 12,428	\$ 111,736
	Total	\$ 122,400	\$ 122,400	\$ 125,460	\$ 128,597	\$ 131,811	\$ 135,107	\$ 138,484	\$ 141,946	\$ 145,495	\$ 149,133	\$ 1,340,833
Capital	5311	\$ 88,000										\$ 88,000
	Local	\$ 22,000										\$ 22,000
	State											
	Total	\$ 110,000										\$ 110,000
Operating	5311	\$ 353,108	\$ 37,539	\$ 38,478	\$ 39,440	\$ 40,426	\$ 41,436	\$ 42,472	\$ 43,534	\$ 44,622	\$ 45,738	\$ 726,792
	Local	\$ 96,619	\$ 5,567	\$ 5,706	\$ 5,849	\$ 5,995	\$ 6,145	\$ 6,298	\$ 6,456	\$ 6,617	\$ 6,783	\$ 152,035
	State	\$ 98,618	\$ 5,567	\$ 5,706	\$ 5,849	\$ 5,995	\$ 6,145	\$ 6,298	\$ 6,456	\$ 6,617	\$ 6,783	\$ 154,034
	Total	\$ 548,345	\$ 48,673	\$ 49,890	\$ 51,137	\$ 52,415	\$ 53,726	\$ 55,069	\$ 56,446	\$ 57,857	\$ 59,303	\$ 1,032,860
Capital	5307	\$ 100,000	\$ 88,000	\$ 90,200	\$ 92,455	\$ 94,766	\$ 97,136	\$ 99,564	\$ 102,053	\$ 104,604	\$ 107,219	\$ 975,998
	Local	\$ 25,000	\$ 22,000	\$ 22,550	\$ 23,114	\$ 23,692	\$ 24,284	\$ 24,891	\$ 25,513	\$ 26,151	\$ 26,805	\$ 243,999
	State											
	Total	\$ 125,000	\$ 110,000	\$ 112,750	\$ 115,569	\$ 118,458	\$ 121,419	\$ 124,455	\$ 127,566	\$ 130,755	\$ 134,024	\$ 1,219,997
Operating	5307		\$ 187,696	\$ 192,388	\$ 197,198	\$ 202,128	\$ 207,181	\$ 212,360	\$ 217,669	\$ 223,111	\$ 228,689	\$ 1,868,418
	Local		\$ 187,696	\$ 192,388	\$ 197,198	\$ 202,128	\$ 207,181	\$ 212,360	\$ 217,669	\$ 223,111	\$ 228,689	\$ 1,868,418
	State											
	Total		\$ 375,391	\$ 384,776	\$ 394,395	\$ 404,255	\$ 414,361	\$ 424,720	\$ 435,338	\$ 446,222	\$ 457,377	\$ 3,736,837
	5339	\$ 90,000	\$ 90,000	\$ 92,250	\$ 94,556	\$ 96,920	\$ 99,343	\$ 101,827	\$ 104,372	\$ 106,982	\$ 109,656	\$ 985,907
	State											
	Local	\$ 18,000	\$ 18,000	\$ 18,450	\$ 18,911	\$ 19,384	\$ 19,869	\$ 20,365	\$ 20,874	\$ 21,396	\$ 21,931	\$ 197,181
	Total	\$ 108,000	\$ 108,000	\$ 110,700	\$ 113,468	\$ 116,304	\$ 119,212	\$ 122,192	\$ 125,247	\$ 128,378	\$ 131,588	\$ 1,183,088

TABLE C-6. TRANSIT FUNDING BY YEAR (2026-2040)

TRANSIT FUNDING BY YEAR (2026-2040)																	
		2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2026-2040
FTA Federal Program																	Total
	5310	\$127,384	\$130,569	\$133,833	\$137,179	\$140,608	\$144,123	\$147,726	\$151,420	\$155,205	\$159,085	\$163,062	\$167,139	\$171,317	\$175,600	\$179,990	\$2,284,241
	Local	\$12,738	\$13,057	\$13,383	\$13,718	\$14,061	\$14,412	\$14,773	\$15,142	\$15,521	\$15,909	\$16,306	\$16,714	\$17,132	\$17,560	\$17,999	\$228,424
	State	\$12,738	\$13,057	\$13,383	\$13,718	\$14,061	\$14,412	\$14,773	\$15,142	\$15,521	\$15,909	\$16,306	\$16,714	\$17,132	\$17,560	\$17,999	\$228,424
	Total	\$154,887	\$158,709	\$162,627	\$166,643	\$170,760	\$174,979	\$179,304	\$183,736	\$188,280	\$192,937	\$197,711	\$202,604	\$207,619	\$212,759	\$218,028	\$2,771,584
Capital	5311																
	Local																
	State																
	Total																
Operating	5311	\$46,881	\$48,053	\$48,053	\$48,053	\$48,053	\$48,053	\$48,053	\$48,053	\$48,053	\$48,053	\$48,053	\$48,053	\$48,053	\$48,053	\$48,053	\$719,626
	Local	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$104,284
	State	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$6,952	\$104,284
	Total	\$60,786	\$61,958	\$61,958	\$61,958	\$61,958	\$61,958	\$61,958	\$61,958	\$61,958	\$61,958	\$61,958	\$61,958	\$61,958	\$61,958	\$61,958	\$928,195
Capital	5307	\$109,900	\$112,647	\$115,464	\$118,350	\$121,309	\$124,342	\$127,450	\$130,636	\$133,902	\$137,250	\$140,681	\$144,198	\$147,803	\$151,498	\$155,286	\$1,970,718
	Local	\$27,475	\$28,162	\$28,866	\$29,588	\$30,327	\$31,085	\$31,863	\$32,659	\$33,476	\$34,312	\$35,170	\$36,050	\$36,951	\$37,875	\$38,821	\$492,679
	State																
	Total	\$137,375	\$140,809	\$144,330	\$147,938	\$151,636	\$155,427	\$159,313	\$163,296	\$167,378	\$171,562	\$175,852	\$180,248	\$184,754	\$189,373	\$194,107	\$2,463,397
Operating	5307	\$234,406	\$240,266	\$246,273	\$252,430	\$258,740	\$265,209	\$271,839	\$278,635	\$285,601	\$292,741	\$300,059	\$307,561	\$315,250	\$323,131	\$331,209	\$4,203,350
	Local	\$234,406	\$240,266	\$246,273	\$252,430	\$258,740	\$265,209	\$271,839	\$278,635	\$285,601	\$292,741	\$300,059	\$307,561	\$315,250	\$323,131	\$331,209	\$4,203,350
	State																
	Total	\$468,812	\$480,532	\$492,546	\$504,859	\$517,481	\$530,418	\$543,678	\$557,270	\$571,202	\$585,482	\$600,119	\$615,122	\$630,500	\$646,262	\$662,419	\$8,406,701
	5339	\$112,398	\$115,208	\$118,088	\$121,040	\$124,066	\$127,168	\$130,347	\$133,606	\$136,946	\$140,369	\$143,879	\$147,475	\$151,162	\$154,941	\$158,815	\$2,015,507
	State																
	Local	\$22,480	\$23,042	\$23,618	\$24,208	\$24,813	\$25,434	\$26,069	\$26,721	\$27,389	\$28,074	\$28,776	\$29,495	\$30,232	\$30,988	\$31,763	\$403,101
	Total	\$134,877	\$138,249	\$141,705	\$145,248	\$148,879	\$152,601	\$156,416	\$160,327	\$164,335	\$168,443	\$172,654	\$176,971	\$181,395	\$185,930	\$190,578	\$2,418,608

Transit Revenue and Cost - Assumptions and Methodology

Similar to Federal Highway Administration revenues, Federal Transit Administration revenue is projected at a 2.5 percent growth rate from FY2018-2040, as agreed upon by NDOR, FHWA, FTA and **GIAMPO**. This figure growth rate is based upon a conservative interpretation of historical trends and review of other planning documents from MPOs in Nebraska. Transit service is not assumed to be provided outside of the available revenue.

Journey
2040



APPENDIX **F**

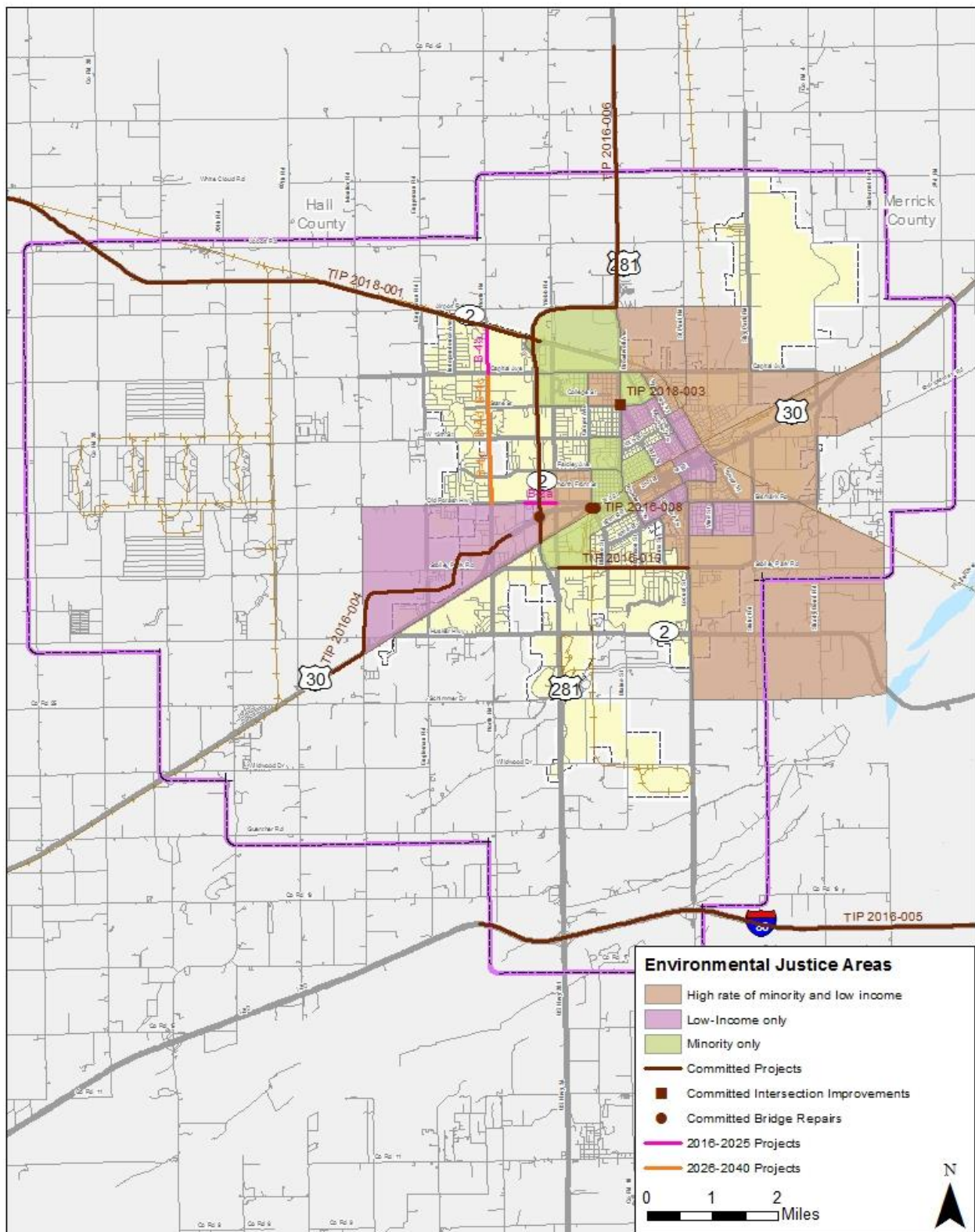
GIAMPO

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Environmental Justice Impacts for Individual Projects FY2016-2040										
Project ID	Project Name	Project Description	Hwy	From	To	Jurisdiction	YOE Cost (\$1,000)	Time Period	Environmental Justice Area Impacts	Assigned Impact
TIF 20-004	US-281 West, Grand Island	4-lane divided roadway on new alignment	US-30	West of Monitor Road	West of US-281	NDOR	\$30,693	2016-2020	Low Income	100%
TIF 20-005	Platte River - Phillips	Mill, concrete repair, resurface 4-lane dual roadway and shoulders, bridge repair	I-80	Platte River west of Grand Island	Phillips	NDOR	\$12,708	2016-2020	None	0%
TIF 20-006	In Grand Island & North	Resurface existing roadway & US-281/N-2 ramps, concrete repair, bridge repair, add subdrains	US-281	Old US-30 Viaduct	1.8 miles south of Howard County Line	NDOR	\$18,707	2016-2020	Adjacent to Both Minority and Low Income Areas	50%
TIF 20-008	In Grand Island Bridges	3-bridge repairs/overlays, sealing, new approach slabs, mill, resurface roadway	US-30	Jct US-30/US-281/N-2 bridge and from Old Lincoln Hwy to Grand St		NDOR	\$4,648	2016-2020	Both Minority and Low Income Areas	100%
TIF 20-010	Grand Island - Stolley Park Reconfiguration	Reconfigure Stolley Park Road to 3, 4 and 5 lane sections - FHWA Road Diet Initiative	Stolley Park Road	Webb Road	Locust Street	Grand Island	\$1,399	2016-2020	Adjacent to Both Minority Areas and Low Income Areas	50%
TIF 20-001	Cairo - Grand Island	Resurfacing	N-2	Cairo	US-281	NDOR	\$9,215	2018-2022	None	0%
TIF 20-003	5-Points Intersection Improvements	Intersection Improvements	Broadwell Avenue	Broadwell Avenue, State Street, and Eddy Street		Grand Island	\$2,265	2018-2022	Adjacent to Both Minority Areas and Low Income Areas	50%
	Old Potash Highway	Widen to 5 lanes	Old Potash Highway	Claude Road	Webb Road	Grand Island	\$12,099	2016-2025	Both Minority and Low Income Areas	100%
	North Road	Widen to 3 lanes	North Road	Highway 2	Capital Avenue	Grand Island	\$3,367	2016-2025	None	0%
	North Road	Widen to 3 lanes	North Road	Capital Avenue	State Street	Grand Island	\$6,136	2026-2040	None	0%
	North Road	Widen to 3 lanes	North Road	State Street	13th Street	Grand Island	\$6,623	2026-2040	None	0%
	North Road	Widen to 3 lanes	North Road	13th Street	Old Potash Highway	Grand Island	\$12,174	2026-2040	None	0%

Figure 8-1: Proposed Projects & Environmental Justice Areas



Notes - A census block group is determined an EJ area if there is a higher rate of minorities than the city's average rate and/or if there is higher than 20% of households with incomes under \$20,000. Source - U.S. Census Bureau, ACS 2009-2013.