



GIAMPO - Policy Board

Tuesday, November 28, 2023
4:00 pm @ City Hall- Community Meeting Room
100 E 1st Street, Grand Island, NE 68801

AGENDA

1. Call to Order
This is a public meeting subject to the open meetings laws of the State of Nebraska. The requirements for an open meeting are posted on the wall in this room and anyone that wants to find out what those are is welcome to read through them.
2. Roll Call & Introductions
3. Approval of Minutes from the May 23, 2023 Policy Board Meeting
4. Approval of Final Draft Amendment No. 1 to FY 2024-2028 Transportation Improvement Program
5. Approval of Final Draft Amendment No. 6 to 2045 Long Range Transportation Plan
6. MPO Financial Update
7. Report on the Public Participation Plan Update
8. Report on the Carbon Reduction Program Funds
9. Next Meeting
10. Adjournment

Special Accommodations: Please notify the City of Grand Island at 308-385-5455 if you require special accommodations to attend this meeting (i.e., interpreter services, large print, reader, hearing assistance). Para asistencia en español, por favor enviar un correo electrónico a giampo@grand-island.com.

GIAMPO – Policy Board

Tuesday, November 28, 2023

Regular Session

Item C1

Approval of Minutes from the May 23, 2023 Policy Board Meeting

Staff Contact: Mayor Roger Steele

GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION (GIAMPO)

MINUTES OF POLICY BOARD MEETING

Tuesday, May 23, 2023 at 4:00 pm

Grand Island City Hall – Community Meeting Room

100 E 1st Street, Grand Island, NE 68801

VOTING MEMBERS ATTENDANCE:

Roger Steele, Mayor, City of Grand Island	Present
Bethany Guzinski, City of Grand Island, Council Member	Present
Doug Lanfear, City of Grand Island, Council Member	Present
Jack Sheard, City of Grand Island, Council Member	Present
Wes Wahlgren (Vicki Kramer designee), NDOT District 4 Engineer	Present
Gary Quandt, Hall County Commissioner	Present
Ron Peterson, Hall County Commissioner	Present
Pat O’Neill, Hall County Planning Commission Chairman	Absent

NON-VOTING MEMBERS ATTENDANCE:

Laura McAloon, City of Grand Island Interim City Administrator	Present
Keith Kurz, City of Grand Island Assistant Public Works Director	Present
Allan Zafft, City of Grand Island MPO Program Manager	Present
Catrina DeLosh, City of Grand Island Public Works Admin Coordinator	Present
Patrick Brown, City of Grand Island Finance Director	Absent
Brian Schultz, City of Grand Island Assistant Finance Director	Present
Laura McAloon, City of Grand Island City Attorney	Present
VACANT, City of Grand Island Public Works Director	Absent
Tim Golka, City of Grand Island Project Manager	Present
Chad Nability, Regional Planning Director	Absent
Charlene Falmlen, Transit Program Manager	Absent
James (Rusty) Simeri, Administrator (Acting), FHWA NE Division	Absent
Mokhtee Ahmad, Administrator, FTA Region VII	Absent
Wes Wahlgren, NDOT District 4 Engineer	Present
Justin Luther, Transportation Planner, Realty, Civil Rights FHWA	Absent
Logan Daniels, FTA Transportation Program Specialist	Absent
Mark Bechtel, FTA Deputy Regional Administrator	Absent
Daniel Nguyen, FTA Community Planner	Absent
Curtis Nosal, NDOT Assistant Planning Engineer	Absent
Gerri Doyle, FTA Community Planner	Absent

Call to Order

Mayor Steele called the meeting to order at 4:00 pm. The Nebraska Open Meetings Act was acknowledged.

Roll Call

Roll call was taken.

Approval of Minutes from the February 28, 2023 Policy Board Meeting

Motion by Lanfear to approve the minutes from the February 28, 2023 meeting, seconded by Guzinski. Wahlgren noted John Selmer has been replaced by Vicki Kramer and thus should be listed as such on the meeting minutes. Upon roll call vote, all voted in favor. Motion adopted.

Approval of MPO Self-Certification

Zafft informed the Policy Board that compliance with federal requirements regarding the metropolitan transportation planning process is necessary for the GIAMPO planning area to continue to receive federal transportation funds. GIAMPO must submit the Certification of the planning process to NDOT with the submittal of a new Transportation Improvement Program.

Motion by Guzinski to approve the MPO Self-Certification, seconded by Wahlgren. Upon roll call vote, all voted in favor. Motion adopted.

Approval of Final Draft FY 2024-2028 Transportation Improvement Program

Zafft presented the FY 2024-2027 Transportation Improvement Program (TIP), which had been released for public review and comment. The TIP includes surface transportation projects to receive federal funds and surface transportation projects of regional significance, planned for the GIAMPO metropolitan planning area in Federal Fiscal Years 2024-2028. The TIP was made available for a 30-day public comment period from April 11, 2023 to May 11, 2023, with no public comments received.

Motion by Peterson to approve the Final Draft FY 2024-2028 Transportation Improvement Program, seconded by Guzinski. Upon roll call vote, all voted in favor. Motion adopted.

Approval of Final Draft Long Range Transportation Plan Amendment No. 5

Zafft presented on Amendment No. 5 to the 2045 Long Range Transportation Plan (LRTP), which makes project changes to eight (8) roadway projects. Amendment No. 5 requires modifications to Table 9-1 (Committed Roadway Projects), Table 9-3 (Fiscally Constrained Roadway Projects), and the Committed Projects section on page 9-1 in Chapter 9 – Fiscally Constrained Plan of the 2045 LRTP. This amendment was made available for a 30-day public comment period from April 11, 2023 to May 11, 2023, with no public comments received.

Motion by Guzinski to approve the Final Draft Long Range Transportation Plan Amendment No. 5, seconded by Wahlgren. Upon roll call vote, all voted in favor. Motion adopted.

Approval of Final Draft FY 2024 Unified Planning Work Program

Zafft presented the FY 2024 Unified Planning Work Program (UPWP), which has been available for public review and comment. The UPWP identifies planning priorities and activities to be carried out within GIAMPO's metropolitan planning area. Zafft reviewed the major activities of the UPWP elements. The UPWP was made available for a 15-day public comment period from April 11, 2023 to April 28, 2023, with no public comments received.

Motion by Lanfear to approve the Final Draft FY 2024 Unified Planning Work Program, seconded by Guzinski. Upon roll call vote, all voted in favor. Motion adopted.

MPO Financial Update

Zafft provided an update for State Fiscal Year 2023; Third Quarter, which is from January 1, 2023 to March 31, 2023.

Report on the Grand Island Urban Area (2020 Census)

Zafft presented the changes to the boundary of the Grand Island Urban Area, through the 2020 Decennial Census. The delineation of 2020 urban areas follows the redefinition of urban and rural areas by the Census Bureau. The primary change from these new definitions impacting the urban areas was the focus on defining urban areas by housing density instead of population density. Grand Island Urban Area has a population of 55,099, housing of 21,892 and land area (square miles) of 29.60 from the 2020 Census.

Next Meeting Date

The next meeting of the Policy Board will be on August 22, 2023 at 4:00 pm at City Hall.

Adjournment

There being no further business, Mayor Steele adjourned the meeting at 4:54 pm.

GIAMPO – Policy Board

Tuesday, November 28, 2023

Regular Session

Item H1

**Approval of Final Draft Amendment No. 1 to FY 2024-2028
Transportation Improvement Program**

Staff Contact: Allan Zafft, MPO Program Manager

Policy Board Agenda Report
November 28, 2023

Agenda Item No. H1

ISSUE

VOTE: Amendment No. 1 to the FY 2024-2028 Transportation Improvement Program

BACKGROUND

The Transportation Improvement Program (TIP) is the region’s short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next five-year period. The Grand Island Area Metropolitan Planning Organization (GIAMPO) amends the TIP to accommodate changes to projects in the TIP.

The proposed Amendment No. 1 to the FY 2024-2028 TIP includes the following revisions:

- TIP Number: 2024-004, Project Name: West Connector Trail – Add project and program federal funds
- TIP Number: 2022-001, Project Name: Platte River - Phillips – Delete project. This project was let in August 2023 and has been awarded. It is included in the FY 2023-2027 TIP.

Enclosed is this amendment with details of the above revisions.

POLICY CONSIDERATIONS/DISCUSSION

GIAMPO’s Public Participation Plan requires that proposed amendments to the TIP be released for public review and comment prior to Policy Board adoption. The Draft Amendment No. 1 to the FY 2024-2028 TIP was made available for a 15-day public comment period from October 17 to November 1, 2023. No public comments were received.

The West Connector Trail project in the proposed Amendment No. 1 is financially constrained, and it is consistent with the proposed Amendment No. 6 to the Long Range Transportation Plan.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The Technical Advisory Committee approved the recommendation of Draft Amendment No. 1 to the FY 2024-2028 TIP on October 16, 2023.

RECOMMENDATION

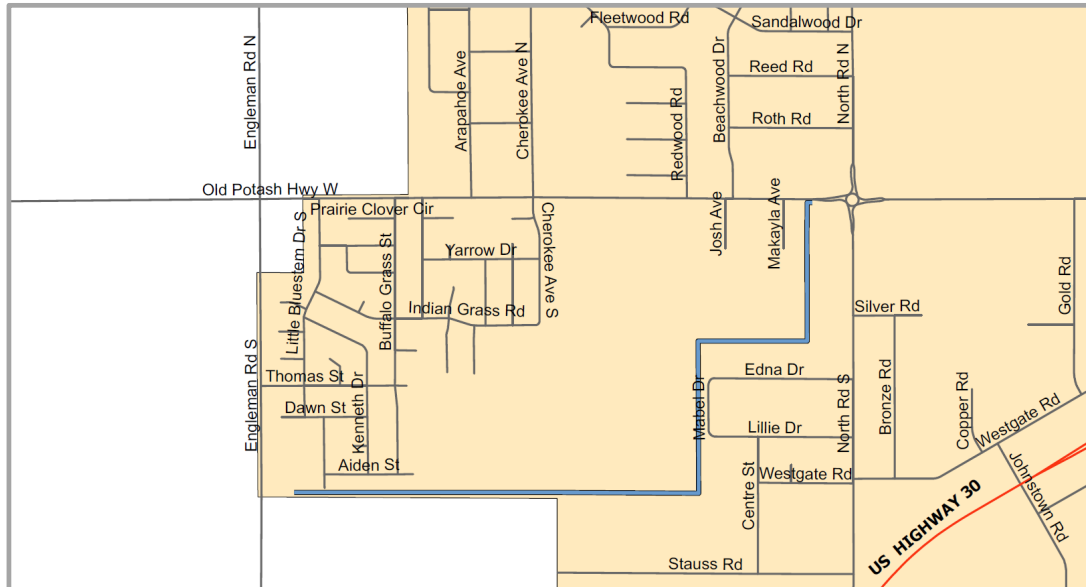
Approve Amendment No. 1 to the FY 2024-2028 Transportation Improvement Program.

STAFF CONTACT

Allan Zafft

Grand Island Area Metropolitan Planning Organization (GIAMPO)
 Transportation Improvement Program
 Fiscal Years 2024 - 2028
Amendment No. 1

TIP #: 2024-004 **State ID:** 43028 **Project #:** TAP-40(70) **Project Name:** Grand Island West Connector Trail



Description: Construction of a 10-foot wide multimodal trail

HWY: N/A

Location: The trail will begin near the roundabout at the intersection of Old Potash Highway and North Road, and it will continue south and west with four segments before ending near the City of Grand Island Water Tower at Engleman Road.

Length (SLM): 1.4

Project Sponsor: Grand Island

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2024	PE	Federal	TA	\$261
2024	PE	Local	Grand Island	\$65
2027	CONST/CE	Federal	TA	\$1,199
2027	CONST/CE	Local	Grand Island	\$300
Total Project Estimate				\$1,825

District #: 4

A/Q Status: Exempt

Amendment Description: Add project and program federal funds

Notes:

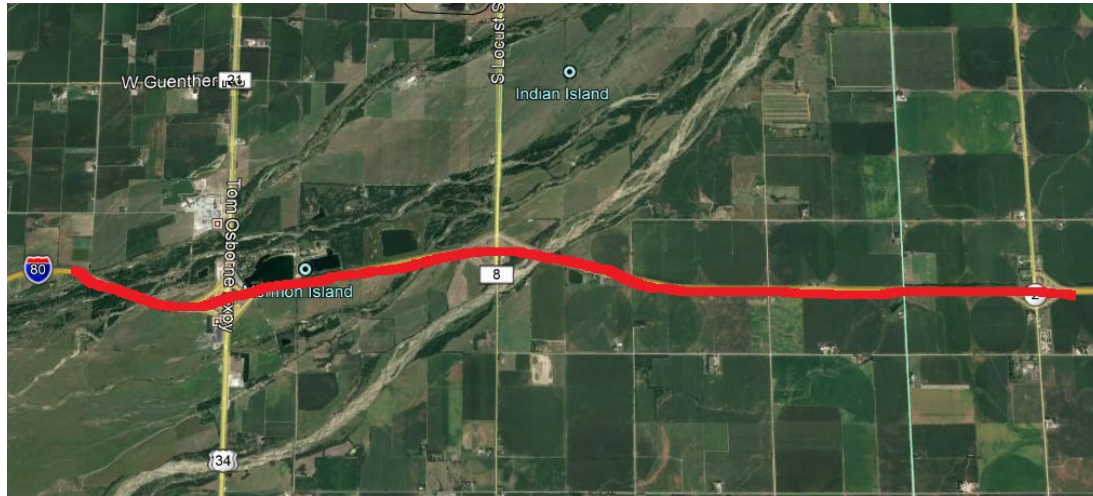
New Deleted Schedule Budget Scope

TIP #: 2022-001

State ID: 42920

Project #: NH-80-6(118)

Project Name: Platte River - Phillips



Description: Crack Seal

HWY: I-80

Location: Hall County and Hamilton County on I-80 from RP 310.88 to RP 318.58

Length (SLM): 7.7

Project Sponsor: NDOT

District #: 4

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2022	PE	State	NDOT	\$3
2024	CONST/CE	State	NDOT	\$17
2024	CONST/CE	Federal	NHPP	\$156
			Total Project Estimate	\$176

A/Q Status: Exempt

Amendment Description: Delete project. The project was let in August 2023 and has been awarded. It is included in the GIAMPO FY 2023-2027 Transportation Improvement Program.

Notes: PE in YOE 2022 is not reflected in Financial Constraint Table. This project is in progress.

New Deleted Schedule Budget Scope

TRANSPORTATION IMPROVEMENT PROGRAM

Financial Plan Update

Approval of Amendment No. 1 to the Fiscal Years 2024-2028 Transportation Improvement Program (TIP) will require the financial constraint summary table from the Fiscal Years 2024-2028 TIP, adopted on May 23, 2023, and amended on November 28, 2023 (scheduled) to be modified as shown below in red.

**Grand Island Area Metropolitan Planning Organization (GIAMPO)
Transportation Improvement Program
Fiscal Years 2024-2028
Financial Constraint Projects
(\$1,000's)**

Federal Highway Administration	2024	2025	2026	2027	2028	Total
National Highway Performance Program (NHPP)	\$254	\$9,730	\$868	\$9,927	\$0	\$20,779
Highway Safety Improvement Program, includes Rail Safety (SFTY)	\$0	\$0	\$6,524	\$1,376	\$23,440	\$31,340
Surface Transportation Block Grant Program (STPG)	\$0	\$2,134	\$0	\$0	\$0	\$2,134
Surface Transportation Block Grant Program Set-Aside for Transportation Alternatives (TA)	\$261	\$0	\$0	\$1,199	\$0	\$1,460
Nebraska Department of Transportation	\$32,157	\$2,966	\$942	\$0	\$0	\$36,065
City of Grand Island	\$8,870	\$2,898	\$2,985	\$3,126	\$5,860	\$23,739
	\$41,542	\$17,728	\$11,319	\$15,628	\$29,300	\$115,517

Federal Transit Administration	2024	2025	2026	2027	2028	Total
Section 5307	\$3,013	\$3,129	\$1,522	\$1,753	\$0	\$9,416
Section 5311	\$78	\$108	\$129	\$155	\$0	\$469
Section 5339	\$470	\$0	\$0	\$0	\$0	\$470
Nebraska Department of Transportation	\$36	\$50	\$60	\$72	\$0	\$219
City of Grand Island	\$1,099	\$1,193	\$1,173	\$1,390	\$0	\$4,855
Hall County	\$36	\$50	\$60	\$72	\$0	\$219
	\$4,732	\$4,530	\$2,944	\$3,442	\$0	\$15,648

NOTE: The financial table above illustrates the identified funding for the projects included in the tables for FY 2024-2028.

GIAMPO RESOLUTION NO. 2023-9

Grand Island Area Metropolitan Planning Organization

A Resolution Amending the FY 2024-2028 Transportation Improvement Program (TIP)

WHEREAS, the Grand Island Area Metropolitan Planning Organization (GIAMPO), is designated as the Metropolitan Planning Organization (MPO) for the Grand Island Urbanized Area, by the Governor acting through the Nebraska Department of Transportation in cooperation with locally elected officials of the Grand Island Urbanized Area; and

WHEREAS, on May 23, 2023, GIAMPO, pursuant to 23 USC 134 and 49 USC 5303, adopted a Transportation Improvement Program for federal Fiscal Years (FY) 2024 through 2028 (the TIP); and

WHEREAS, GIAMPO has prepared an amendment to the TIP that adds a City of Grand Island project and deletes a Nebraska Department of Transportation project as identified in Exhibit A; and

WHEREAS, the project included in the amendment is consistent with the currently adopted MPO Long Range Transportation Plan; and

WHEREAS, the amendment was made available for public comment for a fifteen (15) day period and was reviewed and recommended for adoption by the Technical Advisory Committee (TAC) of the MPO, and now requires official approval from the Policy Board of the MPO; and

NOW, THEREFORE BE IT RESOLVED, that the Policy Board of the Grand Island Area Metropolitan Planning Organization approves and adopts the amendment to the MPO FY 2024-2028 Transportation Improvement Program attached as Exhibit A and incorporated herein by reference.

Certification:

The foregoing resolution was approved by the Grand Island Area Metropolitan Planning Organization Policy Board at its regularly scheduled meeting on November 28, 2023 and is effective immediately upon adoption.

By:

Attest:

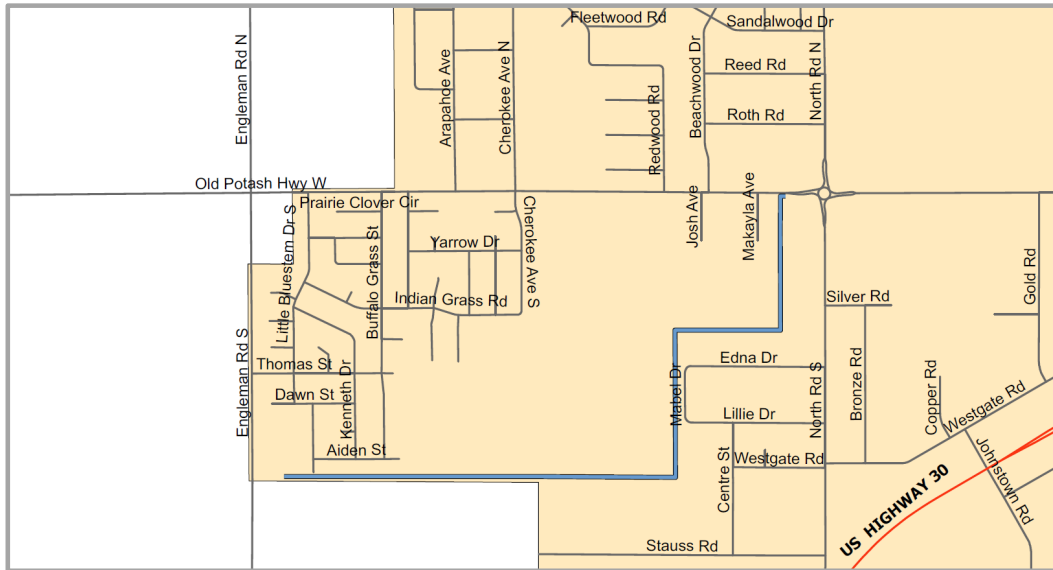
Roger G. Steele, Mayor / Chairperson

Keith Kurz, Public Works Director

Exhibit A, page 1 of 3

Grand Island Area Metropolitan Planning Organization (GIAMPO)
 Transportation Improvement Program
 Fiscal Years 2024 - 2028
Amendment No. 1

TIP #: 2024-004 **State ID:** 43028 **Project #:** TAP-40(70) **Project Name:** Grand Island West Connector Trail



Description: Construction of a 10-foot wide multimodal trail

HWY: N/A

Location: The trail will begin near the roundabout at the intersection of Old Potash Highway and North Road, and it will continue south and west with four segments before ending near the City of Grand Island Water Tower at Engleman Road.

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Total Project Estimate				\$1,825

District #: 4

A/Q Status: Exempt

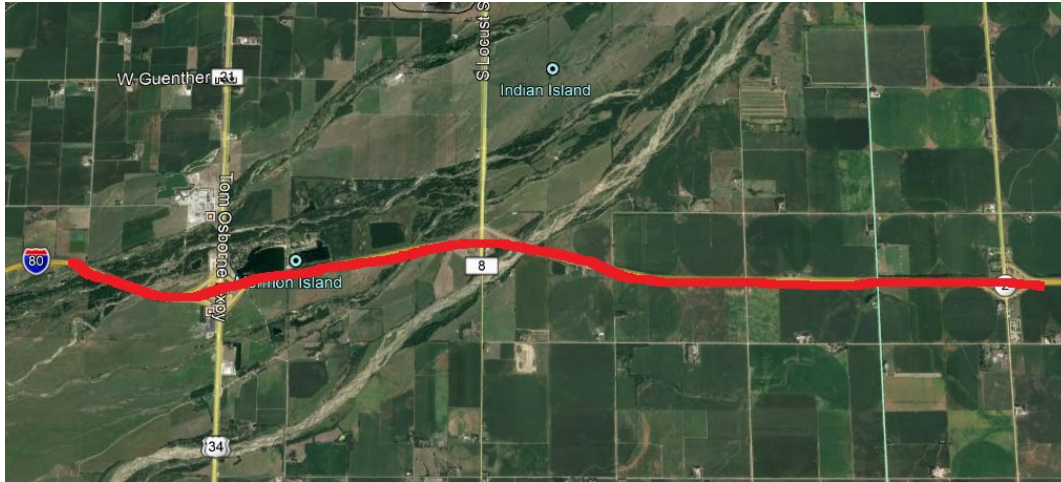
Amendment Description: Add project and program federal funds

Notes:

New Deleted Schedule Budget Scope

Exhibit A, page 2 of 3

TIP #: 2022-001 **State ID:** 42920 **Project #:** NH-80-6(118) **Project Name:** Platte River - Phillips



Description: Crack Seal

HWY: I-80

Location: Hall County and Hamilton County on I-80 from RP 310.88 to RP 318.58

Length (SLM): 7.7

Project Sponsor: NDOT

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YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2022	PE	State	NDOT	\$3
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2024	CONST/CE	Federal	NHPP	\$156
			Total Project Estimate	\$176

A/Q Status: Exempt

Amendment Description: Delete project. The project was let in August 2023 and has been awarded. It is included in the GIAMPO FY 2023-2027 Transportation Improvement Program.

Notes: PE in YOE 2022 is not reflected in Financial Constraint Table. This project is in progress.

New Deleted Schedule Budget Scope

Exhibit A, page 3 of 3

**TRANSPORTATION IMPROVEMENT PROGRAM
Financial Plan Update**

Approval of Amendment No. 1 to the Fiscal Years 2024-2028 Transportation Improvement Program (TIP) will require the financial constraint summary table from the Fiscal Years 2024-2028 TIP, adopted on May 23, 2023, and amended on November 28, 2023 (scheduled) to be modified as shown below in red.

**Grand Island Area Metropolitan Planning Organization (GIAMPO)
Transportation Improvement Program
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	\$41,542	\$17,728	\$11,319	\$15,628	\$29,300	\$115,517

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Section 5339	\$470	\$0	\$0	\$0	\$0	\$470
Nebraska Department of Transportation	\$36	\$50	\$60	\$72	\$0	\$219
City of Grand Island	\$1,099	\$1,193	\$1,173	\$1,390	\$0	\$4,855
Hall County	\$36	\$50	\$60	\$72	\$0	\$219
	\$4,732	\$4,530	\$2,944	\$3,442	\$0	\$15,648

NOTE: The financial table above illustrates the identified funding for the projects included in the tables for FY 2024-2028.

GIAMPO – Policy Board

Tuesday, November 28, 2023

Regular Session

Item H2

**Approval of Final Draft Amendment No. 6 to 2045 Long Range
Transportation Plan**

Staff Contact: Allan Zafft, MPO Program Manager

Policy Board Agenda Report
November 28, 2023

Agenda Item No. H2

ISSUE

VOTE: Amendment No. 6 to the 2045 Long Range Transportation Plan

BACKGROUND

In February 2021, the GIAMPO Policy Board approved the Grand Island metropolitan region's 2045 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. The GIAMPO amends the LRTP to accommodate changes to projects in the Transportation Improvement Program (TIP).

The proposed Amendment No. 6 to the 2045 LRTP adds one (1) fiscally constrained bicycle and pedestrian project. An LRTP amendment is required when adding a regionally significant project which requires FHWA or FTA funding or approval, in accordance with the *NDOT Operating Manual for Metropolitan Planning Organization Transportation Planning*. The details of the proposed amendment appear below.

Add Fiscally Constrained Bicycle and Pedestrian Project

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

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

1. Add Project ID 45 to Table 9.4 (Fiscally Constrained Bicycle and Pedestrian Projects) on page 9-7.
2. Add Project ID 45 to Figure 9.2 (Fiscally Constrained Bike and Ped Projects) on page 9-8.
3. Revise Table 9.4 (Fiscally Constrained Bicycle and Pedestrian Projects) on page 9-7 by changing the time frame or cost (2020 \$) for the following projects:
 - a. Project ID 3 – Change the time frame from “Short-Term (2026-2030)” to “Mid-Term (2031-2037)”, which includes updating the associated cost (YOE \$), potential federal share, and potential local share.
 - b. Project ID 41 – Change the time frame from “Short-Term (2026-2030)” to “Mid-Term (2031-2037)”, which includes updating the associated cost (YOE \$), potential federal share, and potential local share.
 - c. Project ID 44 – Change the time frame from “Mid-Term (2031-2037)” to “Long-Term (2038-2045)”, which includes updating the associated cost (YOE \$), potential federal share, and potential local share.

- d. Project ID 29 – Change the time frame from “Mid-Term (2031-2037)” to “Long-Term (2038-2045)”, which includes updating the associated cost (YOE \$), potential federal share, and potential local share.
 - e. Project ID 4 – Change the cost (2020 \$) from “\$980,000” to “\$880,000”, which includes updating the associated cost (YOE \$), potential federal share, and potential local share.
4. Revise Figure 9-2 (Fiscally Constrained Bike and Ped Projects) on page 9-8 by updating the fiscally constrained project timing for Project IDs 3, 41, 44, and 29 to reflect the above changes to the time frame of these projects.
 5. Update information relating to the Grand Island area projected budget for STBG-TA funds in Chapter 7 (Future Transportation Revenues) and Chapter 9 (Fiscally Constrained Plan) based on updated financial information from the Nebraska Department of Transportation. The projected budget changed from \$4,588,500 to \$7,440,300 for 2026-2045.
 6. Revise the STBG-TA Fiscal Constraint section in Chapter 9 (Fiscally Constrained Plan) on page 9-4 by updating the total year-of-expenditure STBG-TA project costs from \$4,837,500 to \$6,643,500 and the remaining STBG-TA budget balance changed from \$12,200 to \$796,800.
 7. Revise the Local Fiscal Constraint section in Chapter 9 (Fiscally Constrained Plan) on page 9-4 by updating the total year-of-expenditure local transportation project costs from \$60,388,500 to \$61,194,500 and the remaining local transportation budget balance from \$9,731,500 to \$8,917,500.
 8. Update Table 7-2 (Projected Grand Island Area STBG-TA and HSIP Budget (YOE \$)) on page 7-3 by updating the projected budget for HSIP funds, which was inadvertently not updated in Amendment No. 4 to the LRTP.

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

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. The Draft Amendment No. 6 to the 2045 LRTP was made available for a 30-day public comment period from October 17 to November 16, 2023. No public comments were received.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The Technical Advisory Committee approved the recommendation of Draft Amendment No. 6 to the 2045 LRTP on October 16, 2023.

RECOMMENDATION

Approve Amendment No. 6 to the 2045 Long Range Transportation Plan.

STAFF CONTACT

Allan Zafft



Historic Federal Funding Levels

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

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

NHPP Funding

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

Table 7-1: Historical Funding Levels for NHPP Projects

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

Source: Grand Island Area MPO, Transportation Improvement Program

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

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

STBG Funding

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

STBG-TA Competitive Funding

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

⁴ For STBG-eligible project categories described in this document.





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

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

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

Highway Safety Improvement Program

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

5 Estimate based on GIAMPO study area having 51.3% of 50,000 to 200,000 population areas and 3.1% of any population area of the state (flexible). This is not a guaranteed level of funding. GIAMPO will not receive funds every year.
 6 The short-term time band for HSIP includes \$27,368,000 in SFTY funds for the Broadwell Avenue Viaduct. This project is identified in Amendment No. 1 to the GIAMPO FY 2023-2027 TIP, and it is Project ID 7 in the LRTP. SFTY funds is known as Highway Safety Improvement Program (includes Rail Safety) in the NDOT STIP.

Table 7-2: Projected Grand Island Area STBG-TA and HSIP Budget (YOE \$)

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

Source: NDOT Supported Methodology, Grand Island Area MPO

Federal Transit Funding

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

Table 7-3: Historical Funding Levels for FTA Programs

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

Source: Grand Island Area MPO, Transportation Improvement Program



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

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

Source: Nebraska Department of Transportation

Local Revenue Sources

Overview of Local Funding Programs

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

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

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

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

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

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

Source: Grand Island Area MPO, Transportation Improvement Program

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





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

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

Source: Grand Island Area MPO, Transportation Improvement Program

Future Transportation Funding Levels

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

Future Federal Program Funding Levels

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





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

TIME BAND	YEARS	STBG-TA	HSIP	FTA 5307	FTA 5311
Annual Level	2020	\$246,000 ⁹	\$340,000	\$497,000	\$20,000
Short-Term	2026-2030	\$1,470,200	\$29,522,900 ¹⁰	\$3,312,000	\$131,000
Mid-Term	2031-2037	\$2,459,900	\$3,605,000	\$5,865,000	\$233,000
Long-Term	2038-2045	\$3,510,200	\$5,146,200	\$8,996,000	\$358,000
2026-2045 Total		\$7,440,300	\$38,274,100	\$18,173,000	\$722,000

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

Additional Transit Fund

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

Future Local Program Funding Levels

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

⁹ The annual level of STBG-TA is in 2022 dollars.

¹⁰ The short-term time band for HSIP includes \$27,368,000 in SFTY funds for the Broadwell Avenue Viaduct. This project is identified in Amendment No. 1 to the GIAMPO FY 2023-2027 TIP, and it is Project ID 7 in the LRTP. SFTY funds is known as Highway Safety Improvement Program (includes Rail Safety) in the NDOT STIP.



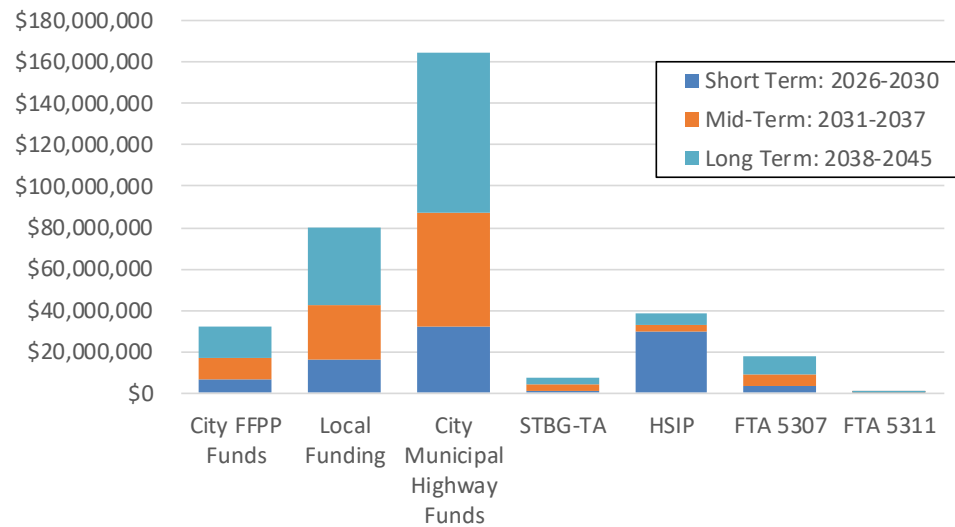


Table 7-12: Projected Grand Island Transportation Revenues, Year of Expenditure

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

Figure 7-1 illustrates the funding projections by source that are anticipated in this plan. As shown, the majority of funding for the transportation system in the GIAMPO region is locally-sourced.¹¹

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



¹¹ The short-term time band for HSIP includes \$27,368,000 in SFTY funds for the Broadwell Avenue Viaduct. This project is identified in Amendment No. 1 to the GIAMPO FY 2023-2027 TIP, and it is Project ID 7 in the LRTP. SFTY funds is known as Highway Safety Improvement Program (includes Rail Safety) in the NDOT STIP. Even though it is not shown in the funding projections, the UPRR is anticipated to provide a portion of funding (OTHER) to the local match of the Broadwell Avenue Viaduct.



Table 9-2: Committed Transit Projects

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

Source: GIAMPO Transportation Improvement Program, 2023-2027

Fiscally Constrained Projects

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

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

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

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

HSIP Fiscal Constraint

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

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

STBG-TA Fiscal Constraint

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

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

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



- **STBG-TA Budget:** \$7,440,300 in year-of-expenditure STBG-TA funds are projected for the GIAMPO area for the years 2026-2045.
- **STBG-TA Project Costs:** \$6,643,500 in year-of-expenditure STBG-TA project funding for the 2026-2045 period. This specifically includes:
 - \$1,460,000 in Short-term (2026-2030) STBG-TA project funding
 - \$2,138,500 in Mid-term (2031-2037) STBG-TA project funding
 - \$3,045,000 in Long-term (2038-2045) STBG-TA project funding
- **Remaining STBG-TA Budget Balance:** \$796,800 balance in STBG-TA funds between 2026-2045.³

Local Fiscal Constraint

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

- **Local Transportation Budget:** \$70,111,400 in year-of-expenditure local funds are projected for the GIAMPO area, after anticipated required operations and maintenance investments, for the years 2026-2045.
- **Local Transportation Project Costs:** \$61,194,500 in year-of-expenditure local transportation project costs for the 2026-2045 period. This specifically includes:
 - \$21,243,000 in short term (2026-2030) local roadway project funding and \$365,000 in STBG-TA local funds matching.
 - \$9,880,000 in mid term (2031-2037) local roadway project funding and \$1,151,500 in STBG-TA local funds matching.
 - \$27,540,000 in long term (2038-2045) local roadway project funding and \$1,015,000 in STBG-TA local funds matching.
- **Remaining Local Transportation Budget Balance:** \$8,917,500 balance in local transportation funds between 2026-2045.

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





Table 9-4: Fiscally Constrained Bicycle and Pedestrian Projects

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

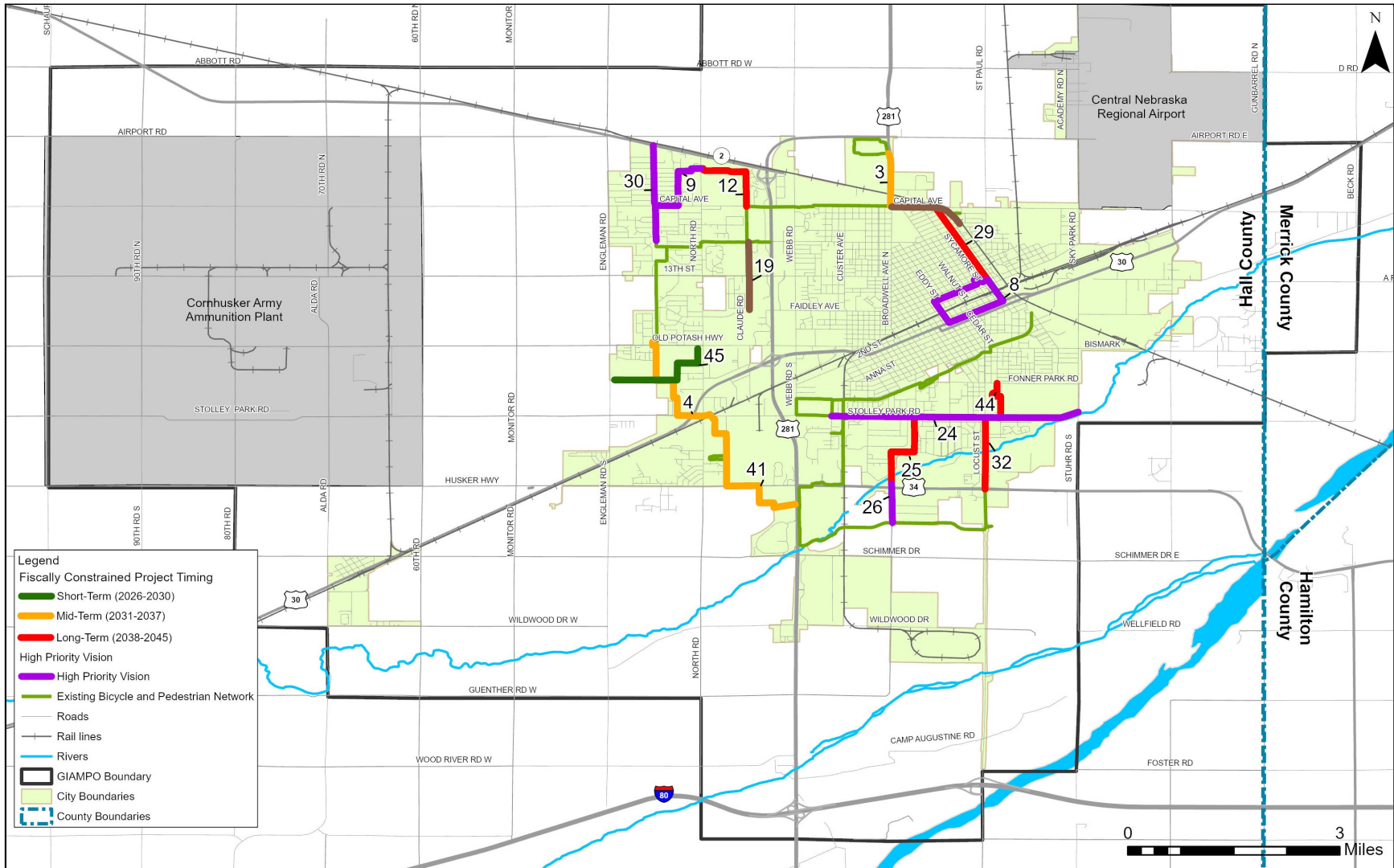
*A section of the project limits for Project ID 45 overlaps with Project ID 4. The length of this section is 1.4 miles, and it is only reflected in the cost of Project ID 45. Project ID 45 has a project name, Grand Island West Connector Trail, in Amendment No. 1 to the FY 2024-2028 Transportation Improvement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





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

Figure 9-2: Fiscally Constrained Bike and Ped Projects



GIAMPO RESOLUTION NO. 2023-10

Grand Island Area Metropolitan Planning Organization

A Resolution Amending the 2045 Long Range Transportation Plan

WHEREAS, the Grand Island Area Metropolitan Planning Organization (GIAMPO), is designated as the Metropolitan Planning Organization (MPO) for the Grand Island Urbanized Area, by the Governor acting through the Nebraska Department of Transportation in cooperation with locally elected officials of the Grand Island Urbanized Area; and

WHEREAS, a Long Range Transportation Plan (LRTP) is required by the U.S. Department of Transportation (DOT) and was developed by the MPO for the Grand Island metropolitan planning area; and

WHEREAS, the GIAMPO 2045 LRTP was approved by the Policy Board of the MPO on February 23, 2021. This plan provides a comprehensive plan to guide multimodal transportation improvements in the Grand Island metropolitan area over a 25-year planning horizon; and

WHEREAS, GIAMPO has prepared an amendment to the GIAMPO 2045 LRTP that adds a fiscally constrained bicycle and pedestrian project as identified in Exhibit A; and

WHEREAS, the amendment was made available for public comment for a thirty (30) day period and was reviewed and recommended for adoption by the Technical Advisory Committee (TAC) of the MPO, and now requires official approval from the Policy Board of the MPO; and

NOW, THEREFORE BE IT RESOLVED, that the Policy Board of the Grand Island Area Metropolitan Planning Organization approves and adopts the amendment to the MPO 2045 Long Range Transportation Plan.

Certification:

The foregoing resolution was approved by the Grand Island Area Metropolitan Planning Organization Policy Board at its regularly scheduled meeting on November 28, 2023 and is effective immediately upon adoption.

By:

Attest:

Roger G. Steele, Mayor / Chairperson

Keith Kurz, Public Works Director

Exhibit A, page 1 of 12

2045 Long Range Transportation Plan – Amendment No. 6.

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

Add Fiscally Constrained Bicycle and Pedestrian Project

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

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

1. Add Project ID 45 to Table 9.4 (Fiscally Constrained Bicycle and Pedestrian Projects) on page 9-7.
2. Add Project ID 45 to Figure 9.2 (Fiscally Constrained Bike and Ped Projects) on page 9-8.
3. Revise Table 9.4 (Fiscally Constrained Bicycle and Pedestrian Projects) on page 9-7 by changing the time frame or cost (2020 \$) for the following projects:
 - a. Project ID 3 – Change the time frame from “Short-Term (2026-2030)” to “Mid-Term (2031-2037)”, which includes updating the associated cost (YOE \$), potential federal share, and potential local share.
 - b. Project ID 41 – Change the time frame from “Short-Term (2026-2030)” to “Mid-Term (2031-2037)”, which includes updating the associated cost (YOE \$), potential federal share, and potential local share.
 - c. Project ID 44 – Change the time frame from “Mid-Term (2031-2037)” to “Long-Term (2038-2045)”, which includes updating the associated cost (YOE \$), potential federal share, and potential local share.
 - d. Project ID 29 – Change the time frame from “Mid-Term (2031-2037)” to “Long-Term (2038-2045)”, which includes updating the associated cost (YOE \$), potential federal share, and potential local share.
 - e. Project ID 4 – Change the cost (2020 \$) from “\$980,000” to “\$880,000”, which includes updating the associated cost (YOE \$), potential federal share, and potential local share.
4. Revise Figure 9-2 (Fiscally Constrained Bike and Ped Projects) on page 9-8 by updating the fiscally constrained project timing for Project IDs 3, 41, 44, and 29 to reflect the above changes to the time frame of these projects.
5. Update information relating to the Grand Island area projected budget for STBG-TA funds in Chapter 7 (Future Transportation Revenues) and Chapter 9 (Fiscally Constrained Plan) based on updated financial information from the Nebraska Department of Transportation. The projected budget for STBG-TA increased from \$4,588,500 to \$7,440,300 for the 2026-2045 period.

Exhibit A, page 2 of 12

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

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



Historic Federal Funding Levels

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

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

NHPP Funding

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

Table 7-1: Historical Funding Levels for NHPP Projects

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

Source: Grand Island Area MPO, Transportation Improvement Program

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

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

STBG Funding

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

STBG-TA Competitive Funding

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

⁴ For STBG-eligible project categories described in this document.





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

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

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

Highway Safety Improvement Program

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

5 Estimate based on GIAMPO study area having 51.3% of 50,000 to 200,000 population areas and 3.1% of any population area of the state (flexible). This is not a guaranteed level of funding. GIAMPO will not receive funds every year.
 6 The short-term time band for HSIP includes \$27,368,000 in SFTY funds for the Broadwell Avenue Viaduct. This project is identified in Amendment No. 1 to the GIAMPO FY 2023-2027 TIP, and it is Project ID 7 in the LRTP. SFTY funds is known as Highway Safety Improvement Program (includes Rail Safety) in the NDOT STIP.

Table 7-2: Projected Grand Island Area STBG-TA and HSIP Budget (YOE \$)

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

Source: NDOT Supported Methodology, Grand Island Area MPO

Federal Transit Funding

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

Table 7-3: Historical Funding Levels for FTA Programs

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

Source: Grand Island Area MPO, Transportation Improvement Program



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

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

Source: Nebraska Department of Transportation

Local Revenue Sources

Overview of Local Funding Programs

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

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

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

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

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

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

Source: Grand Island Area MPO, Transportation Improvement Program

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





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

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

Source: Grand Island Area MPO, Transportation Improvement Program

Future Transportation Funding Levels

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

Future Federal Program Funding Levels

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





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

TIME BAND	YEARS	STBG-TA	HSIP	FTA 5307	FTA 5311
Annual Level	2020	\$246,000 ⁹	\$340,000	\$497,000	\$20,000
Short-Term	2026-2030	\$1,470,200	\$29,522,900 ¹⁰	\$3,312,000	\$131,000
Mid-Term	2031-2037	\$2,459,900	\$3,605,000	\$5,865,000	\$233,000
Long-Term	2038-2045	\$3,510,200	\$5,146,200	\$8,996,000	\$358,000
2026-2045 Total		\$7,440,300	\$38,274,100	\$18,173,000	\$722,000

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

Additional Transit Fund

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

Future Local Program Funding Levels

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

⁹ The annual level of STBG-TA is in 2022 dollars.

¹⁰ The short-term time band for HSIP includes \$27,368,000 in SFTY funds for the Broadwell Avenue Viaduct. This project is identified in Amendment No. 1 to the GIAMPO FY 2023-2027 TIP, and it is Project ID 7 in the LRTP. SFTY funds is known as Highway Safety Improvement Program (includes Rail Safety) in the NDOT STIP.



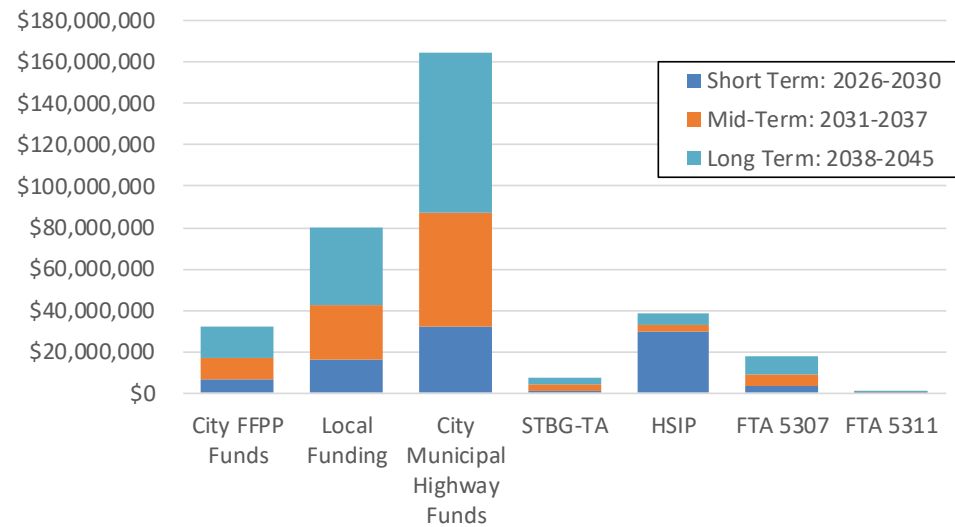


Table 7-12: Projected Grand Island Transportation Revenues, Year of Expenditure

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

Figure 7-1 illustrates the funding projections by source that are anticipated in this plan. As shown, the majority of funding for the transportation system in the GIAMPO region is locally-sourced.¹¹

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



¹¹ The short-term time band for HSIP includes \$27,368,000 in SFTY funds for the Broadwell Avenue Viaduct. This project is identified in Amendment No. 1 to the GIAMPO FY 2023-2027 TIP, and it is Project ID 7 in the LRTP. SFTY funds is known as Highway Safety Improvement Program (includes Rail Safety) in the NDOT STIP. Even though it is not shown in the funding projections, the UPRR is anticipated to provide a portion of funding (OTHER) to the local match of the Broadwell Avenue Viaduct.



Table 9-2: Committed Transit Projects

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

Source: GIAMPO Transportation Improvement Program, 2023-2027

Fiscally Constrained Projects

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

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

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

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

HSIP Fiscal Constraint

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

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

STBG-TA Fiscal Constraint

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

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

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





- **STBG-TA Budget:** \$7,440,300 in year-of-expenditure STBG-TA funds are projected for the GIAMPO area for the years 2026-2045.
- **STBG-TA Project Costs:** \$6,643,500 in year-of-expenditure STBG-TA project funding for the 2026-2045 period. This specifically includes:
 - \$1,460,000 in Short-term (2026-2030) STBG-TA project funding
 - \$2,138,500 in Mid-term (2031-2037) STBG-TA project funding
 - \$3,045,000 in Long-term (2038-2045) STBG-TA project funding
- **Remaining STBG-TA Budget Balance:** \$796,800 balance in STBG-TA funds between 2026-2045.³

Local Fiscal Constraint

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

- **Local Transportation Budget:** \$70,111,400 in year-of-expenditure local funds are projected for the GIAMPO area, after anticipated required operations and maintenance investments, for the years 2026 2045.
- **Local Transportation Project Costs:** \$61,194,500 in year-of-expenditure local transportation project costs for the 2026-2045 period. This specifically includes:
 - \$21,243,000 in short term (2026-2030) local roadway project funding and \$365,000 in STBG-TA local funds matching.
 - \$9,880,000 in mid term (2031-2037) local roadway project funding and \$1,151,500 in STBG-TA local funds matching.
 - \$27,540,000 in long term (2038-2045) local roadway project funding and \$1,015,000 in STBG-TA local funds matching.
- **Remaining Local Transportation Budget Balance:** \$8,917,500 balance in local transportation funds between 2026-2045.

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





Table 9-4: Fiscally Constrained Bicycle and Pedestrian Projects

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

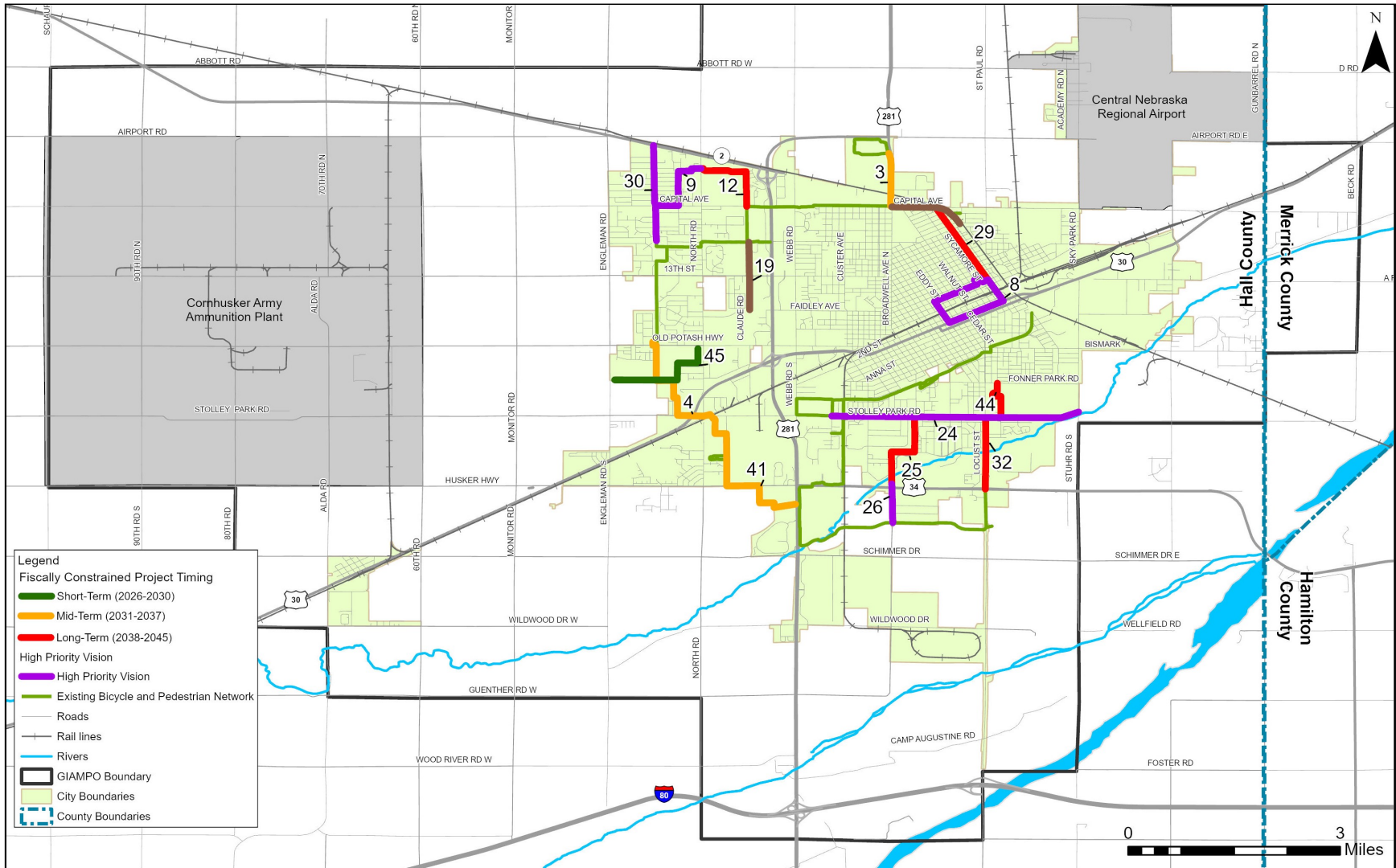
*A section of the project limits for Project ID 45 overlaps with Project ID 4. The length of this section is 1.4 miles, and it is only reflected in the cost of Project ID 45. Project ID 45 has a project name, Grand Island West Connector Trail, in Amendment No. 1 to the FY 2024-2028 Transportation Improvement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





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

Figure 9-2: Fiscally Constrained Bike and Ped Projects



GIAMPO – Policy Board

Tuesday, November 28, 2023

Regular Session

Item J1

MPO Financial Update

Staff Contact: Allan Zafft, MPO Program Manager

**Financial Update
Unified Planning Work Program**

State Fiscal Year 2023 – Fourth Quarter (April 1, 2023 to June 30, 2023)

Category	Total Budget	4th Quarter Expenditure	Total Expenditure	Total Percent Expenditure
Unified Planning Work Program	\$ 17,020	\$ 5,726	\$ 15,398	90%
Transportation Improvement Program	\$ 15,052	\$ 3,289	\$ 14,073	93%
Public Participation Plan	\$ 17,520	\$ 9,419	\$ 15,885	91%
Short Range Studies	\$ 22,986	\$ 8,203	\$ 19,898	87%
Long Range Transportation Plan	\$ 36,760	\$ 2,216	\$ 24,345	66%
Transit Development Plan (Outside Services)*	\$ 72,828	-	\$ 72,828	100%
Transit Planning	\$ 20,365	\$ 4,670	\$ 20,002	98%
Administration	\$ 50,374	\$ 9,881	\$ 40,775	81%
Total	\$ 252,905	\$ 43,404	\$ 223,203	88%

* Even though the FY 2023 UPWP shows a total budgeted amount of \$70,000, the above budgeted amount for this category reflects an amount to cover the incurred costs for state fiscal year 2023. In January 2022, the Federal Transit Administration awarded a grant for a project budget of \$150,000 (\$120,000 in Section 5307 funds and \$30,000 in City funds) for the Transit Development Plan.

Work Completed for the Fourth Quarter

- Made the Draft FY 2024-2028 Transportation Improvement Program, Draft FY 2024 Unified Planning Work Program, and Amendment No. 5 to the Long Range Transportation Plan available for the public comment period and finalized these documents for submittal to NDOT
- Prepared Administrative Modification No. 1 to the FY 2023 Unified Planning Work Program
- Prepared Administrative Modification No. 2 to the FY 2023-2027 Transportation Improvement Program
- Continued working on the Public Participation Plan Update. This work includes updating the GIAMPO general/stakeholder contact lists, developing a survey to seek input from resource agencies and interested parties as part of the Public Participation Plan Update, preparing a resource agencies and interested parties distribution list for the survey, and making the survey available to resource agencies and interested parties from June 26 through July 17, 2023.
- Began the process for the Adjusted Urban Area Boundary relating to the Grand Island Census Urban Area (2020)
- Collected bicycle and pedestrian counts at various trail locations between April and June
- Prepared materials for and/or held the GIAMPO Non-motorized Subcommittee meeting in July, TAC meeting in April, and Policy Board meeting in May
- Participated and attended transportation planning related meetings

**Financial Update
Unified Planning Work Program**

State Fiscal Year 2024 – First Quarter (July 1, 2023 to September 30, 2023)

Category	Total Budget	1st Quarter Expenditure	Total Expenditure	Total Percent Expenditure
Unified Planning Work Program	\$ 18,762	\$ 2,112	\$ 2,112	11%
Transportation Improvement Program	\$ 16,731	\$ 1,909	\$ 1,909	11%
Public Participation Plan	\$ 16,120	\$ 7,799	\$ 7,799	48%
Short Range Studies	\$ 30,347	\$ 8,446	\$ 8,446	28%
Long Range Transportation Plan	\$ 34,438	\$ 6,294	\$ 6,294	18%
Travel Demand Model and LRTP Update (Outside Services)	\$ 149,783	\$ -	\$ -	0%
Transit Planning	\$ 14,538	\$ 1,462	\$ 1,462	10%
Administration	\$ 48,431	\$ 11,294	\$ 11,294	23%
Total	\$ 329,150	\$ 39,316	\$ 39,316	12%

Work Completed for the First Quarter

- Prepared Amendment No. 1 to the FY 2024-2028 Transportation Improvement Program
- Prepared Amendment No. 6 to the 2045 Long Range Transportation Plan
- Continued working on the Public Participation Plan Update. This work includes reviewing the completed surveys which were sent to resource agencies and interested parties, developing a document with the results of this survey, and preparing a draft version of the Public Participation Plan Update 2024 for review by City staff.
- Finished setting up the methodology to process past NDOT annual accident data from a text format to a GIS format. Processed the 2020 accident data (crash history, occupant, pedestrian, truck/bus).
- Continued the process for the Adjusted Urban Area Boundary relating to the Grand Island Census Urban Area (2020)
- Collected bicycle and pedestrian counts at various trail locations between April and June
- Participated and attended transportation planning related meetings

GIAMPO – Policy Board

Tuesday, November 28, 2023

Regular Session

Item J2

Report on the Public Participation Plan Update

Staff Contact: Allan Zafft, MPO Program Manager

Policy Board Agenda Report
November 28, 2023

Agenda Item No. J2

ISSUE

REPORT: Public Participation Plan Update

BACKGROUND

In accordance with 23 CFR 450.316, metropolitan planning organizations (MPOs) are required to develop and use a documented public participation plan that defines a process for providing various stakeholders with reasonable opportunities to be involved in the metropolitan transportation planning process. The current, and first, Public Participation Plan for the Grand Island Area Metropolitan Planning Organization (GIAMPO) was adopted by the Policy Board in November 2015, and includes an amendment which was approved in February 2017.

The current GIAMPO Public Participation Plan indicates that an update of the Public Participation occurs at least every five years, prior to an update of the Long Range Transportation Plan (LRTP). *Journey 2040* is GIAMPO's first LRTP, which was adopted by the Policy Board in April 2016. In February 2021, GIAMPO completed an LRTP update with the adoption of the *2045 LRTP*. Since the current Public Participation Plan was adopted over five years ago and the process for the next LRTP will begin sometime in 2024, GIAMPO staff began developing the Public Participation Plan Update in December 2022.

GIAMPO staff has prepared the Draft Public Participation Plan Update 2024, which has been released for a 45-day public comment period from October 27 to December 13, 2023. This document is posted on the GIAMPO webpage at www.grand-island.com/GIAMPO.

GIAMPO staff will provide an update on the Public Participation Plan Update at the November 28 Policy Board meeting.

POLICY CONSIDERATIONS/DISCUSSION

The Public Participation Plan Update 2024 is scheduled for approval by the Policy Board on February 27, 2024. Once adopted, the public involvement methods identified in the Public Participation Plan Update 2024 will serve as a guide for public involvement on GIAMPO transportation plans and documents in the Grand Island metropolitan region.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The Technical Advisory Committee recommended approval of the Draft Public Participation Plan Update 2024 on October 16, 2023.

The Policy Board last received an update on the Public Participation Plan Update in February 2023.

RECOMMENDATION

None. Information only.

STAFF CONTACT

Allan Zafft

GIAMPO – Policy Board

Tuesday, November 28, 2023

Regular Session

Item J3

Report on the Carbon Reduction Program Funds

Staff Contact: Allan Zafft, MPO Program Manager

Policy Board Agenda Report
November 28, 2023

Agenda Item No. J3

ISSUE

REPORT: Carbon Reduction Program Funds

BACKGROUND

Infrastructure Investment and Jobs Act (IIJA), signed into law in November 2021, authorized the Carbon Reduction Program, a new federal program intended to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. Transportation emissions means carbon dioxide emissions from on-road highway sources of those emissions within a State (23 U.S.C. 175(a)(2)).

The CRP will provide approximately \$9.2 million in formula funding to Nebraska annually for five years (fiscal years 2022-2026). For each fiscal year, 65 percent of funds apportioned to the State for the CRP shall be obligated, in proportion to their relative shares of the population in the State:

- In urbanized areas of the State with an urbanized area population of more than 200,000 (these funds may be obligated in the metropolitan area established under 23 U.S.C.134 that encompasses the urbanized area.);
- In urbanized areas of the State with an urbanized population of not less than 50,000 and not more than 200,000;
- In urban areas of the State with a population of not less than 5,000 and not more than 49,999; and
- In other areas of the State with a population of less than 5,000.

The remaining 35 percent of funds apportioned to a State for the CRP each fiscal year may be obligated in any area of the State.

Legislative Bill 98 (LB98) of the 2011 Nebraska Session provided the Nebraska Department of Transportation (NDOT) the authority to enter into agreements for purchase of federal aid transportation funds at a discount rate. The Federal Funds Purchase Program was established to provide a way for NDOT to purchase the federal funds used by Local Public Agencies in exchange for state cash. NDOT purchased the FY 2022 CRP funds for the Grand Island urbanized area through this program, and NDOT plans to purchase the remaining fiscal years of CRP funds for the Grand Island urbanized area.

GIAMPO staff will provide an update on the CRP funds at the November 28 Policy Board meeting.

POLICY CONSIDERATIONS/DISCUSSION

NDOT will apply the CRP funding to a state project(s) within the Grand Island urbanized area boundary, which will be reflected in the GIAMPO Transportation Improvement Program.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None. The TAC received a report on the Carbon Reduction Program Funds in October 2023 from GIAMPO staff.

RECOMMENDATION

None. Information only.

STAFF CONTACT

Allan Zafft