2050 LONG RANGE TRANSPORTATION PLAN APPENDICES

DRAFT

December 2025

2050 LONG RANGE TRANSPORTATION PLAN

GIAMPO

GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION

Table of Contents

Appendix A: Community Engagement

Public Visioning Workshop Summary

A Public Visioning Workshop was held at the Grand Island Public Library on Thursday, February 6, 2025. Nine people attended to learn about the project and participate in mapping and transportation priorities activities as well as a SWOT analysis. An online public visioning workshop also opened on the day of the in-person meeting. Statistics will be included in a separate report. A summary of the in-person workshop follows.

Attendees

Table 1. Attendees

Name & Organization (if applicable)	Contact Information	Email Opt-In
Paul F. Grabowski		No
Todd Mcloy		No
Summer Stephens		Yes
Carol Bryant		Yes
Andrew Wilshusen		No
Craig Wacker		Yes
Joshua Janulewicz		Yes
Terry Brown		Yes
Drew Waterman		Yes

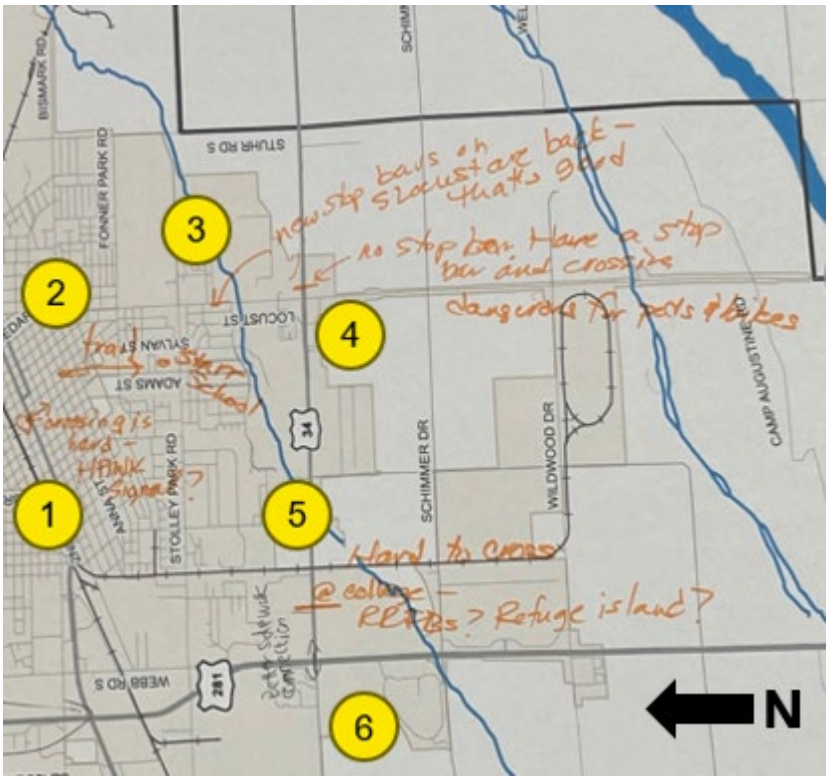
Project team members include Allan Zaft, Keith Kurz, Chad Nabity, and Tim Golka from the City of Grand Island and Jason Carbee, Jeremy Williams, Alex Sick, and Bre TenHulzen from HDR.

Activities & Results

Three activities were set up for meeting attendees:

1. **Mapping Activity:** This map gave participants the opportunity to directly identify transportation concerns in the Grand Island metropolitan area.
2. **Transportation Prioritization Activity**: This dot sticker activity allowed participants to use stickers to vote on their top transportation issues or priorities.
3. **SWOT Analysis:** This analysis allowed participants to add their thoughts on the strengths, weaknesses, opportunities, and threats to the area's transportation system.

Mapping Activity

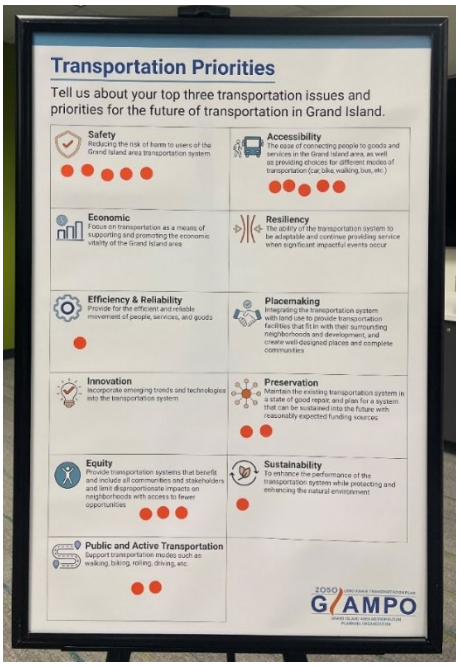


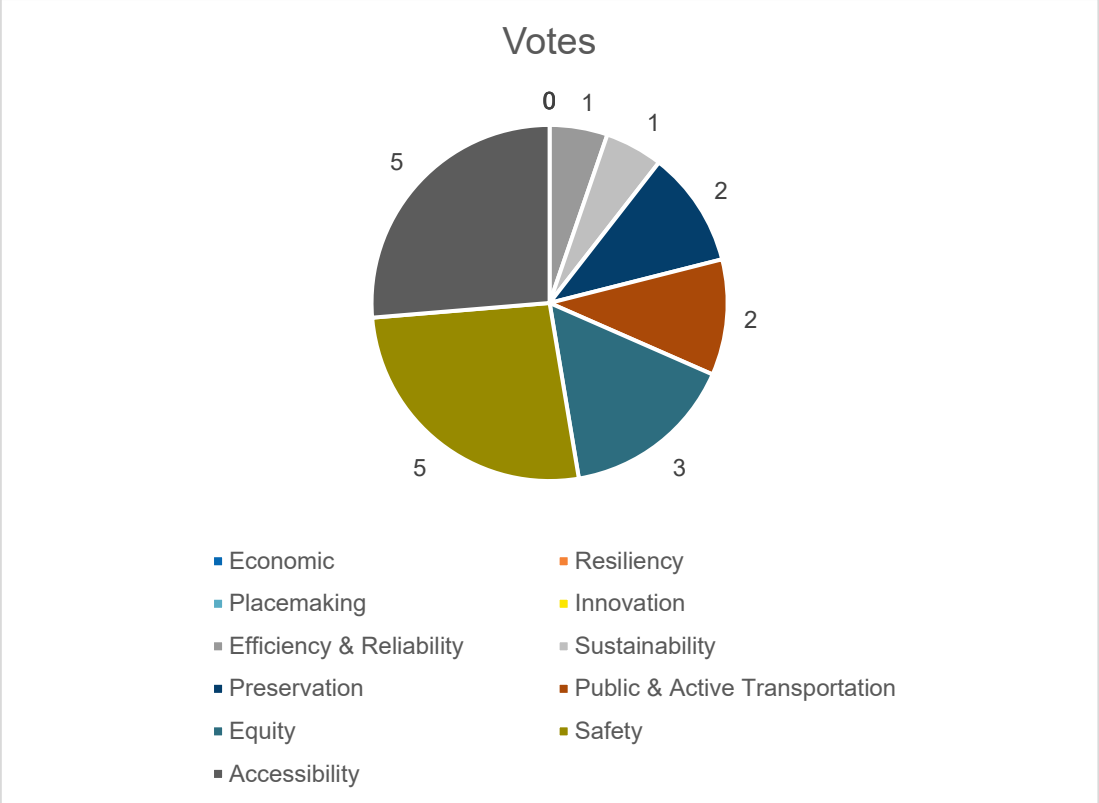
1. 2nd Street near Lincoln Avenue and North Washington Street
    a. Crossing 2nd Street is hard by library – HAWK signal?
2. Adams Street
    a. Trail to connect Starr Elementary School and Beltline Trail to Downtown
3. Reconstructed Part of South Locust Street
    a. New stop bars on South Locust Street are back from crosswalk – that's good
4. US-34 and South Locust Street
    a. No stop bar, have a stop bar and crossing, dangerous for pedestrians and bicyclists
5. US-34 and Tech Dr and Wortman Dr
    a. Hard to cross at college, maybe consider rectangular rapid flashing beacons (RRFBs) and / or a median refuge island?
6. US-34 and US-281
    a. Difficult crossing – can we get better sidewalk connections here?

Transportation Prioritization Activity

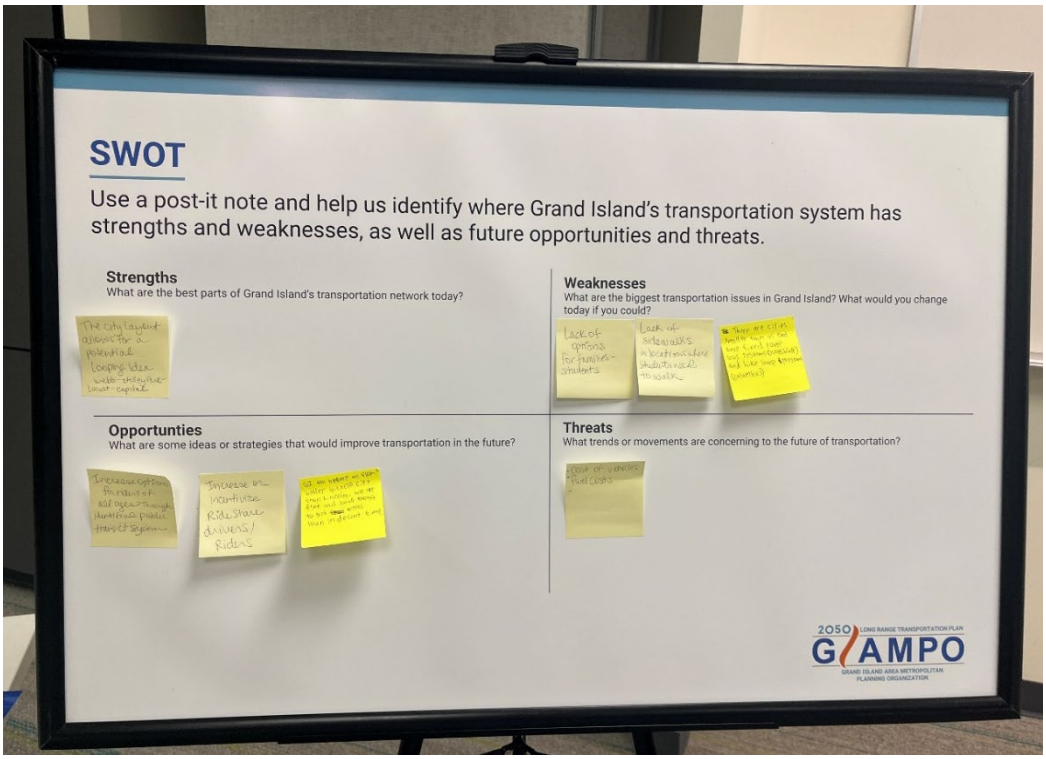
The top three issues and priorities identified by attendees included:

1. **Safety** (Reducing the risk of harm to users of the Grand Island area transportation system),
2. **Accessibility** (The ease of connecting people to goods and services in the Grand Island area, as well as providing choices for different modes of transportation)
3. **Equity** (Provide transportation systems that benefit and include all communities and stakeholders and limit disproportionate impacts on neighborhoods with access to fewer opportunities.).





SWOT Analysis



Strengths

- The city layout allows for a potential looping idea; Webb – Stolley Park – Locust – Capital

Opportunities

- Increase options for riders of all ages through identified public transit system
- Increase or incentivize ride share drivers/riders
- Grand Island can become an even better bicycle city than Lincoln. We are flat and small enough to get across town in decent time.

Weaknesses

- Lack of options for families – students
- Lack of sidewalks in locations where students need to walk
- There are cities smaller than us that have fixed route bus systems (Scottsbluff) and bike share programs (Columbus)

Threats

- Cost of vehicles
- Fuel costs

2050 LONG RANGE TRANSPORTATION PLAN

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GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION

CITY OF GRAND ISLAND

PUBLIC VISIONING WORKSHOP

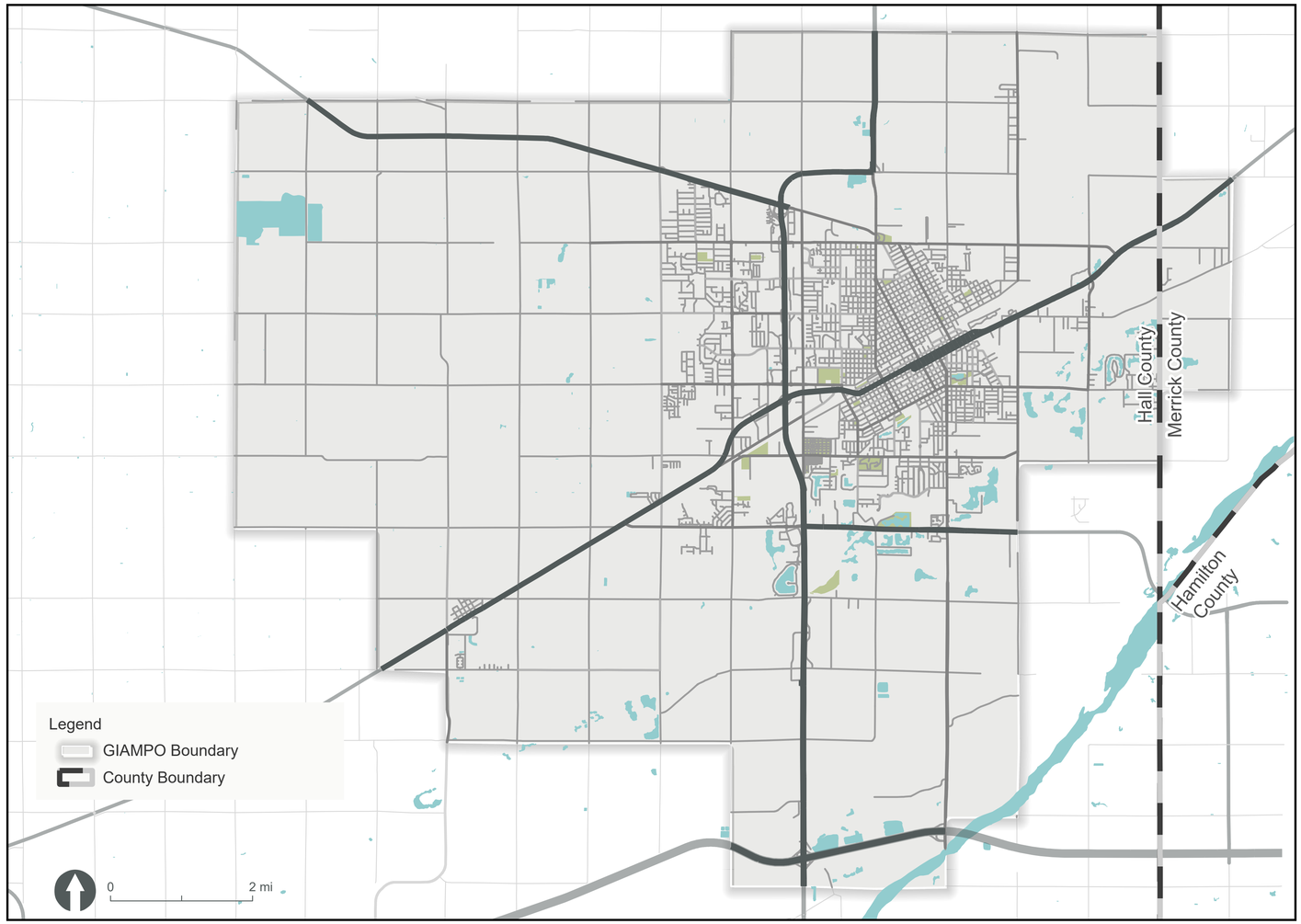
Thank you for joining us, please sign in!

As you visit the interactive exercises around the room to provide essential feedback to the 2050 LRTP, keep in mind the following:

- Do you see any safety issues on Grand Island's transportation system?
- Are there opportunities for more or better connectivity on Grand Island's streets, transit, bicycle or pedestrian facilities?
- What transportation projects would you like to see in Grand Island?

What is an MPO?

- The Grand Island Area Metropolitan Organization (GIAMPO) is the official MPO that serves as the formal transportation planning body for the Grand Island metropolitan planning area.
- The GIAMPO is the first MPO designated by the State of Nebraska in over three decades.
- The GIAMPO is a consortium of the City of Grand Island, Village of Alda, Hall County, Merrick County, Nebraska Department of Transportation, and Central Nebraska Regional Airport.



Federal law requires that any Urbanized Area with a population over 50,000 people to have a **Metropolitan Planning Organization (MPO)** that carries out multi-modal transportation planning (like a **Long Range Transportation Plan (LRTP)**.

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Long Range Transportation Plan Purpose

A Long Range Transportation Plan (LRTP) is a strategic document that formalizes the vision for the regional transportation system for the next 25 years.

Key elements of the LRTP include:

- Establish a series of transportation goals that reflect community values and align with state and federal objectives.
- Identify transportation projects to address the community's safety and travel needs over this timeframe
- Develop a constrained list of projects that will fit within anticipated Federal, state, and local funding

The plan will be developed through public input and a technical analysis of how all modes of transportation perform including:

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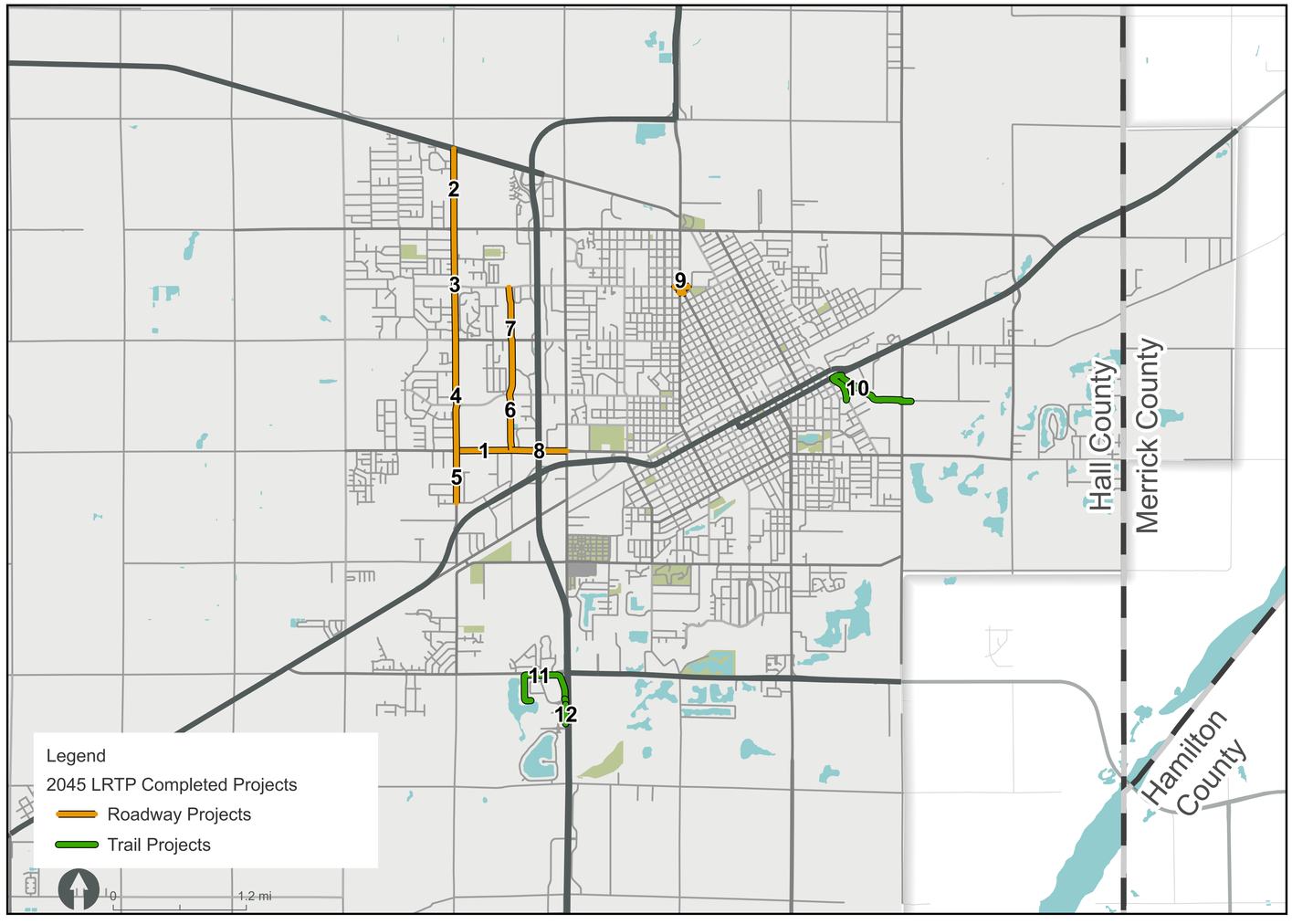
2045 LRTP Completed Projects

2045 Completed Roadway Projects

ID	Project	Location	Project Type
1	Old Potash	North Rd to Claude Rd	Roadway enhancements including: • Turn lanes • Roundabouts • Side paths • Traffic signals
2	North Rd	Capital Ave to Highway 2	
3	North Rd	13th St to Capital Ave	
4	North Rd	13th St to Old Potash Hwy	
5	North Rd	Old Potash Hwy to Westgate Rd	
6	Old Potash/ Claude Rd	North of Faidley to Old Potash Hwy	
7	Claude Rd	Faidley Ave to State St	
8	Old Potash	Claude Rd to Webb Rd	
9	Five Points Intersection	Broadwell Ave/ State St/Eddy St	Roundabout and pedestrian enhancements

Completed Trail Projects

ID	Project	Location
10	JBS Extension Trail	E Sutherland St to E Swift St
11	Cedar Hill Trail	Prairie Commons to Ring Rd Roundabout
12	Cedar Hill Trail	Prairieview St to north of Rae Rd



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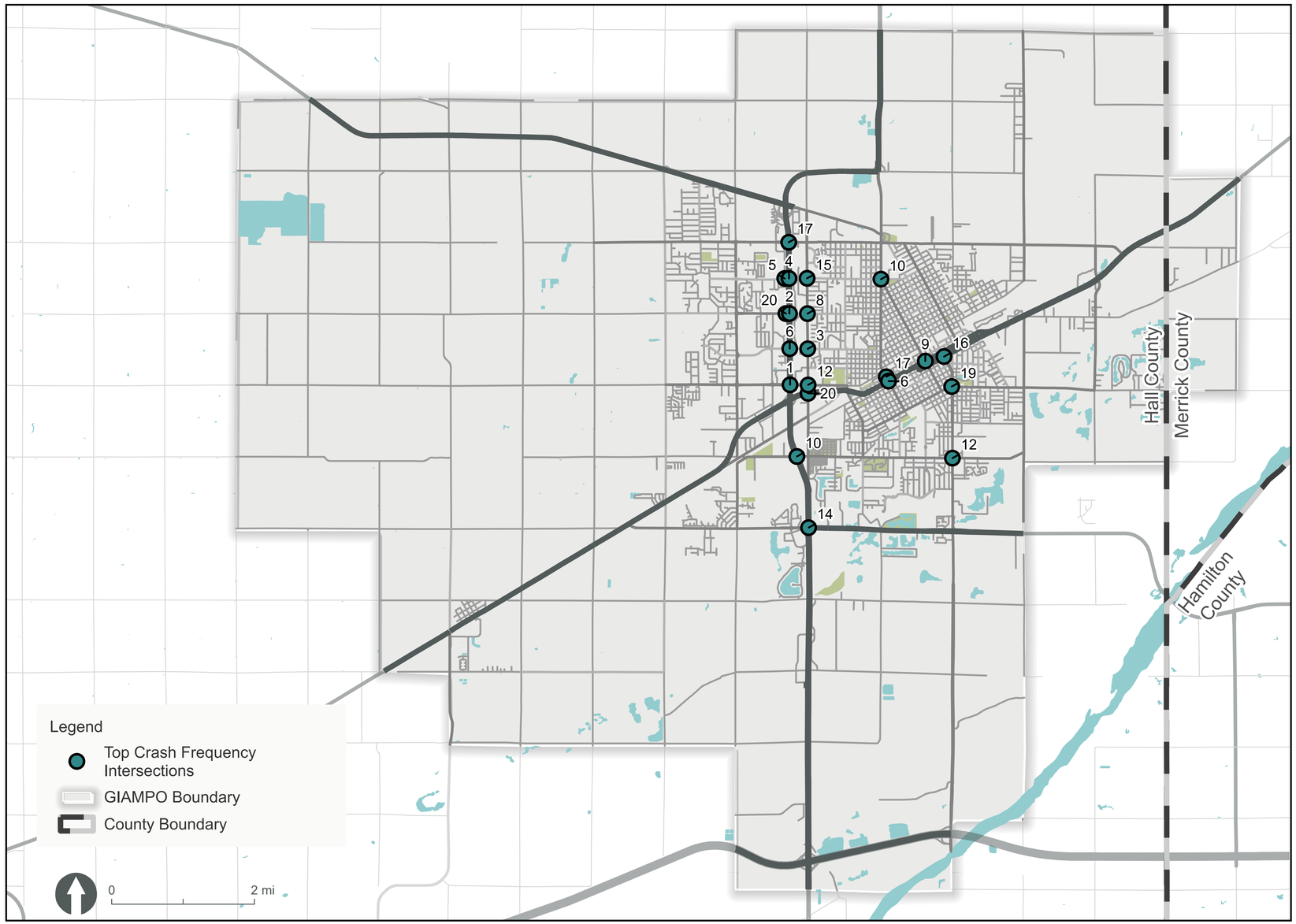
Roadway Crash Frequency

The top 20 intersections with the highest number of crashes from 2019 to 2023:



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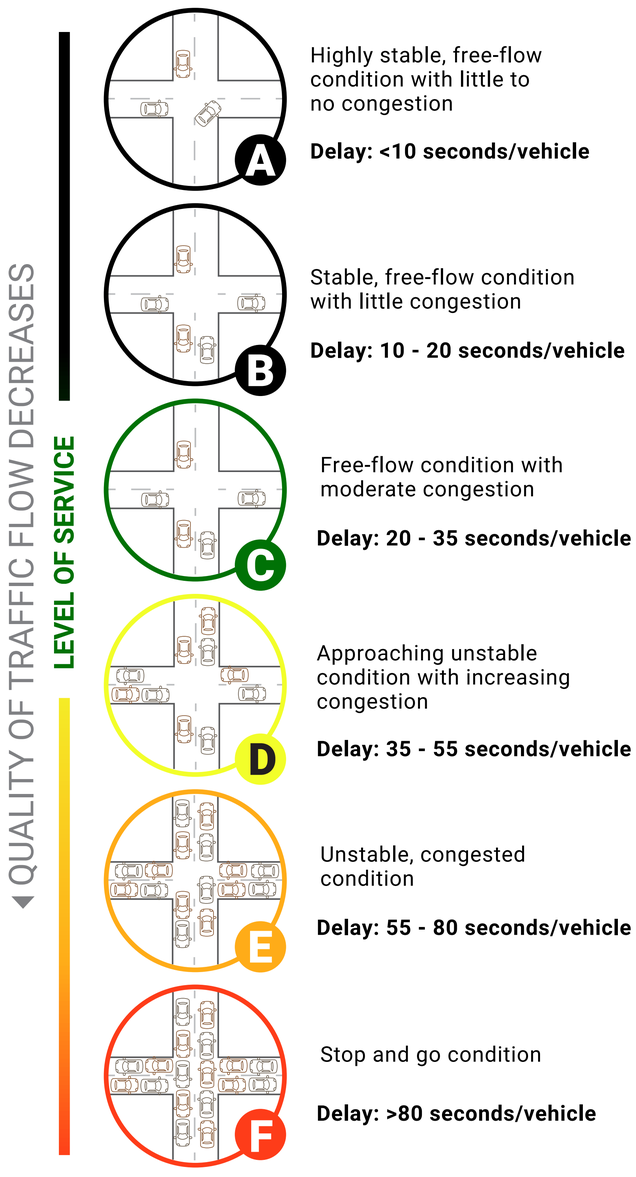
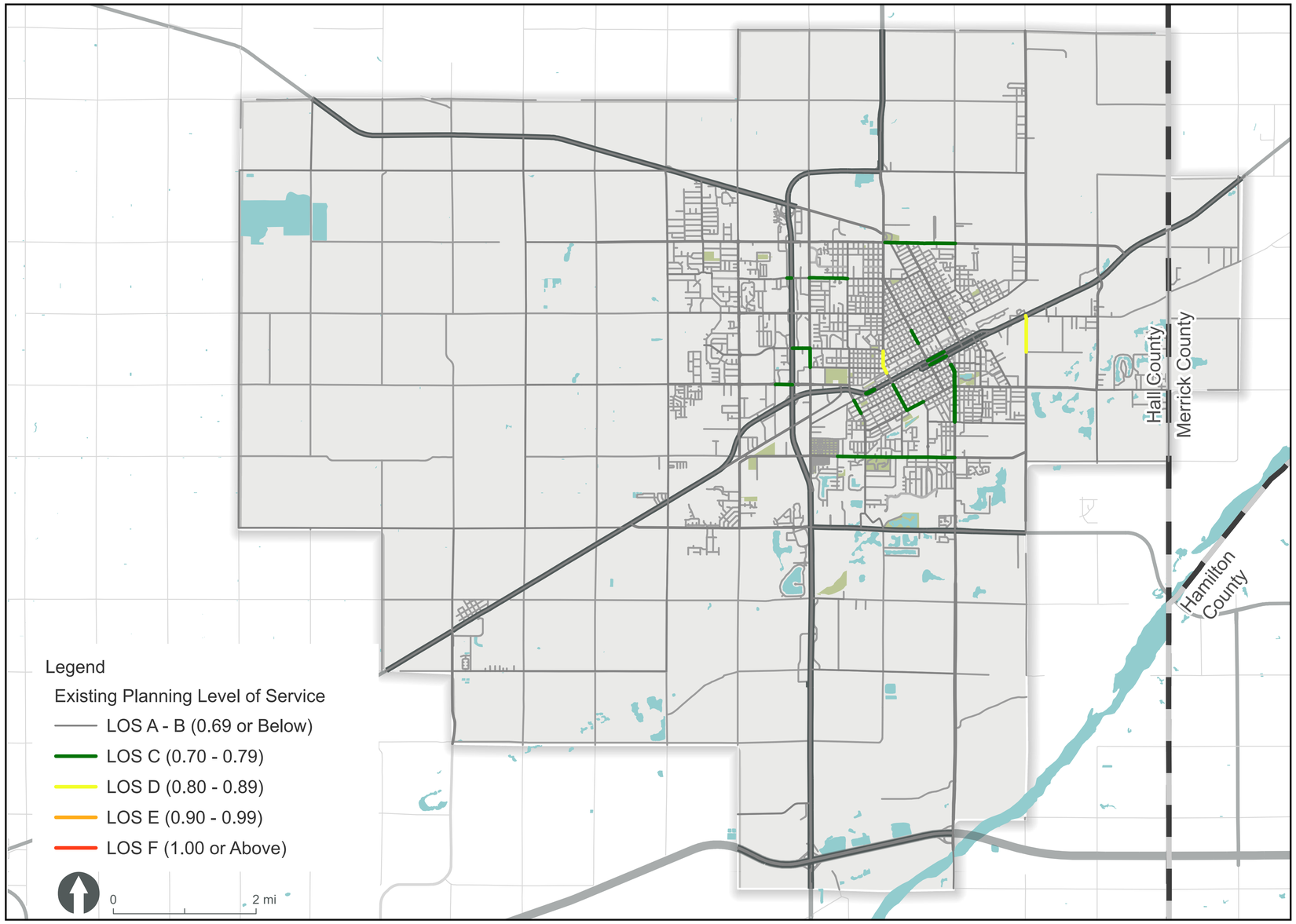
Congestion Areas in Grand Island





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Current Public Transit Service

CRANE Public Transit is the public transit system for the urbanized area of Grand Island, NE, which provides portal-to-portal demand response service to the general public.

- GO GI Transit Development Plan
- Hall County Rural Transportation provides public transit service to areas outside the urbanized area boundary of Grand Island and Alda, which includes Wood River, Cairo, Doniphan, and the unincorporated areas of the county.

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Transportation Priorities

Tell us about your top three transportation issues and priorities for the future of transportation in Grand Island.

Safety
Reducing the risk of harm to users of the Grand Island area transportation system

Accessibility
The ease of connecting people to goods and services in the Grand Island area, as well as providing choices for different modes of transportation (car, bike, walking, bus, etc.)

Economic
Focus on transportation as a means of supporting and promoting the economic vitality of the Grand Island area

Resiliency
The ability of the transportation system to be adaptable and continue providing service when significant impactful events occur

Efficiency & Reliability
Provide for the efficient and reliable movement of people, services, and goods

Placemaking
Integrating the transportation system with land use to provide transportation facilities that fit in with their surrounding neighborhoods and development, and create well-designed places and complete communities

Innovation
Incorporate emerging trends and technologies into the transportation system

Preservation
Maintain the existing transportation system in a state of good repair, and plan for a system that can be sustained into the future with reasonably expected funding sources

Equity
Provide transportation systems that benefit and include all communities and stakeholders and limit disproportionate impacts on neighborhoods with access to fewer opportunities

Sustainability
To enhance the performance of the transportation system while protecting and enhancing the natural environment

Public and Active Transportation
Support transportation modes such as walking, biking, rolling, driving, etc.

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SWOT

Use a post-it note and help us identify where Grand Island's transportation system has strengths and weaknesses, as well as future opportunities and threats.

Strengths
What are the best parts of Grand Island's transportation network today?

Weaknesses
What are the biggest transportation issues in Grand Island? What would you change today if you could?

Opportunities
What are some ideas or strategies that would improve transportation in the future?

Threats
What trends or movements are concerning to the future of transportation?

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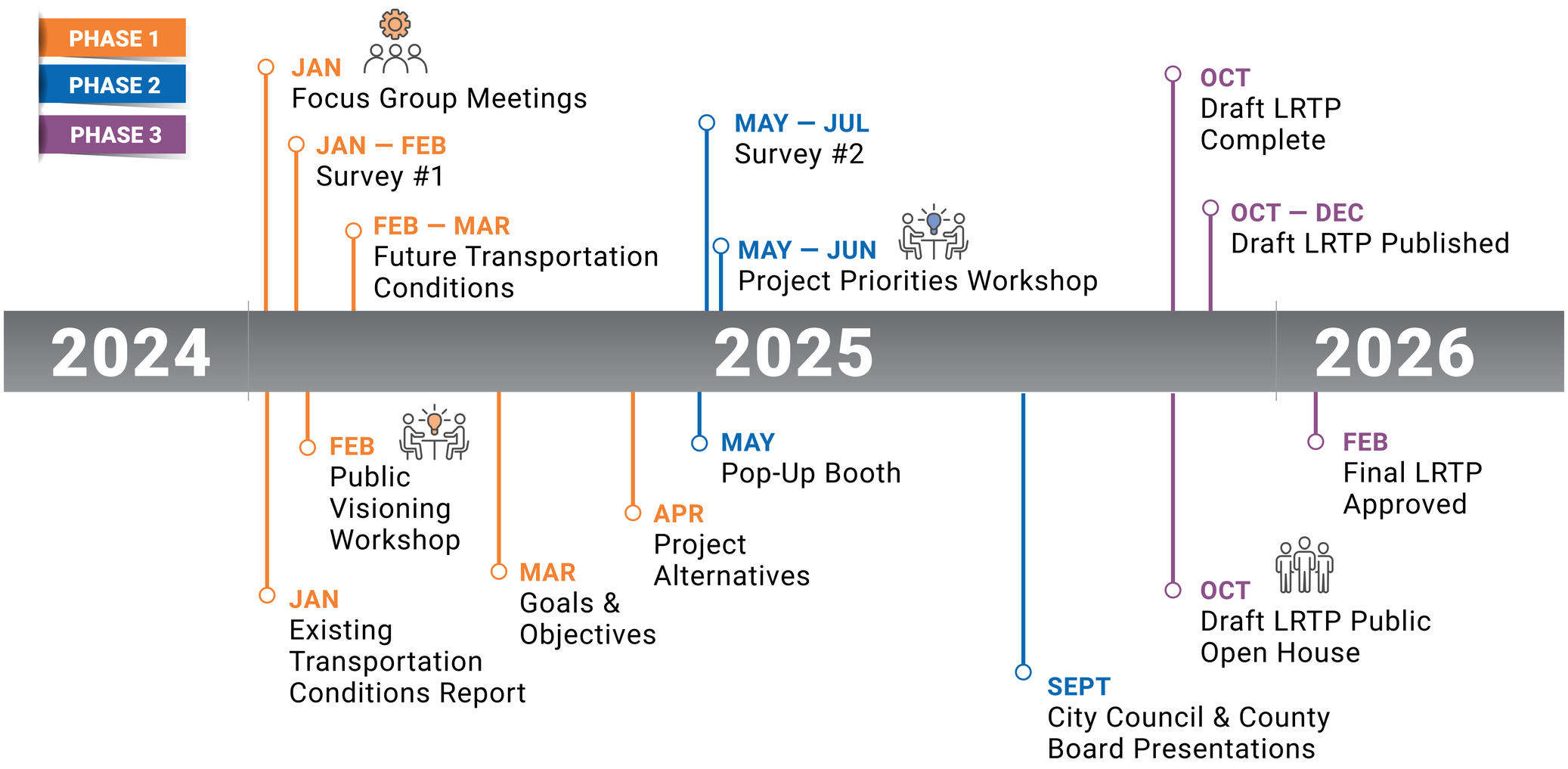
Schedule

The 2050 LRTP will be developed over the next year and a half. During that time, the public will be invited to provide their comments, questions, and concerns at multiple key milestones.



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Get Involved & Stay Informed!

Survey

Take our survey to tell us how you travel around the city and which goals you think the LRTP should prioritize. It's open now through **February 21, 2025** at **www.bit.ly/GI2050LRTP**.

Website

Stay up to date on project milestones and public events, opt-in to future communications, or provide feedback by visiting **www.GI2050.com**.

Comments

Comments and survey responses will be collected through February 21, 2025 and can be submitted on the website, sent to **comment@GI2050.com**, or mailed to Allan Zafft at 100 East 1st Street, Grand Island, NE 68801.

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Public Visioning Workshop

Thursday, February 6, 2025

4:30 – 6:30 p.m.

Grand Island Public Library
1124 W 2nd St
Grand Island, NE 68801

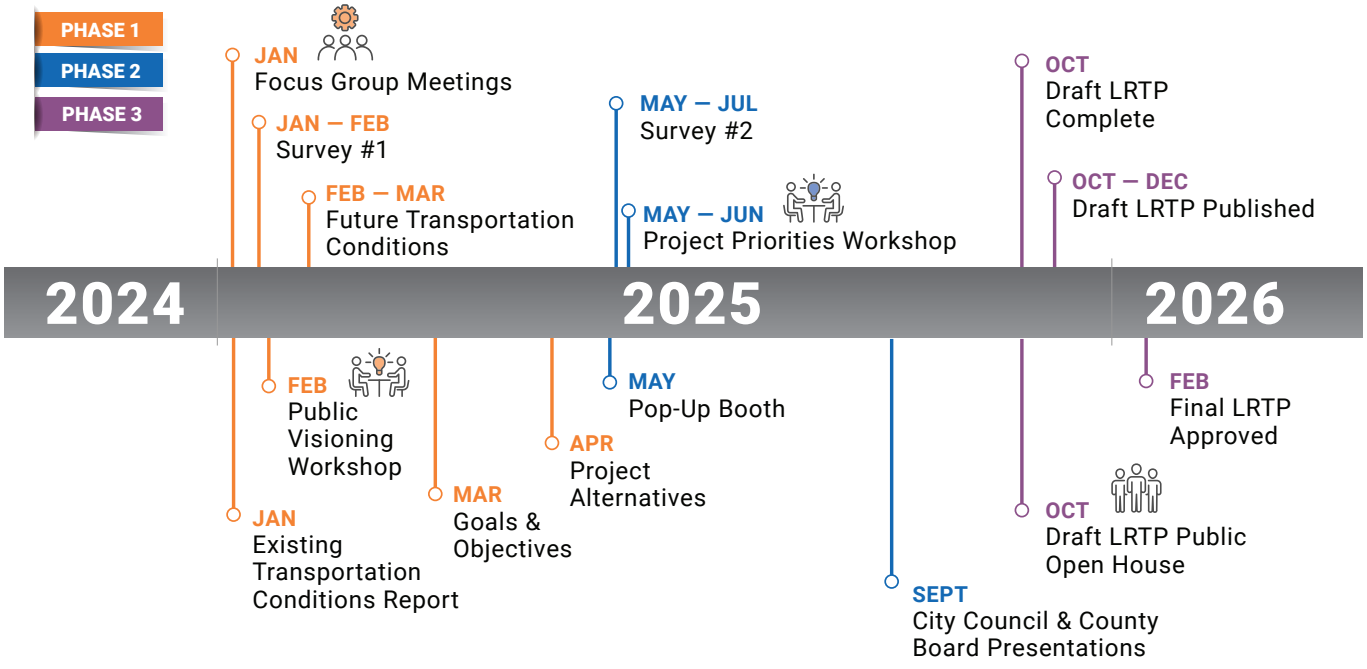
Thank you for joining us at today's Public Visioning Workshop! Your input and participation are important for helping the Grand Island Area Metropolitan Area Planning Organization (GIAMPO) to develop a well-rounded 2050 Long Range Transportation Plan (LRTP).

2050 LRTP Overview

The 2050 LRTP is a 25-year plan that will guide transportation system decision-making for the Grand Island area and will provide a list of transportation projects that meet future transportation needs in the region. The transportation system includes:

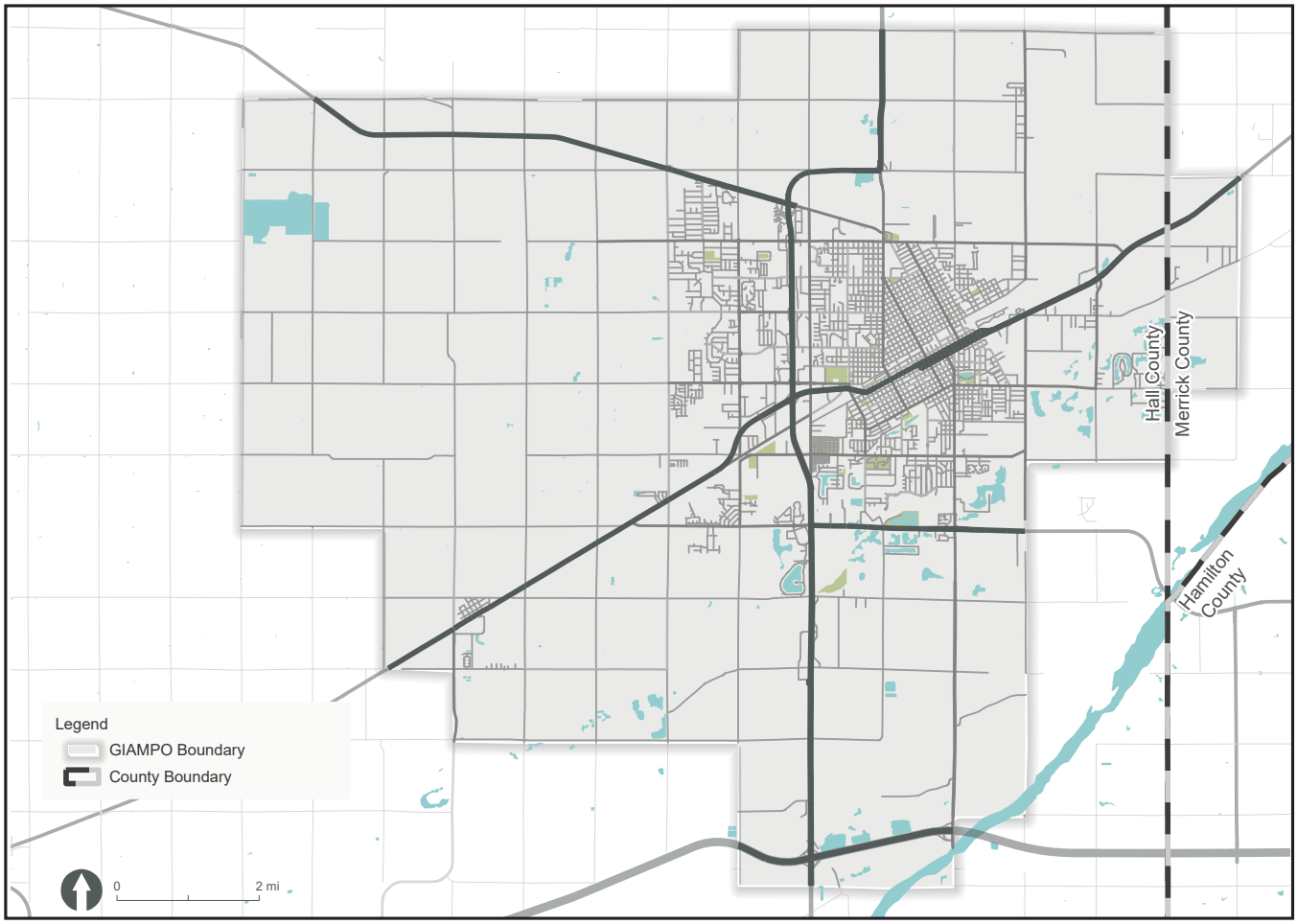
The LRTP will be developed through public input and technical analysis of how all the travel modes shown above perform. The LRTP team will analyze how the system operates today, and evaluate how the system of tomorrow could perform based on forecasted conditions for the next 25 years. The final LRTP will include strategies to address multimodal transportation issues and needs and a prioritized list of projects based on funding, technical analyses, and input received from Grand Island area residents.

Schedule



What is an MPO?

Federal law requires that any Urbanized Area with a population over 50,000 people to have a Metropolitan Planning Organization (MPO) that carries out multi-modal transportation planning (like an LRTP). The Grand Island Urbanized Area officially exceeded this population threshold in the 2010 Census. The Grand Island Metropolitan Planning Organization (GIAMPO) is the official MPO that serves as the formal transportation planning body for the Grand Island metropolitan planning area. GIAMPO is the first MPO designated by the State of Nebraska in over three decades.



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CITY OF GRAND ISLAND

2050 LONG RANGE TRANSPORTATION PLAN

GIAMPO

GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION

Taller de Visión Comunitaria

Jueves 6 de febrero de 2025

De 4:30 a 6:30 p.m.

Biblioteca Pública de Grand Island
1124 W 2nd St
Grand Island, NE 68801

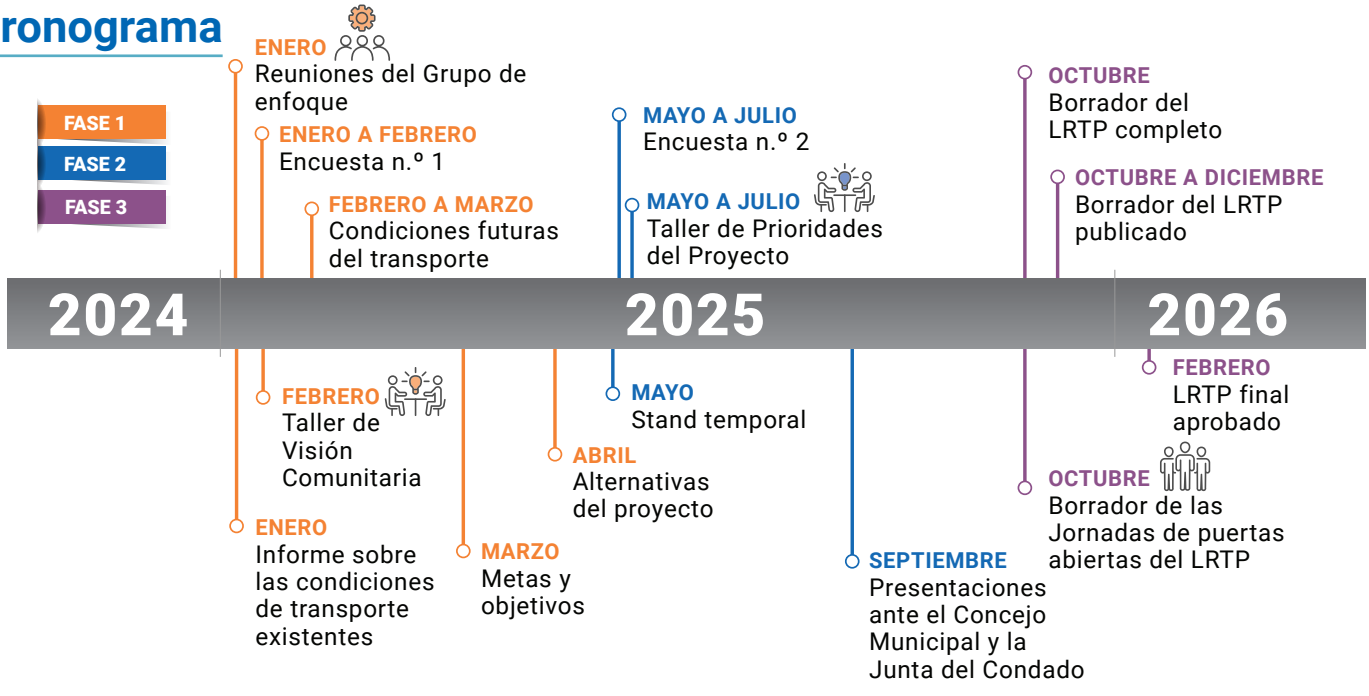
¡Gracias por acompañarnos en el Taller de Visión Comunitaria de hoy! Su aporte y participación son importantes para ayudar a la Organización de Planificación Metropolitana de la Ciudad de Grand Island (Grand Island Area Metropolitan Planning Organization, GIAMPO) a desarrollar un Plan de Transporte de Largo Plazo (Long Range Transportation Plan, LRTP) 2050 bien equilibrado.

Descripción general del LRTP 2050

El LRTP 2050 es un plan de 25 años que guiará la toma de decisiones del sistema de transporte para el área de Grand Island y proporcionará una lista de proyectos de transporte que satisfagan las necesidades futuras de transporte en la región. El sistema de transporte incluye lo siguiente:

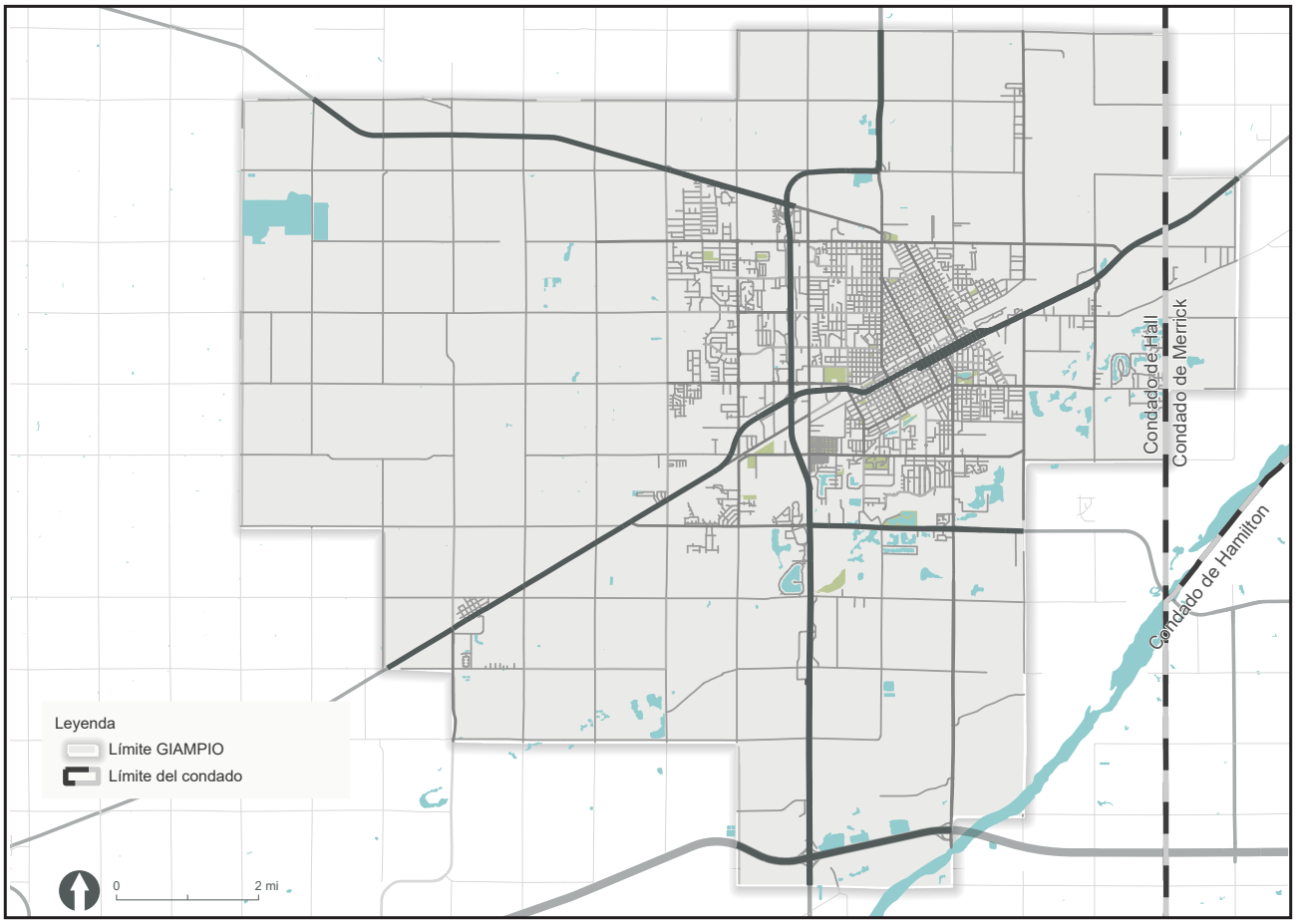
El LRTP se desarrollará mediante la participación del público y un análisis técnico sobre cómo funcionan todos los modos de transporte mencionados. El equipo de LRTP analizará cómo funciona el sistema hoy y evaluará cómo podría funcionar en el futuro en función de las condiciones previstas para los próximos 25 años. El LRTP final incluirá estrategias para abordar los problemas y las necesidades de transporte multimodal y una lista priorizada de proyectos basada en la financiación, los análisis técnicos y los aportes recibidos de los residentes del área de Grand Island.

Cronograma



¿Qué es una MPO?

La ley federal exige que cualquier área urbanizada con una población de más de 50,000 personas tenga una Organización de Planificación Metropolitana (Metropolitan Planning Organization, MPO) que lleve a cabo una planificación de transporte multimodal (como un LRTP). El área urbanizada de Grand Island superó oficialmente este umbral de población en el Censo de 2010. La Organización de Planificación Metropolitana de la Ciudad de Grand Island (GIAMPO) es la MPO oficial que actúa como el organismo de planificación de transporte formal para el área de planificación metropolitana de Grand Island. La GIAMPO es la primera MPO designada por el estado de Nebraska en más de tres décadas.



¡Manténgase informado!

Manténgase al tanto de los hitos del proyecto y los eventos públicos, suscríbase a futuras comunicaciones o proporcione comentarios sobre nuestra encuesta en **www.GI2050.com**.

Los comentarios y las respuestas de la encuesta se recopilarán hasta el **21 de febrero de 2025** y pueden enviarse a través del sitio web, por correo electrónico a **comment@GI2050.com** o por correo postal a Allan Zafft a 100 East 1st Street, Grand Island, NE 68801.

2050 LONG RANGE TRANSPORTATION PLAN
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CITY OF GRAND ISLAND

Come learn more and provide input on the 2050 Long Range Transportation Plan (LRTP) at a **PUBLIC VISIONING WORKSHOP!**

DATE
Thursday, February 6, 2025

TIME
4:30 – 6:30 p.m.

LOCATION
Grand Island Public Library
1124 W 2nd St, Grand Island, NE 68801

The Grand Island Area Metropolitan Planning Organization (GIAMPO) will be holding this workshop in an open-house style with no formal presentation. The workshop will provide details about the LRTP and will feature interactive exercises where attendees can help define the vision and goals for Grand Island's transportation future and provide input on the city's highway, street, transit, freight, bicycle and pedestrian facility needs.

Unable to attend in person? Visit the online meeting, review workshop materials, and take our survey at www.GI2050.com. Comments will be collected through **February 21, 2025** and can be submitted on the website, sent to comment@GI2050.com, or mailed to Allan Zafft at 100 East 1st Street, Grand Island, NE 68801.

¡Venga a aprender más y brinde su opinión sobre el Plan de Transporte de Largo Alcance (LRTP) 2050 en un **TALLER DE VISIÓN PÚBLICA!**

DATE
Jueves 6 de febrero, 2025

TIME
4:30 – 6:30 p.m.

LOCATION
Biblioteca pública de Grand Island
1124 W 2nd St, Grand Island, NE 68801

La Organización de Planificación Metropolitana del Área Grand Island (GIAMPO, por sus siglas en inglés) llevará a cabo este taller en un estilo de casa abierta sin presentación formal. El taller proporcionará detalles sobre el LRTP y contará con ejercicios interactivos donde los asistentes pueden ayudar a definir la visión y los objetivos para el futuro del transporte de Grand Island y proporcionar información sobre las necesidades de instalaciones de carreteras, calles, tránsito, carga, bicicletas y peatones de la ciudad.

¿No puede asistir en persona? Visite la reunión en línea, revise los materiales del taller y responda nuestra encuesta en www.GI2050.com. Los comentarios se recopilarán hasta el 21 de **febrero de 2025** y pueden enviarse en el sitio web, enviarse a comment@GI2050.com, o enviarse por correo a Allan Zafft a 100 East 1st Street, Grand Island, NE 68801.

Si necesita un intérprete de español para esta reunión, comuníquese con Allan Zafft al **308-389-0273** o **AllanZ@grand-island.com**.

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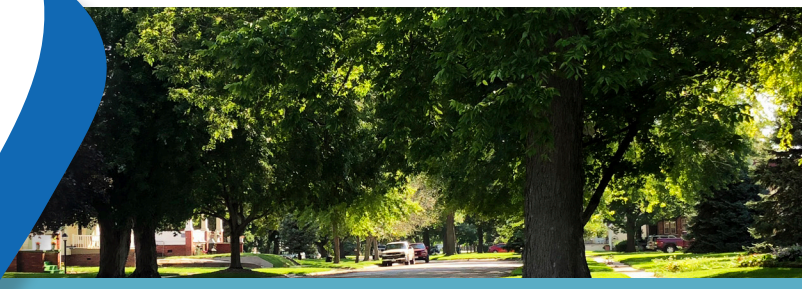
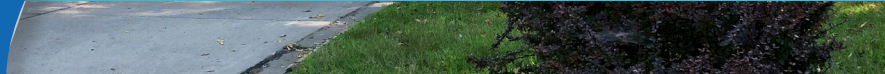


www.GI2050.com



Legal Notice Content (English)

City of Grand Island, Grand Island Area Metropolitan Planning Organization
Notice of Public Visioning Workshop

Come learn more and provide input on the **2050 Long Range Transportation Plan (LRTP)** at a Public Visioning Workshop!

Date: Thursday, February 6, 2025
Time: 4:30 – 6:30 p.m.
Location: Grand Island Public Library, 1124 W 2nd St, Grand Island, NE 68801

The Grand Island Area Metropolitan Planning Organization (GIAMPO) will be holding the Public Visioning Workshop in an open-house style with no formal presentation. The workshop will provide details about the LRTP and will feature interactive exercises where attendees can help define the vision and goals for Grand Island's transportation future and provide input on the city's highway, streets, transit, freight, bicycle and pedestrian facility needs. Attendees may come and go at their convenience.

Community input throughout LRTP development is critical for developing a well-rounded plan. Everyone is encouraged to attend and participate. If you are unable to attend in person, you can visit the online meeting, review workshop materials, and take our survey at www.GI2050.com. Comments will be collected through February 21, 2025 and can be submitted on the website, sent to comment@GI2050.com or mailed to Allan Zafft at 100 East 1st Street, Grand Island, NE 68801.

Si necesita un intérprete de español para esta reunión, comuníquese con Allan Zafft al 308-389-0273 o AllanZ@grand-island.com.

Legal Notice Content (Spanish)

Organización de Planificación Metropolitana de la Ciudad de Grand Island, ciudad de Gran Island

Aviso sobre el Taller de Visión Comunitaria

Venga a obtener más información y proporcione comentarios sobre el **Plan de Transporte de Largo Plazo (Long Range Transportation Plan, LRTP) 2050** en un Taller de Visión Comunitaria.

Fecha: Jueves, 6 de febrero de 2025

Hora: de 4:30 p. m. a 6:30 p. m.

Lugar: Biblioteca pública de Grand Island, 1124 W 2nd St, Grand Island, NE 68801

La Organización de Planificación Metropolitana de la Ciudad de Grand Island (Grand Island Area Metropolitan Planning Organization, GIAMPO) llevará a cabo el Taller de Visión Comunitaria en un estilo abierto sin presentación formal. El taller proporcionará detalles sobre el LRTP y presentará ejercicios interactivos en los que los asistentes pueden ayudar a definir la visión y los objetivos para el futuro del transporte de Grand Island y proporcionar aportes sobre las necesidades de la ciudad en materia de carreteras, calles, tránsito, transporte de mercancías, bicicletas e instalaciones peatonales. Los asistentes podrán entrar y salir cuando lo deseen.

Los aportes de la comunidad durante el desarrollo del LRTP son fundamentales para desarrollar un plan bien concebido. Se alienta a todos a asistir y participar. Si no puede asistir en persona, puede acceder a la reunión en línea, revisar los materiales del taller y realizar nuestra encuesta en www.GI2050.com. Los comentarios se recopilarán hasta el 21 de febrero de 2025 y pueden enviarse en el sitio web, enviarse a comment@GI2050.com o por correo postal a Allan Zafft a 100 East 1st Street, Grand Island, NE 68801.

Press Release

City of Grand Island
Wednesday, January 22, 2025

FOR IMMEDIATE RELEASE

News Contact: Allan Zaft, MPO Program Manager, 308-389-0273, AllanZ@grand-island.com

GIAMPO Kicks Off 2050 Long Range Transportation Plan with Public Visioning Workshop

GRAND ISLAND, Neb.—The Grand Island Area Metropolitan Planning Organization (GIAMPO) is holding a Public Visioning Workshop for the 2050 Long Range Transportation Plan (LRTP) on Thursday, February 6, 2025, from 4:30 – 6:30 p.m. at the Grand Island Public Library, 1124 W 2nd St, Grand Island, NE 68801.

The Public Visioning Workshop will provide details about the LRTP and will feature interactive exercises where attendees can help define the vision and goals for Grand Island's transportation future and provide input on the city's highway, street, transit, freight, bicycle and pedestrian facility needs. This workshop will be open-house style with no formal presentation. Attendees may come and go at their convenience.

Community input throughout LRTP development is critical for developing a well-rounded plan. Everyone is encouraged to attend and participate. If you are unable to attend in person, you can visit the online meeting, review workshop materials, and take our survey at www.GI2050.com. Comments will be collected through February 21, 2025 and can be submitted on the website, sent to comment@GI2050.com or mailed to Allan Zafft at 100 East 1st Street, Grand Island, NE 68801.

Si necesita un intérprete de español para esta reunión, comuníquese con Allan Zafft al 308-389-0273 o AllanZ@grand-island.com.

MORE ABOUT THE 2050 LRTP

The 2050 LRTP is a 25-year plan that will guide transportation system decision-making for the Grand Island area and will provide a list of transportation projects that meet future regional needs. The LRTP will be developed through public input and a technical analysis of how all modes of transportation perform including highways, streets, transit, freight, bicycle and pedestrian facilities. GIAMPO will not only analyze how the system operates today but will also forecast conditions for the next 25 years. The final 2050 LRTP will include strategies, and a prioritized list of projects based on anticipated funding, the results of technical analyses and community preferences of Grand Island area residents.

###

Press Release (Spanish)

Ciudad de Grand Island

Miércoles, 22 de enero de 2025

PARA SU PUBLICACIÓN INMEDIATA

Contacto de noticias: Allan Zaft, gerente del programa MPO, 308-389-0273, AllanZ@grand-island.com

La GIAMPO lanza el Plan de Transporte de Largo Plazo 2050 con el Taller de Visión Comunitaria

GRAND ISLAND, Nebraska.—La Organización de Planificación Metropolitana del Área de Grand Island (Grand Island Area Metropolitan Planning Organization, GIAMPO) llevará a cabo un Taller de Visión Comunitaria para el Plan de Transporte de Largo Plazo (Long Range Transportation Plan, LRTP) 2050 el jueves, 6 de febrero de 2025, de 4:30 p. m. a 6:30 p. m. en la Biblioteca Pública de Grand Island, 1124 W 2nd St, Grand Island, NE 68801.

El Taller de Visión Comunitaria proporcionará detalles sobre el LRTP y presentará ejercicios interactivos en los que los asistentes pueden ayudar a definir la visión y los objetivos para el futuro del transporte de Grand Island y proporcionar aportes sobre las necesidades de la ciudad en materia de carreteras, calles, tránsito, transporte de mercancías, bicicletas e instalaciones peatonales. Este taller será de estilo abierto sin presentación formal. Los asistentes podrán entrar y salir cuando lo deseen.

Los aportes de la comunidad durante el desarrollo del LRTP son fundamentales para desarrollar un plan bien concebido. Se alienta a todos a asistir y participar. Si no puede asistir en persona, puede acceder a la reunión en línea, revisar los materiales del taller y realizar nuestra encuesta en www.GI2050.com. Los comentarios se recopilarán hasta el 21 de febrero de 2025 y pueden enviarse en el sitio web, enviarse a comment@GI2050.com o por correo postal a Allan Zafft a 100 East 1st Street, Grand Island, NE 68801.

Si necesita un intérprete de español para esta reunión, comuníquese con Allan Zafft al 308-389-0273 o AllanZ@grand-island.com.

MÁS INFORMACIÓN SOBRE EL LRTP 2050

El LRTP 2050 es un plan de 25 años que guiará la toma de decisiones del sistema de transporte para el área de Grand Island y proporcionará una lista de proyectos de transporte que satisfagan las necesidades regionales futuras. El LRTP se desarrollará a través de aportes públicos y un análisis técnico de cómo se desempeñan todos los medios de transporte, incluidas las autopistas, las calles, el tránsito, la carga, las instalaciones para bicicletas y

peatones. La GIAMPO no solo analizará cómo funciona el sistema hoy, sino que también pronosticará las condiciones para los próximos 25 años. El LRTP final de 2050 incluirá estrategias y una lista priorizada de proyectos basada en el financiamiento anticipado, los resultados de los análisis técnicos y las preferencias de la comunidad de los residentes del área de Grand Island.

###

Grand Island Area Metropolitan Planning Organization (GIAMPO) 2050 LRTP Public Visioning Survey

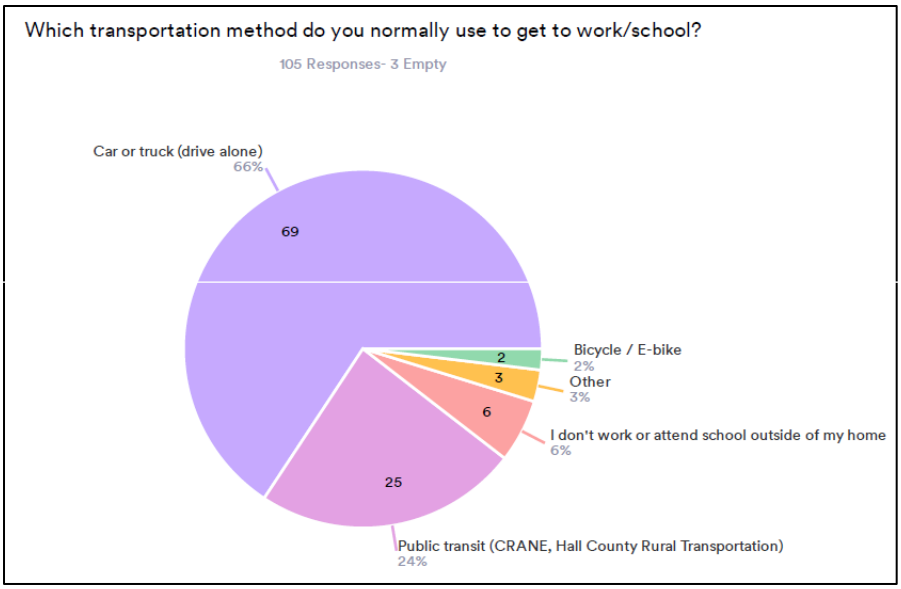
Overview

The Public Visioning Survey for the 2050 Long Range Transportation Plan (LRTP) is a supplement to open house #1. The goal was to obtain feedback from the public on a range of multimodal strategies. The survey ran from February 6 to February 21, 2025.

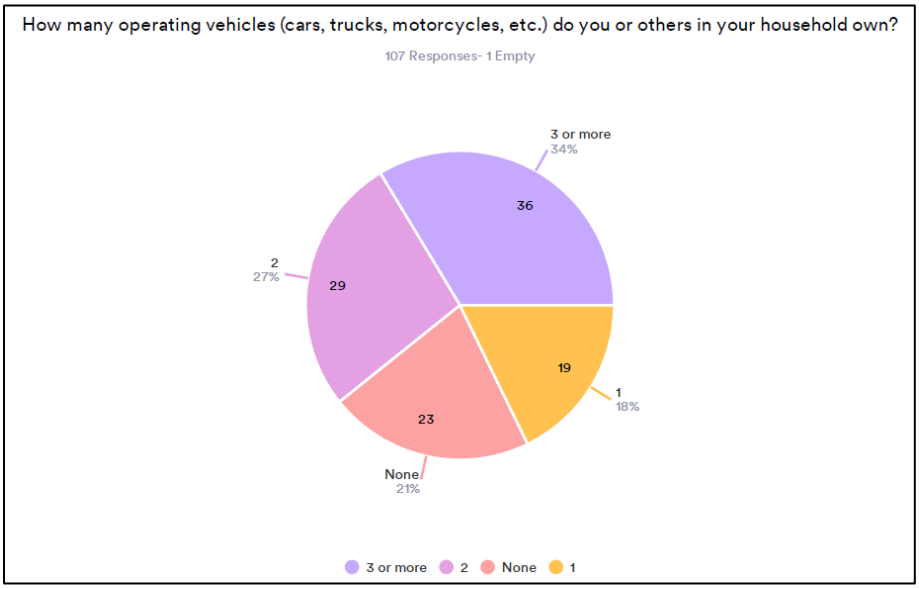
The survey was promoted through a public meeting, English and Spanish legal notices, a press release, email, flyer, social media, and the project website. Additionally, hard copies were distributed directly to riders on CRANE Public Transit buses, which resulted in 39 completed surveys. Overall, 108 surveys were completed.

Transportation

- When asked which transportation method respondents normally use to get to work or school, 66% responded car/truck (drive alone).
- The second largest response was public transit (24%).

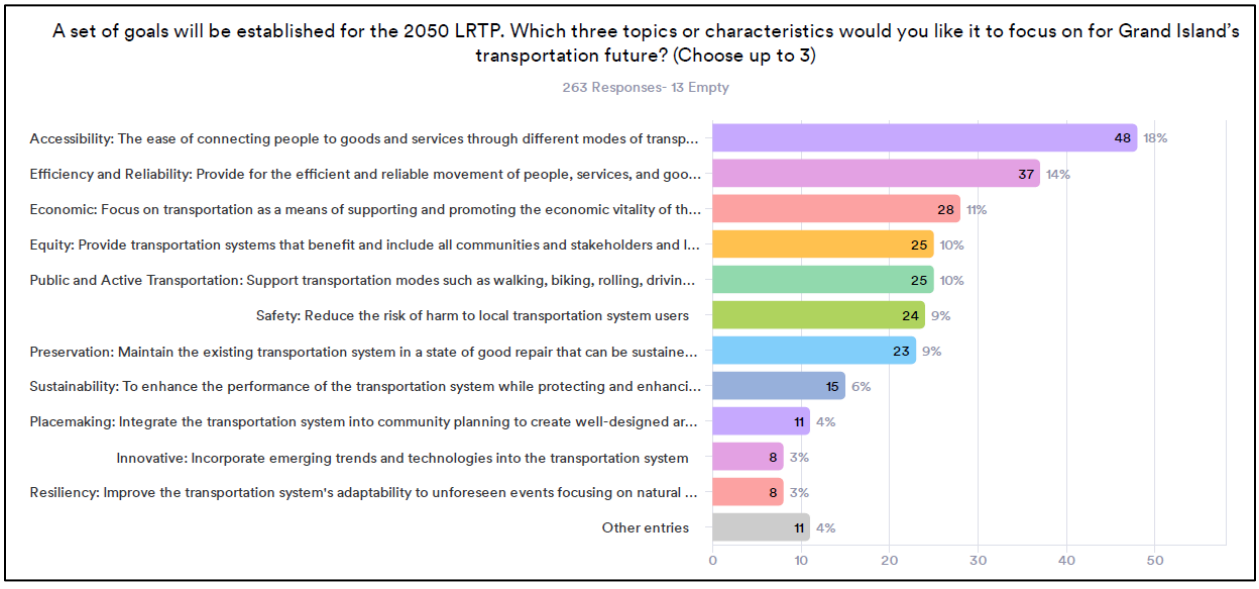


- Participants were asked how many operating vehicles (cars, trucks, motorcycles) were owned in their household. The top responses were three or more vehicles (34%) and two vehicles (27%). But overall, it was a fairly even split amongst responses.

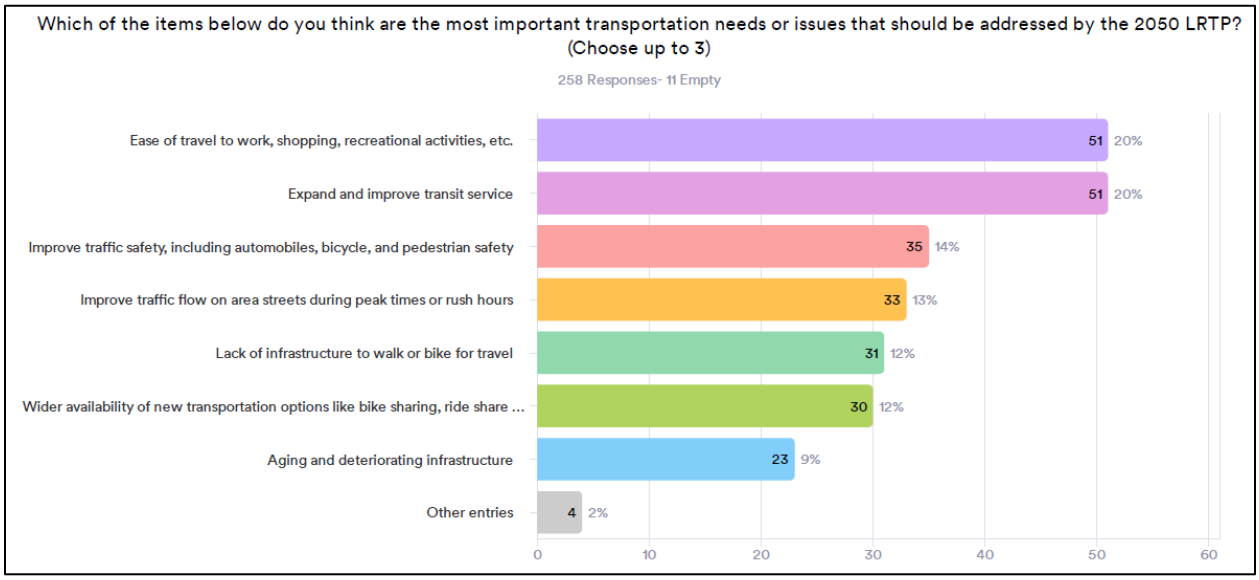


Goals & Needs

- Participants were asked to choose their top three choices for topics of characteristics they would like to focus on for Grand Island's transportation future. The top three selections were **accessibility, efficiency and reliability, and economic**. The full ranking is below:
    - **Accessibility:** The ease of connecting people to goods and services through different modes of transportation (car, bike, walking, bus, etc.)
    - **Efficiency and Reliability:** Provide for the efficient and reliable movement of people, services, and goods
    - **Economic:** Focus on transportation as a means of supporting and promoting the economic vitality of the Grand Island area
    - **Equity:** Provide transportation systems that benefit and include all communities and stakeholders and limit disproportionate impacts on neighborhoods with access to fewer opportunities
    - **Public and Active Transportation:** Support transportation modes such as walking, biking, rolling, driving, etc.
    - **Safety:** Reduce the risk of harm to local transportation system users
    - **Preservation:** Maintain the existing transportation system in a state of good repair that can be sustained into the future with reasonably expected funding sources
    - **Sustainability:** To enhance the performance of the transportation system while protecting and enhancing the natural environment
    - **Placemaking:** Integrate the transportation system into community planning to create well-designed areas
    - **Other**
    - **Innovative:** Incorporate emerging trends and technologies into the transportation system
    - **Resiliency:** Improve the transportation system's adaptability to unforeseen events focusing on natural hazards

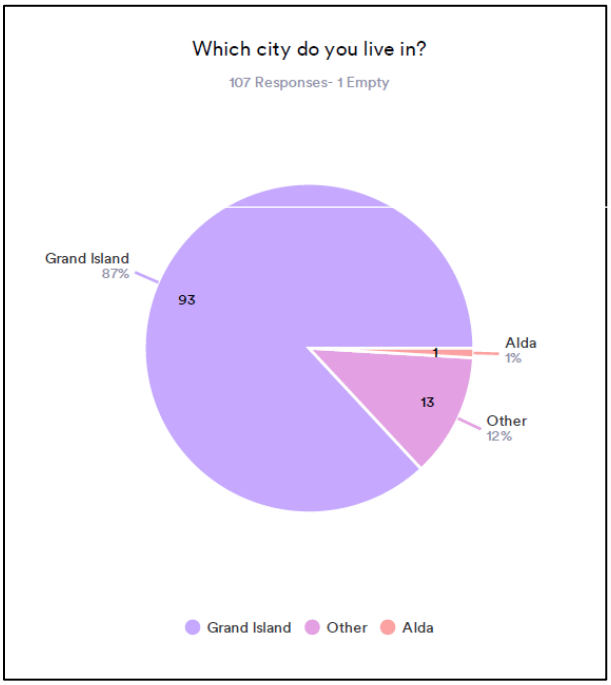


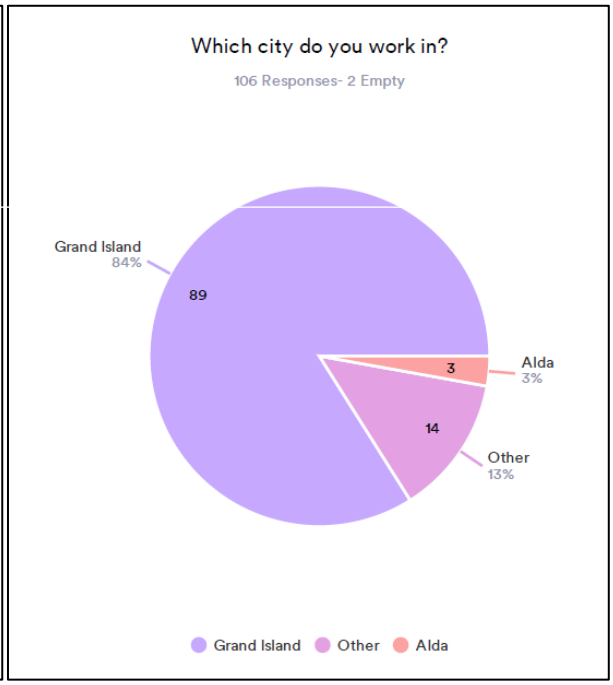
- Participants were asked to choose their top three choices for what they felt were the most important transportation needs or issues that should be addressed by the 2050 LRTP. The top three choices included **ease of travel, expand and improve transit, and improve traffic safety**. The full ranking is below:
    - Ease of travel to work, shopping, recreational activities, etc.
    - Expand and improve transit service
    - Improve traffic safety, including automobiles, bicycle, and pedestrian safety
    - Improve traffic flow on area streets during peak times or rush hours
    - Lack of infrastructure to walk or bike for travel
    - Wider availability of new transportation options like bike sharing, ride share (Uber, Lyft), and electric scooters
    - Aging and deteriorating infrastructure
    - Other
- Other issues that were identified were public transportation for schools and long wait times at the railroad crossings.



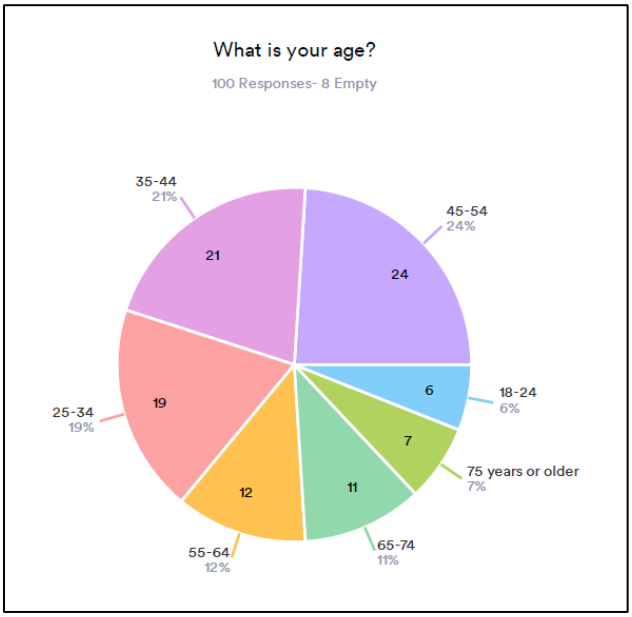
Demographics

- The majority of respondents live and work in Grand Island, NE.
- Other respondents live in Alda, Cairo, Aurora, Giltner, Wood River, Spalding, Saint Paul, Hastings, Doniphan, and Memphis.
- Those respondents who don't work in Grand Island are either retired/don't work, or work in Alda, Aurora, Giltner, Memphis, or Saint Paul.

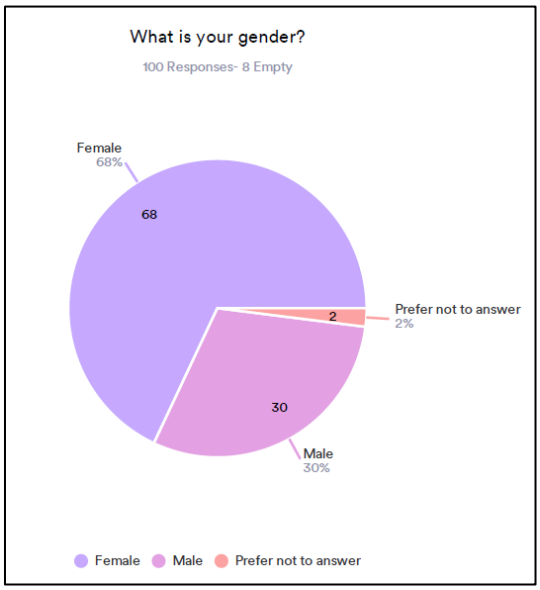




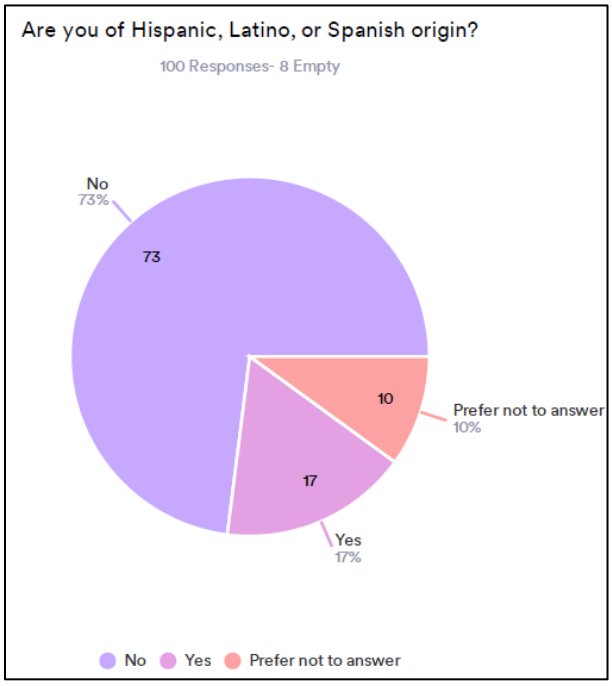
- The majority of respondents were between the ages of 45-54 (24%), 35-44 (21%), and 25-34 (19%).

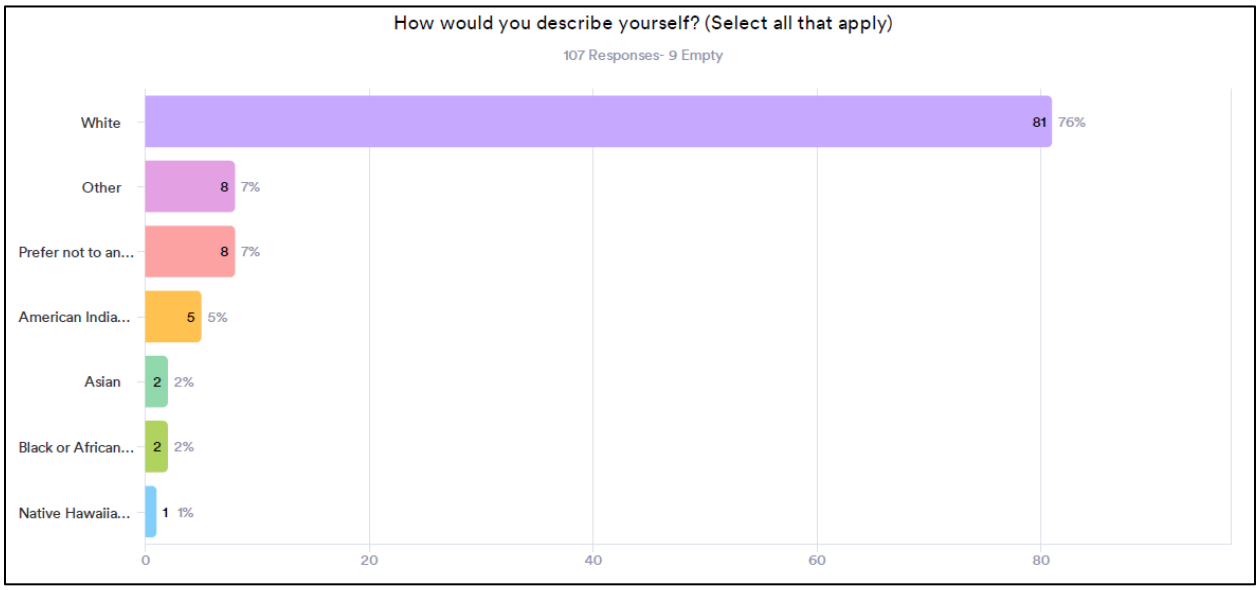


- The majority of respondents identified as female (68%).
- 30% identified as male and 2% preferred not to answer.

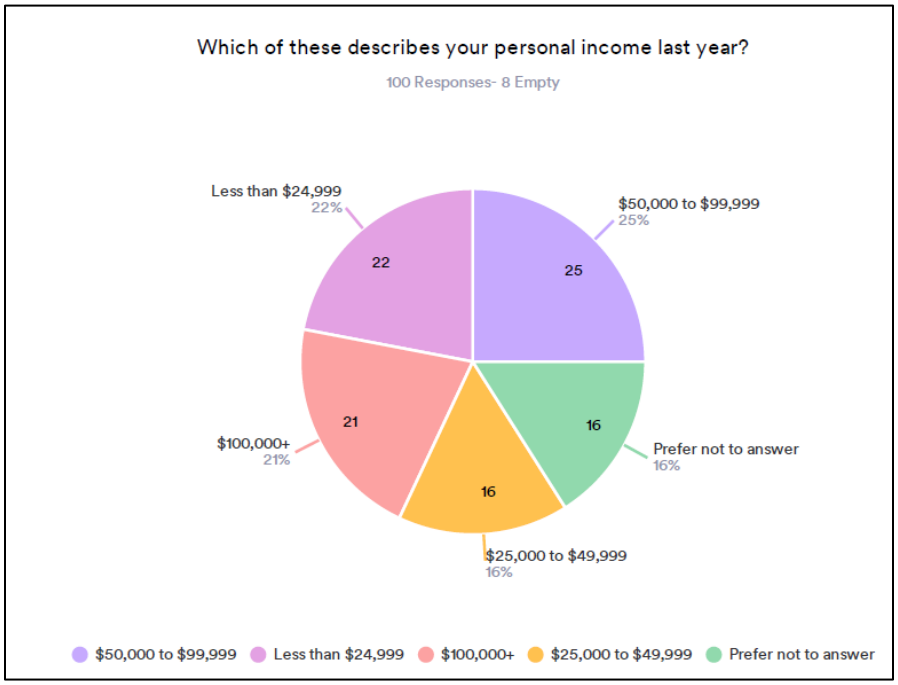


- 17% identified as Hispanic, Latino, or Spanish origin
- Most respondents identified as white/not Hispanic or Latino in origin. Other identified backgrounds, including American Indian, Asian, Black of African American, and Native Hawaiian made up %5 or less of the survey respondents.





- Participant income was split fairly evenly amongst the options ranging from prefer not to answer and $100,000+



- Current occupations varied/ Most respondents were retirees while other occupations included engineer, teacher/other education, registered nurse/other medical, public service provider, and office manager/administrative assistant.

Focus Group Meeting Summary

Three focus group meetings were held in January 2025. An in-person meeting was held in Grand Island at Grand Island City Hall Community Meeting Room on January 22 and had five attendees. Two virtual meetings were held on January 23 at 11 a.m. and at 1:30 p.m. and had six and one attendees, respectively. The details of each meeting follow.

Attendees

Table 1. In-Person Meeting

Name & Organization (if applicable)	Contact Information
Douglas Brown **City of Grand Island**	
Wesley Wahlgreen **Nebraska Department of Transportation (NDOT)**	
Patrick Brown **City of Grand Island**	
Brad Mellama **Grand Island CVB**	

Table 2. Virtual Meeting #2

Name & Organization (if applicable)	Contact Information
Angela Simdorn **Hornaday Manufacturing**	
Benjamin Newton **Central Community College**	
Karly Simonson **Central District Health Department**	
Liz Mayfield **Hope Harbor**	
Tonja Brown **Grow Grand Island**	
Jarrod Walker **NDOT**	

Table 3. Virtual Meeting #3

Name	Contact Information
Jessica Hendricks **Leadership Unlimited**	

Project team members included Allan Zaft, Chad Nabity, Keith Kurz and Tim Golka from the City of Grand Island and Jason Carbee, Jeremy Williams, and Julie Molacek from HDR.

Activities

All three focus group meetings included the same activities, tailored to both the in-person and virtual formats. The in-person meeting featured a Mentimeter activity, a mapping activity, and a SWOT analysis. For the virtual meetings, the team used Microsoft Whiteboard to replicate the in-person mapping activity and gather similar feedback. Results are summarized in the next section, and individual results follow.

Results & Key Takeaways

Goal Prioritization

- When asked what the 2050 LRTP should prioritize, ‘Safety’ consistently ranked in the top three across all groups and was first in two of the groups.
- ‘Efficiency & Reliability’ appeared in the top three for two of the groups, and ‘Accessibility' appeared in the top three for two of the groups.
- ‘Public & Active Transportation’ ranked highest in the last group, though this meeting only had one participant.

Transportation Issues & Needs

- The most important transportation issues or needs varied slightly but generally included improving traffic safety, expanding and improving transit services, and enhancing ease of travel for work, shopping, and recreation.
- Some rankings emphasized roadway conditions, while others prioritized the availability of new transportation options like ride-sharing and electric scooters.

Mapping Activity

- The mapping activity highlights key traffic concerns, including heavy congestion and safety issues at student pickup locations, major employment hubs, and busy intersections.
- Roundabouts have been beneficial in high-traffic areas, but some roads, like Old Potash Highway and US-281 crossings, remain hazardous.

- Public transit expansion is a priority, especially for households without drivers and students relying on CRANE.
- Future considerations include maintaining accessibility as South Grand Island grows, improving pedestrian connections to downtown, and addressing congestion near major roads and the new casino.

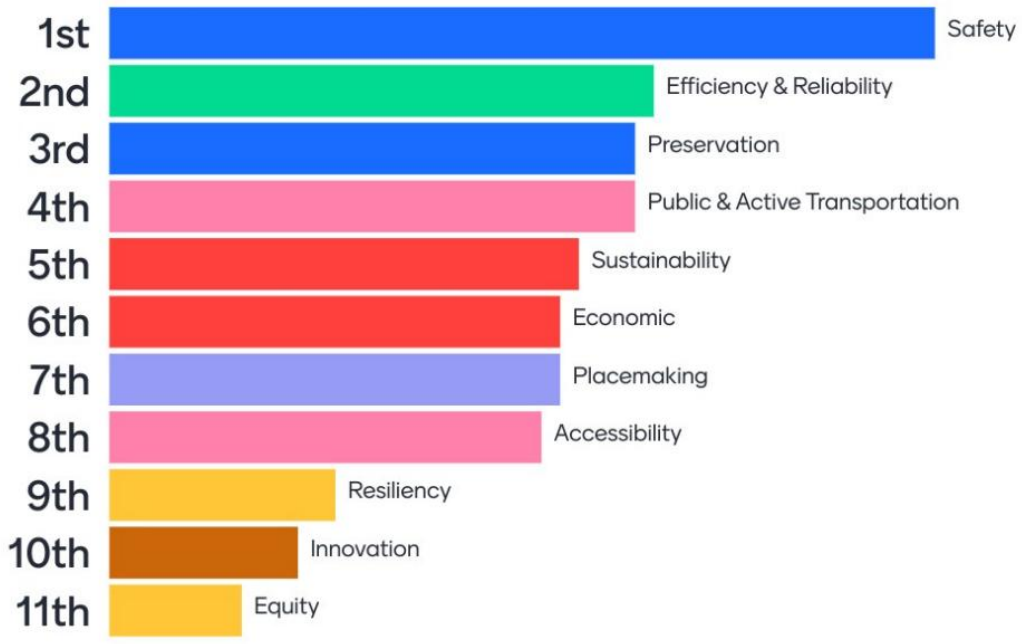
SWOT Analysis

- The SWOT analysis highlighted key transportation factors, with strengths including airport service, good pavement conditions, and successful roundabouts.
- Weaknesses focus on connectivity issues, limited transit services, and congestion in high-traffic areas.
- Opportunities include expanding roundabouts, innovating in shared transportation, and improving pedestrian crossings, particularly downtown.

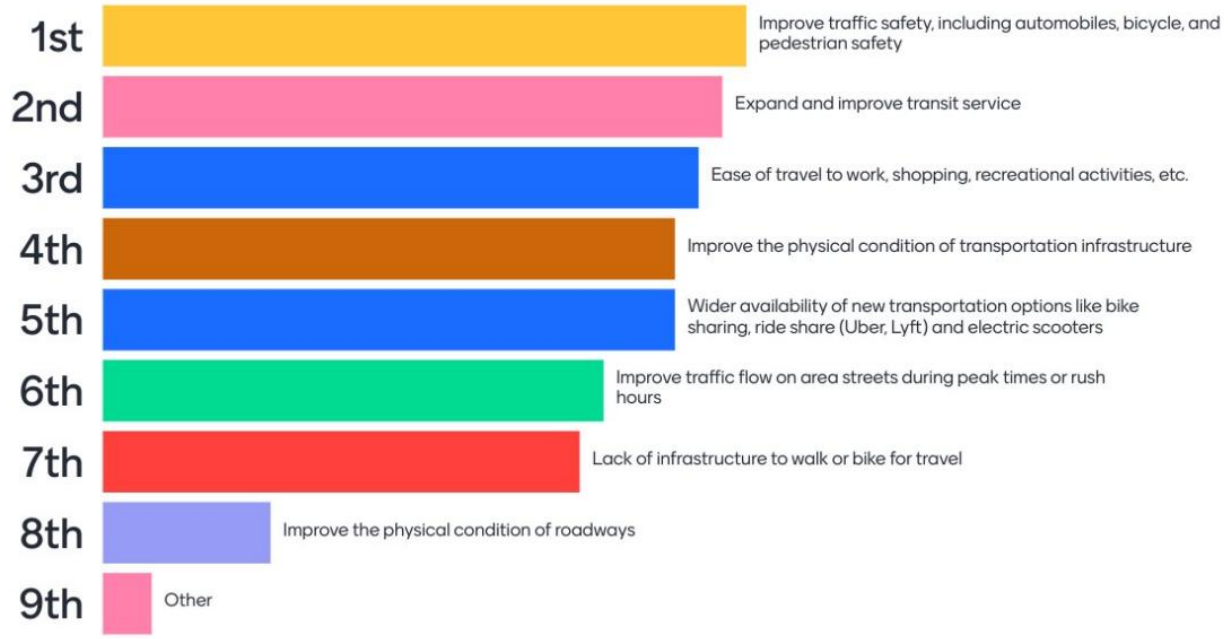
In-Person Meeting

Mentimeter Activity

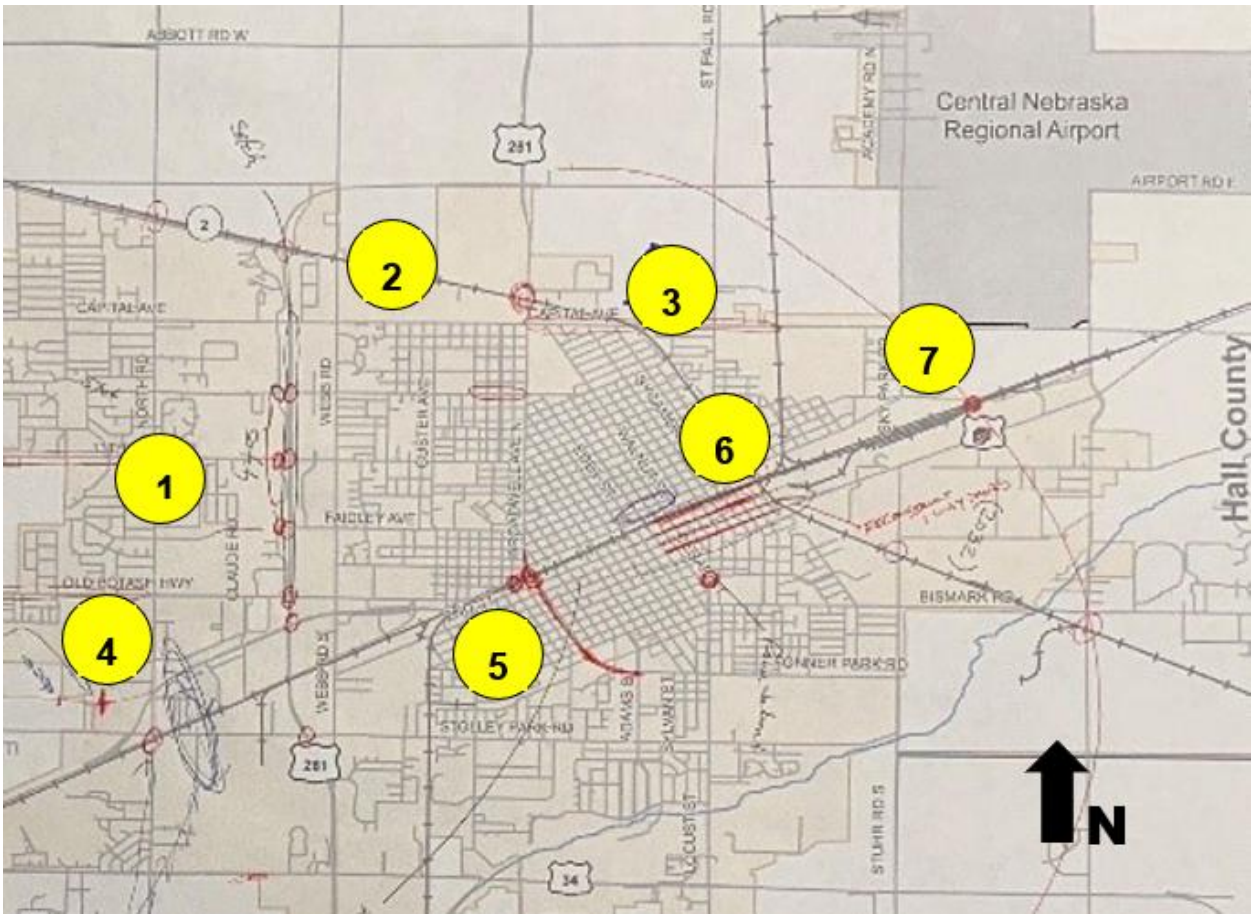
Please rank the topics or characteristics you want the 2050 LRTP to prioritize.



Please rank the most important transportation issues or needs for the 2050 LRTP.



Mapping Activity



1 US-281, State Street to US-30
   a. Implement safety improvements for left turn lanes
2. BNSF Rail
   a. Identify improved / separated rail crossings
3. Capital Avenue east of Broadwell Avenue
   a. Look to widen / improve for safety and traffic flow
4. US-30 / UP Rail
   a. Identify bicycle/pedestrian/trail crossing to connect northwest and southwest trail networks
5. Broadwell Avenue / Fonner Park Road
   a. Consider a connection for more direct connection between downtown and South Locust Street
6. 1st Street and 2nd Street
   a. With reconstruction of One-way pair, consider new configurations for safety and mobility for all users (vehicles, pedestrians, and bicyclists)
7. East Beltway
   a. Consider new eastern freight and regional mobility corridor between south Locust Street, US-30, and US-281 north

SWOT Analysis

Strengths

- Airport service
- Terrain is flat – helps biking
- Improving bike/ped crossings
- Pavement good
- Good grid
- Sidewalks
- Rail Access

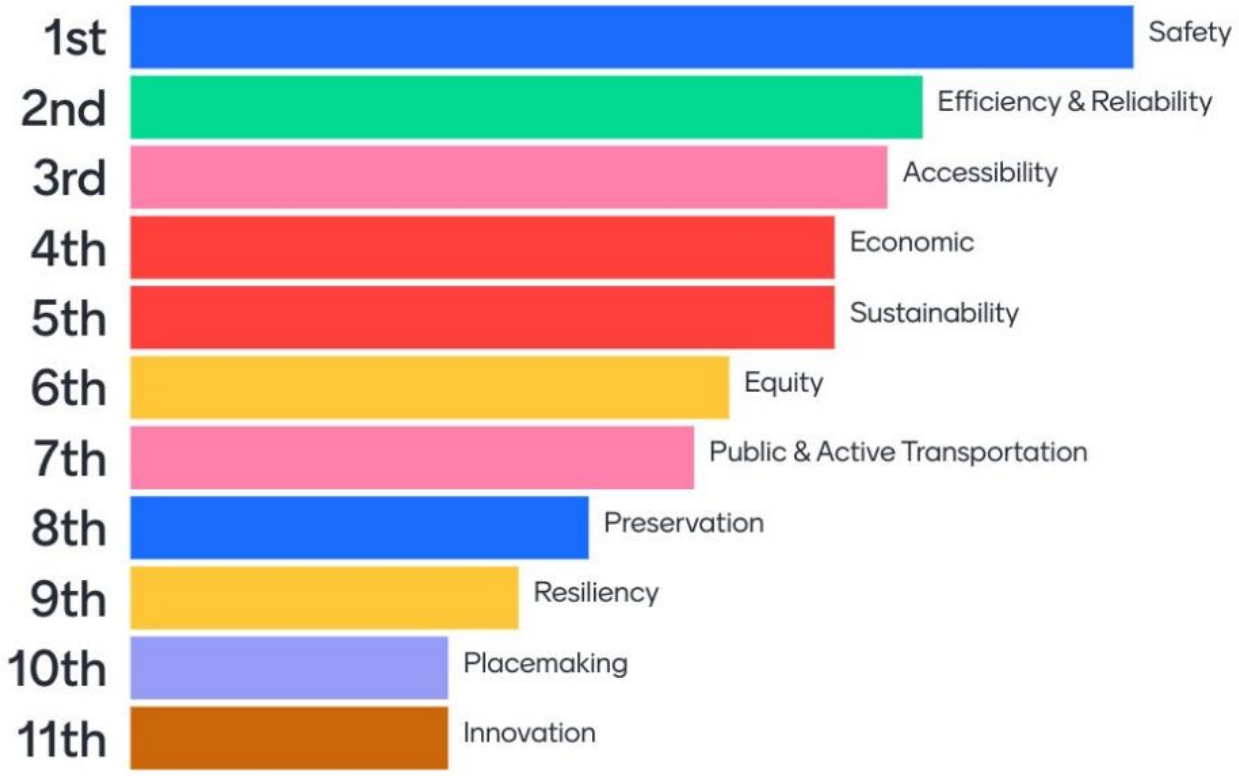
Weaknesses

- Connectivity of trails
- Barriers
- RR crossings

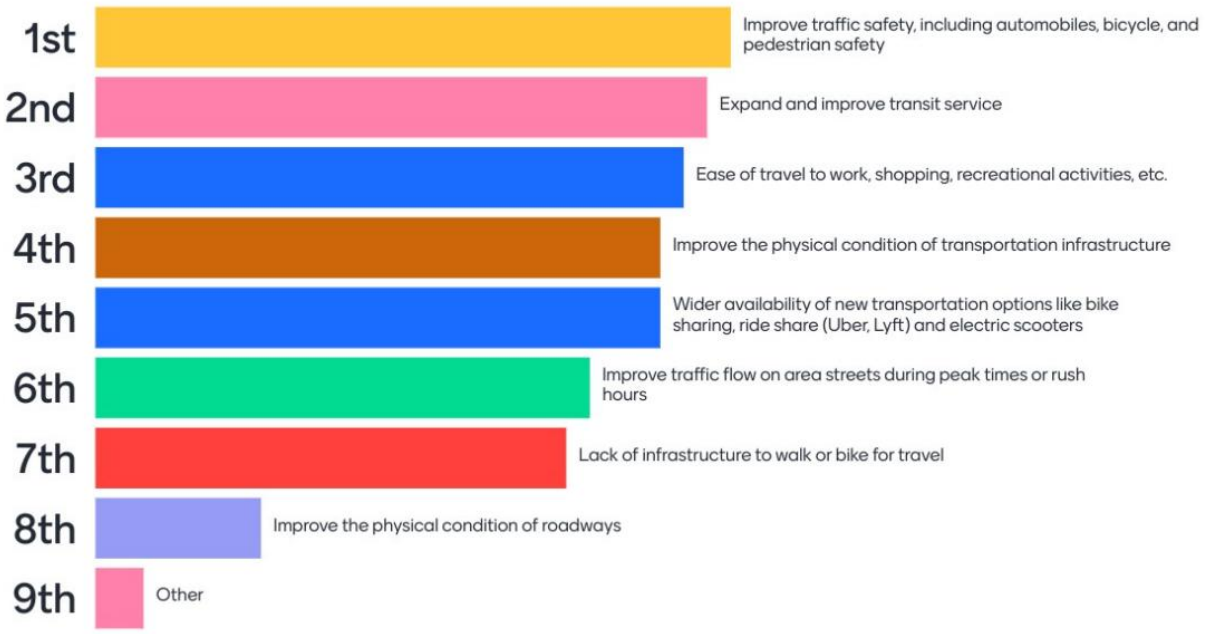
Virtual Meeting #1

Mentimeter Activity

Please rank the topics or characteristics you want the 2050 LRTP to prioritize.



Please rank the most important transportation issues or needs for the 2050 LRTP.



Mapping Activity

- Student pick up at Grand Island Senior High – very busy, lots of accidents
- Lots of households without drivers – expansion of transit/more reliable transit
- Students that take CRANE have issues with pickup to get to Central Community College campus
- Industries in town that are major employers – getting to work during different shifts is not always available
- Old Potash Highway from Webb Road to far west (outside of town), 1,300 employees going up and down that road every day on all shifts. Roundabout has helped, but still treacherous. To get to HyVee across US-281 is dangerous
- North Road and Old Potash Highway – roundabouts are a godsend during times of high traffic
- 1st street and US-30 – no buffer between sidewalk and highway, people speed a lot with lots of foot traffic around; tough to cross the street
- On the side road by Wendy's (state street? Just to the west of US-281). Anytime you leave Sam's clubs, there's always backed up traffic with the frontage road

SWOT Analysis

Strengths

- Roundabouts have been good improvements, seems safer and fewer accidents now

- Appreciate roundabouts on North Avenue, reduce backups

Weaknesses

- Need more transit services
- Need more reliable/dependable transit service – pickups are missed, foreign students
- Limited public transit availability during shift changes for industry, failing workforce access

Opportunities

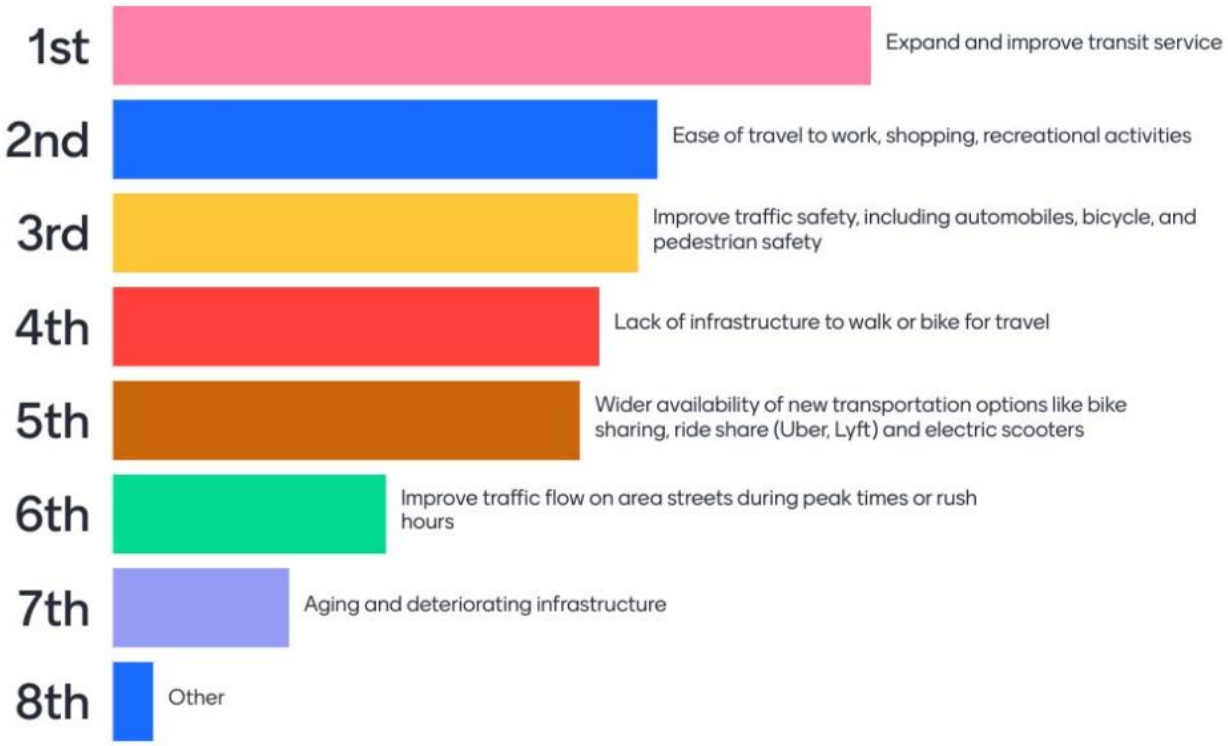
- Innovate in shared transportation
- Roundabouts have been good for Grand Island – can we have more?

Virtual Meeting #2

Mentimeter Activity

Please rank the topics or characteristics you want the 2050 LRTP to prioritize.

Please rank the most important transportation issues or needs for the 2050 LRTP.



Mapping Activity

Comments

- As South Grand Island develops, how can we keep it accessible (cars, pedestrians, bikes, etc.)
- New traffic signal by FedEx is good
- Concerns with traffic with casino
- The grade separation (at Broadwell and the railroad) will be good – allows traffic to pass when trains are parked/going through town
- Maybe better pedestrian access between downtown and the north side/4th Street
- US-281 congestion

SWOT Analysis

Strengths

- Improvements have been good. Infrastructure always getting better

- Roundabouts have been very good
- Maintenance and preservation have been good

Weakness

- Concerns with CRANE service reliability
- High traffic areas have some rush hour congestion
- Access between NW Grand Island and the rest of the city requires a car

Opportunities

- New pedestrian crossings of Union Pacific railroad (UPRR) downtown
- Biggest discussion topic – how to connect 3rd street and 4th street downtown

CHIP Meeting Summary

A virtual meeting was held with CHIP Partners on Thursday, February 13 and had 15 attendees. The details of the meeting are below.

Name & Organization (if applicable)
Libby Finochiaro **City of Grand Island**
Renee McCord **St Francis**
Laura Salber **Heartland Health Center**
Jessica Hammers **Health Department**
Ashley Hake **Central District Health Department**
Carly Simonson **Central District Health Dept**
Anna Rodriguez **Central District Health Dept**
? Dodd **Central District Health Dept**

Name & Organization (if applicable)
Liza Falcon **Central District Health Dept**
Rachel Sazama **Central District Health Dept**
April Sundberg **Head Start**

Project team members included Allan Zafft from the City of Grand Island and Jason Carbee, Jeremy Williams, and Julie Molacek from HDR.

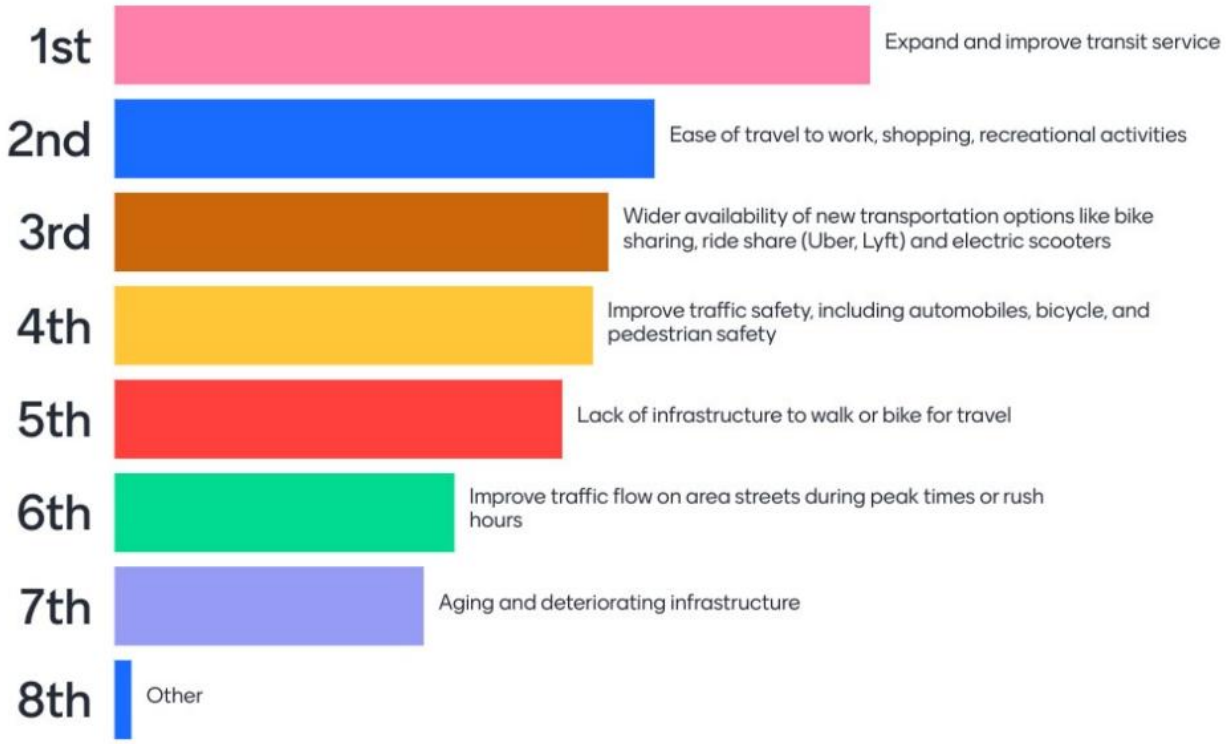
The project team presented to the group on the LRTP and how to stay involved. Then the discussion focused on the Community Health Planning efforts through CHIP and how the LRTP overlapped with it. General discussion included:

- The Health Department and hospitals complete the community health assessment every three years and are currently going through that process. The planning process includes collect survey responses, coordinate with partners to have discussions over themes/issues in Grand Island.
- The CHIP planning themes include cultural awareness, access to health care, and access to childcare
- Transportation and housing are high needs issues identified by this process.
- Discussion of transportation needs and strategies include:
    - Past TDP efforts looked at efforts to expand service, but these strategies rely on new partnerships and funding sources.
    - CHIP has not addressed transportation strategies yet.
    - CHI St Francis is focused on transportation specifically for their clients- partners have looked at individual strategies but not much collective planning and strategizing has occurred.
- Most Important Issues the LRTP Should Address
    - Expand and Improve Transit Service.
        - Hours of Operation – patient discharge on weekends or in the evenings when there's no CRANE service. Taxicabs often do not operate. Medicaid transport is not always reliable, and patients can get stuck/delayed at hospital for a long time which often results in patients walking.
            - A shuttle that stops at St Francis would help with this issue.
        - Same Day Service – 24-hour advance notice with CRANE is a barrier since knowing when discharge will occur is difficult in many cases.
            - Have tried to work with CRANE to schedule daily recurring services.
        - Language – CRANE services require English.

        - Limited bags – many users cannot carry everything they need since all personal items must be put in small plastic tote.
    - Uber/Lyft would be a helpful option if this service had more operators.
    - Bringing kids on CRANE-- also a limitation if patients need to drop off/pick up kids from school/activities.
    - Geography-based Issues
        - Transportation to Grand Island Regional Health -- basically impossible for a client to walk from Central Health due to distance and connections

Meeting attendees took part in one mentimeter poll regarding the transportation needs they'd like to see the LRTP to address.

Please rank the most important transportation needs or issues for the 2050 LRTP to address



Public Priorities Workshop Summary

A Public Priorities Workshop was held at the Grand Island Public Library on Thursday, June 5, 2025. Eleven people attended to learn about the project and participate in mapping and prioritization activities. An online public priorities workshop also opened on the day of the in-person meeting. Statistics will be included in a separate report. A summary of the in-person workshop follows

Attendees

Table 1. Attendees

Name & Organization (if applicable)	Contact Information	Email Opt-In
Dan Quick		No
James Harper		Yes
Dan Nitzel		Yes
Christian Leichty		No
Joshua Janulewicz		Yes
Zack Loomis		Yes
Mike Bockomen		Yes
Donna Helzer		Yes
Katie Linn		No

Name & Organization (if applicable)	Contact Information	Email Opt-In
Hunter Moural		No
Celine Swan		No

Project team members include Allan Zaft, Keith Kurz, Chad Nabity, and Tim Golka from the City of Grand Island and Jason Carbee, Jeremy Williams, Alex Sick, and Bre TenHulzen from HDR.

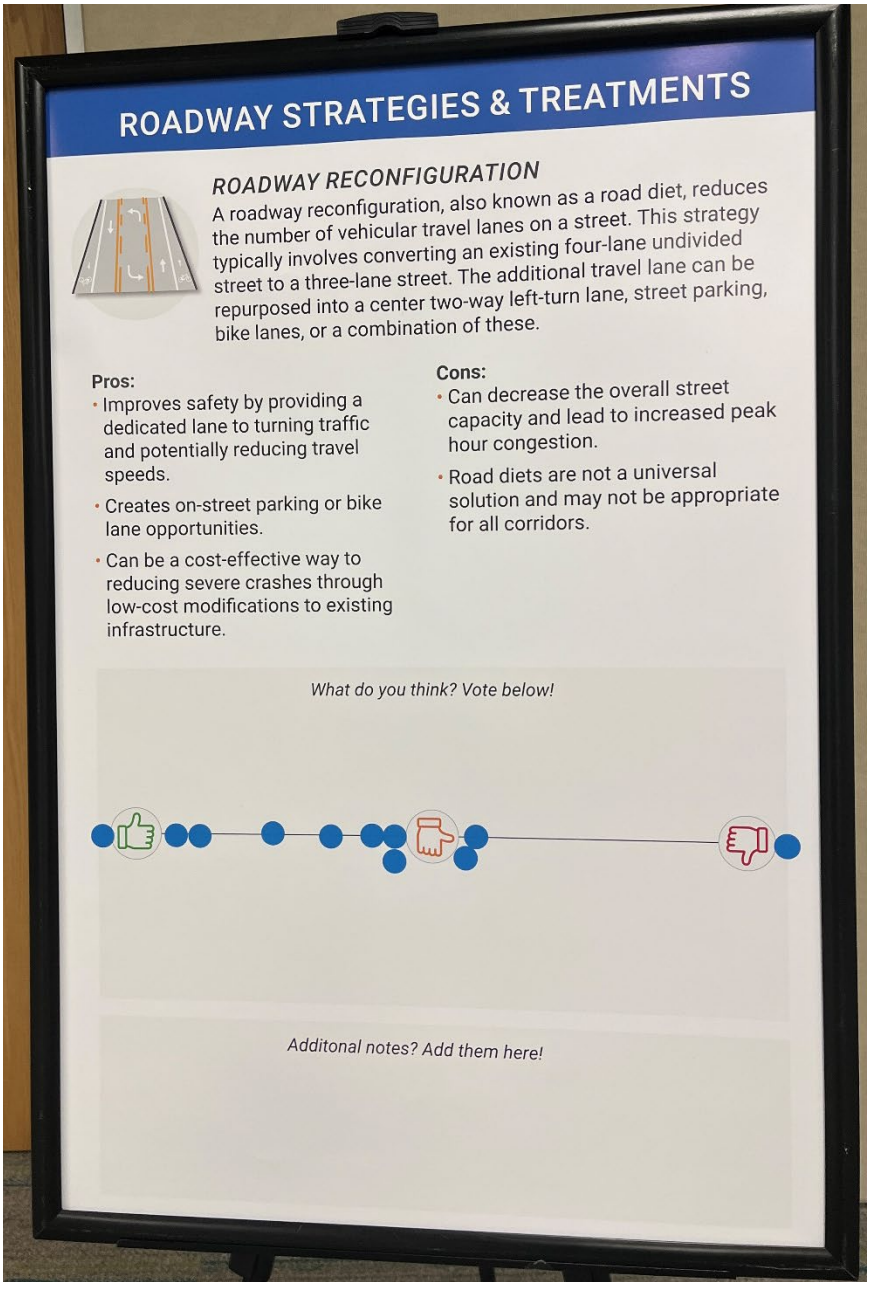
Activities & Results

Two activities were set up for meeting attendees:

1. **Prioritization Activity**: This dot sticker activity allowed participants to use stickers to register their preference level for prioritizing specific transportation strategies and treatments by indicating thumbs up (strongly prefer), thumbs sideways (neutral), or thumbs down (strongly dislike). It explored four subcategories of strategies: roadway, bicycle and pedestrian, transit, and emerging trends and technologies.
2. **Mapping Activity:** This map gave participants the opportunity to directly identify where in the city they would like to see the specific transportation strategies and treatments from the previous activity.

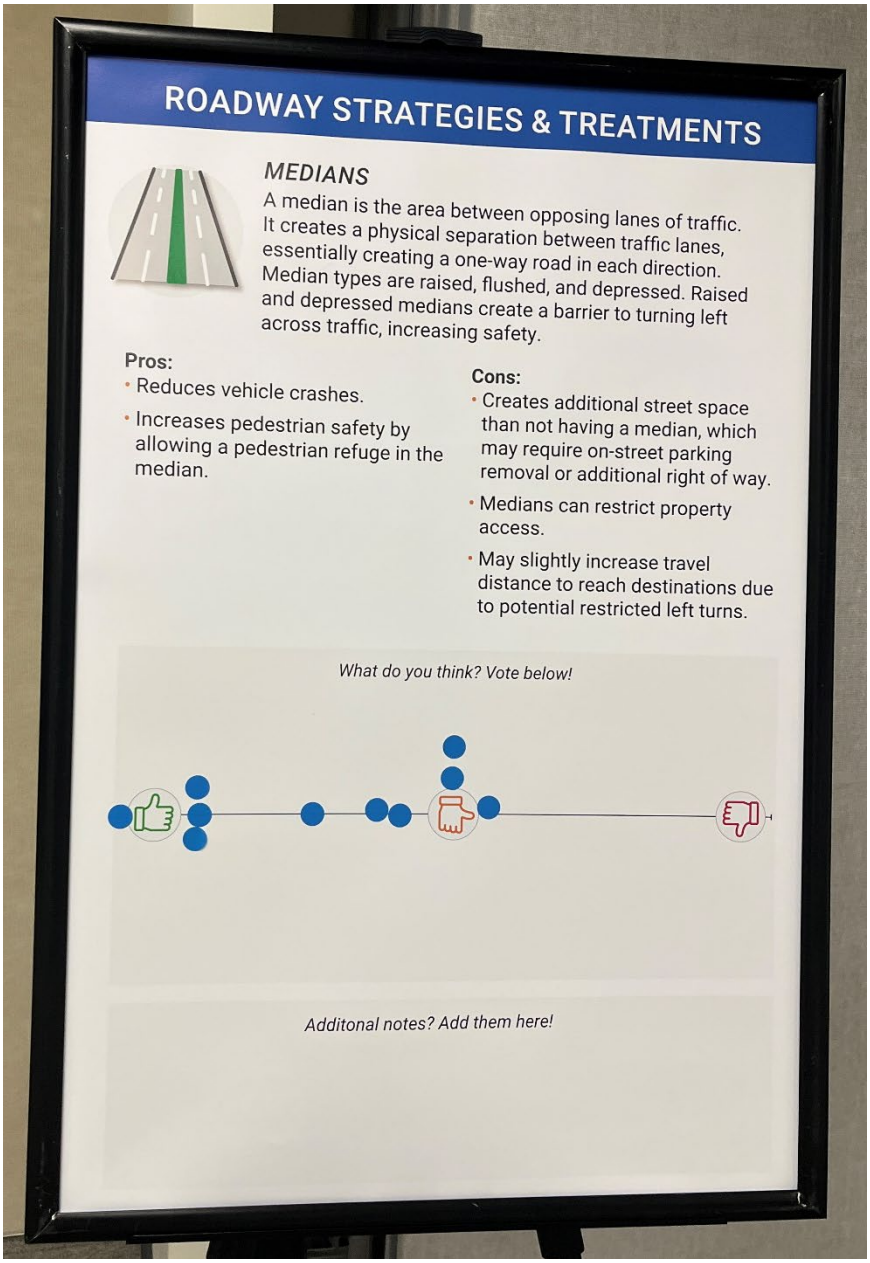
Prioritization Activity Results - Roadway Strategies & Treatments

Roadway Reconfiguration



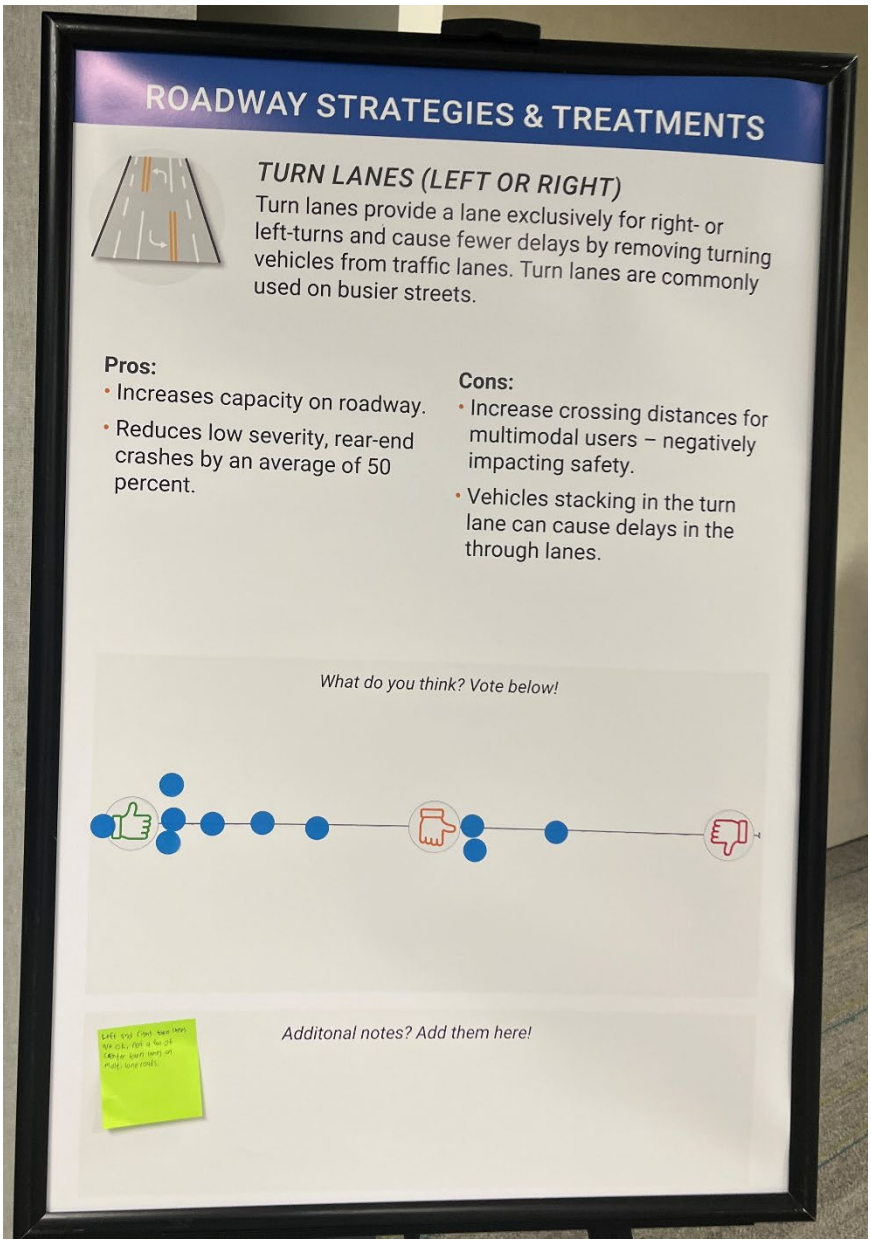
One attendeee rated this strategy as strongly prefer. Seven attendees rated this strategy between strongly prefer and neutral. Two attendees marked this strategy between neutral and strongly dislike. One attendee rated this strategy as strongly dislike.

Medians



One attendee marked this strategy as strongly prefer. Six attendees rated this strategy between strongly prefer and neutral. Two attendees rated this strategy as neutral. One attendee marked this strategy between neutral and strongly dislike. No attendees marked this as strongly dislike.

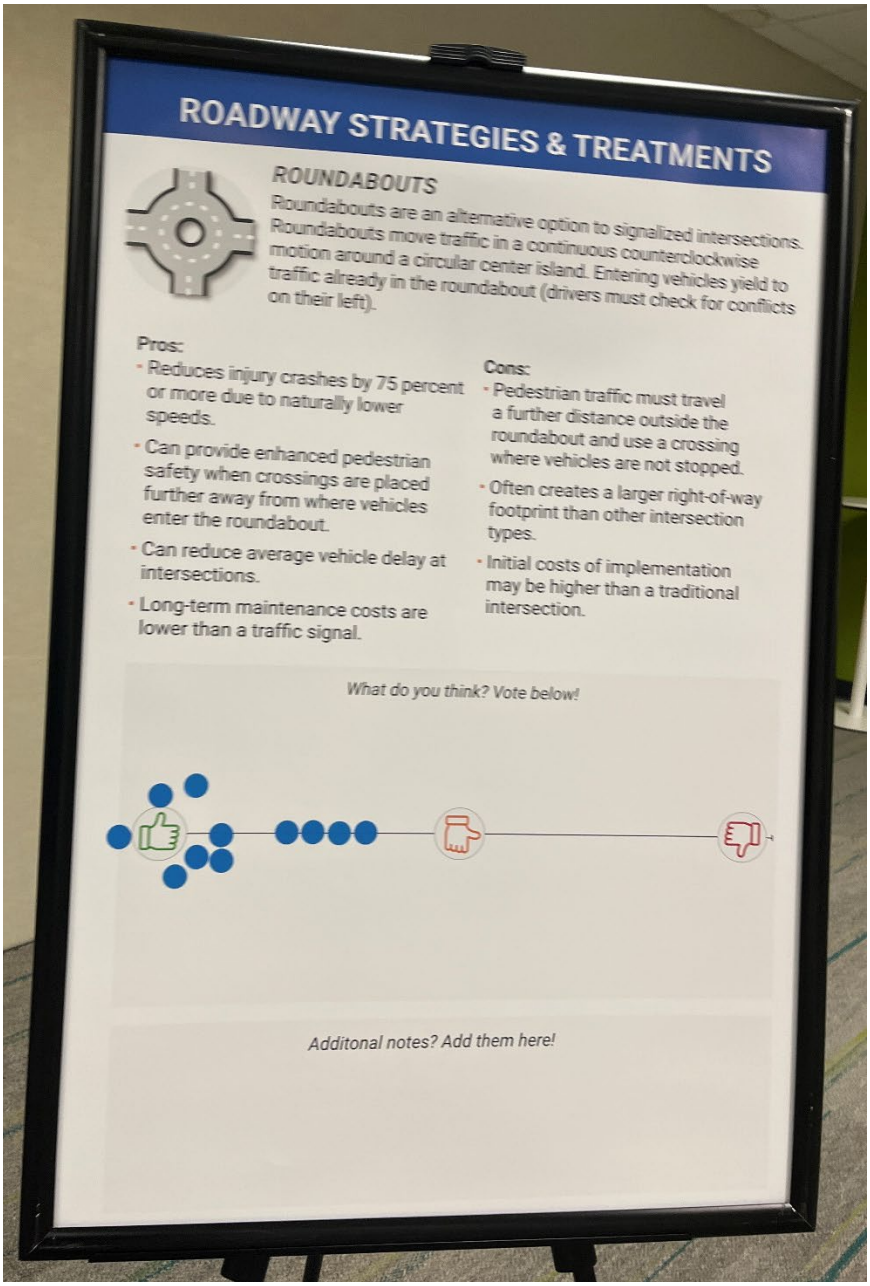
Turn Lanes (Left or Right)



One attendee marked this strategy as strongly prefer. Six attendees rated this strategy between strongly prefer and neutral. Three attendees marked this strategy between neutral and strongly dislike. No attendees marked this as strongly dislike.

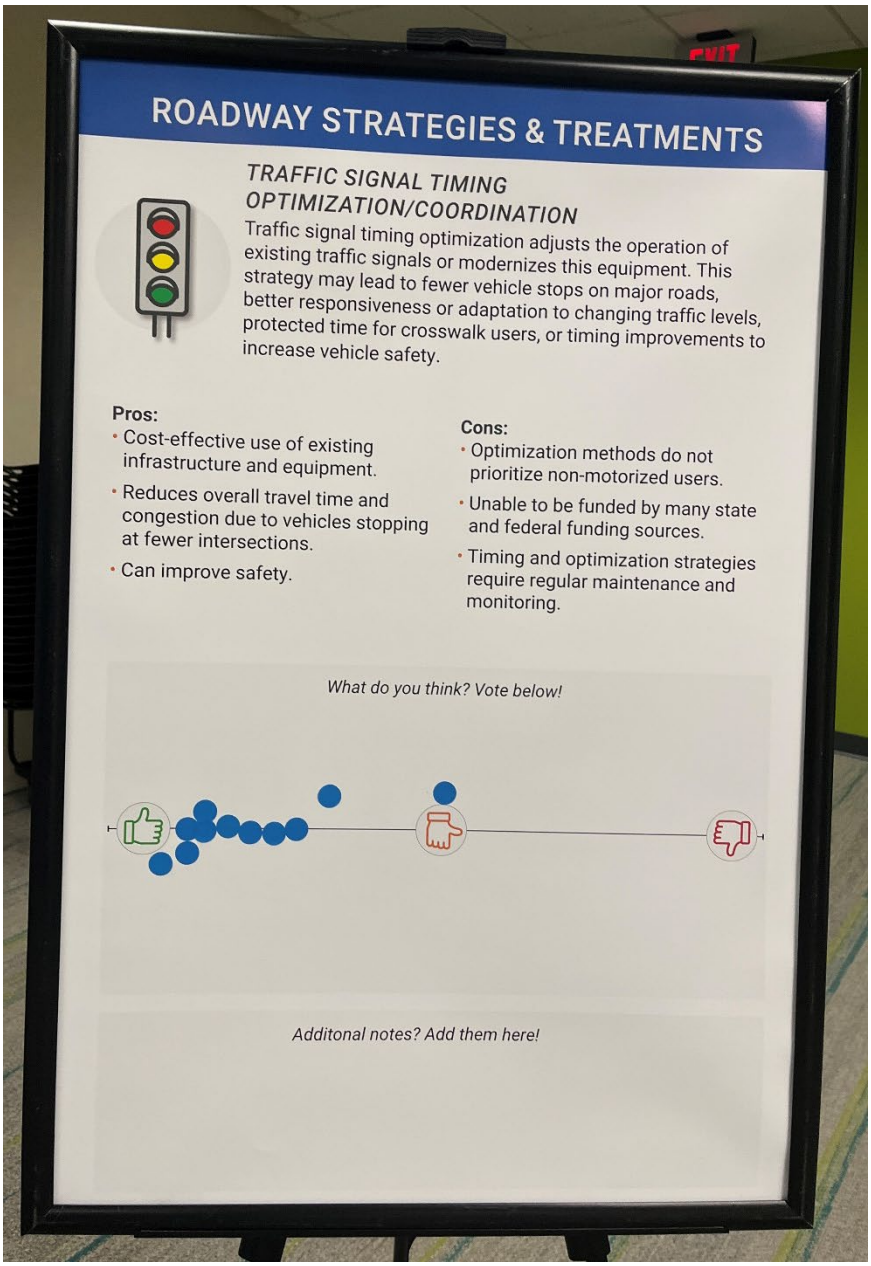
A note was added by an attendee: “Left and right turns are ok, not a fan of center turn lanes on multi-lane roads.”

Roundabouts



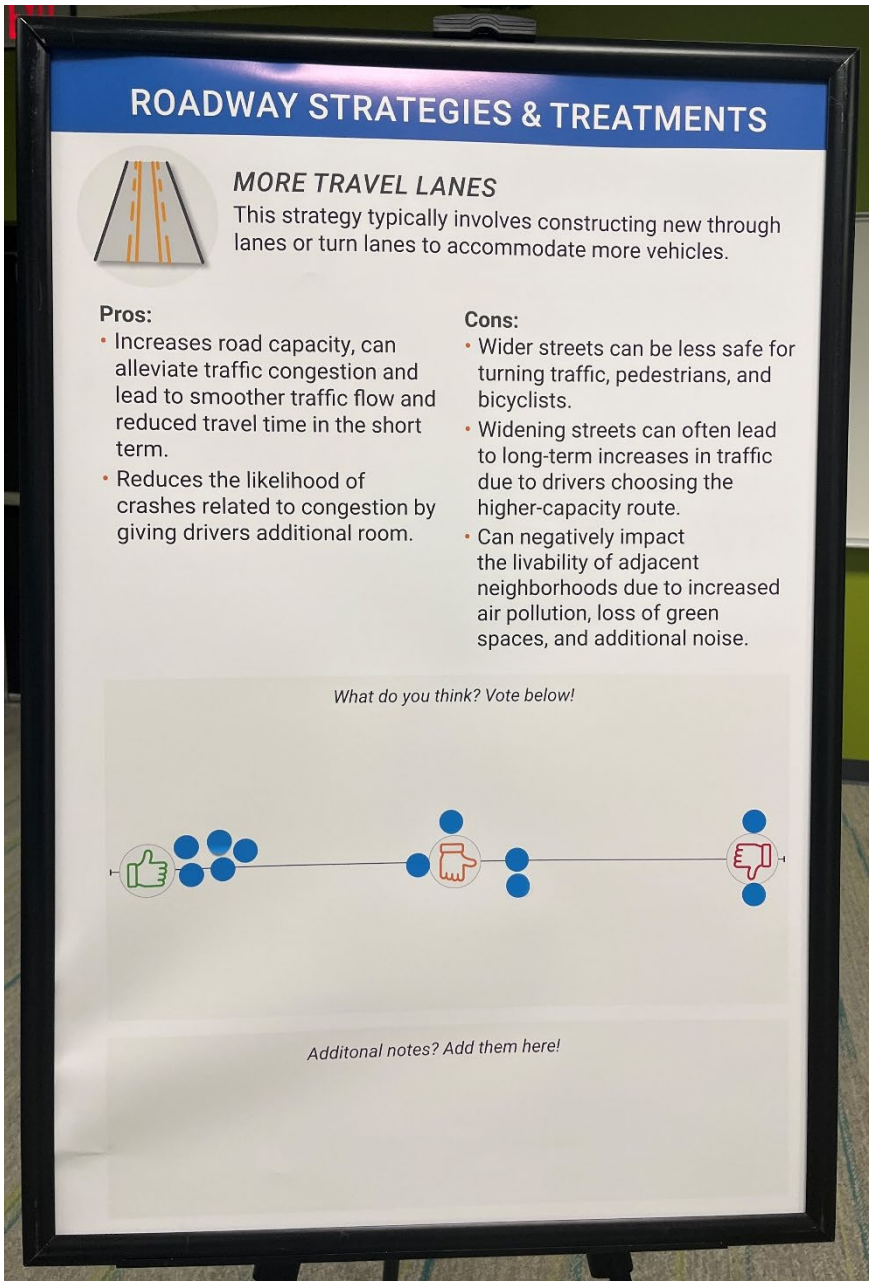
Three attendees rated this strategy as strongly prefer. Eight attendees marked this strategy between strongly prefer and neutral. No attendees marked this as netrual or strongly dislike.

Traffic Signal Timing Optimization/Coordination



Ten attendees marked this strategy between strongly prefer and neutral. One attendee rated this strategy as neutral. No attendees marked this as strongly dislike.

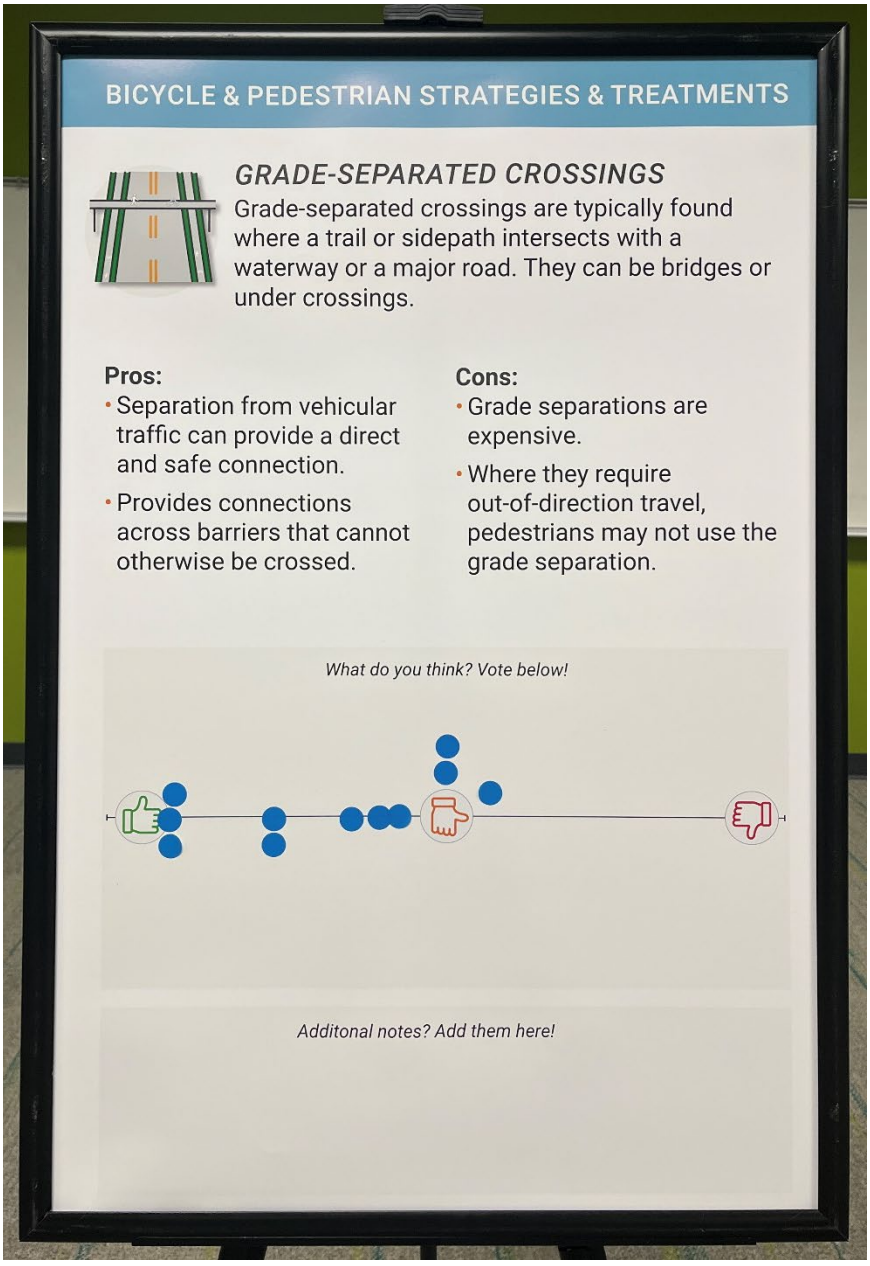
More Travel Lanes



Six attendees rated this strategy between strongly prefer and neutral. One attendee rated this strategy as neutral. Two attendees rated this strategey between neutral and strongly dislike. Two attendees rated this strategy as strongly dislike.

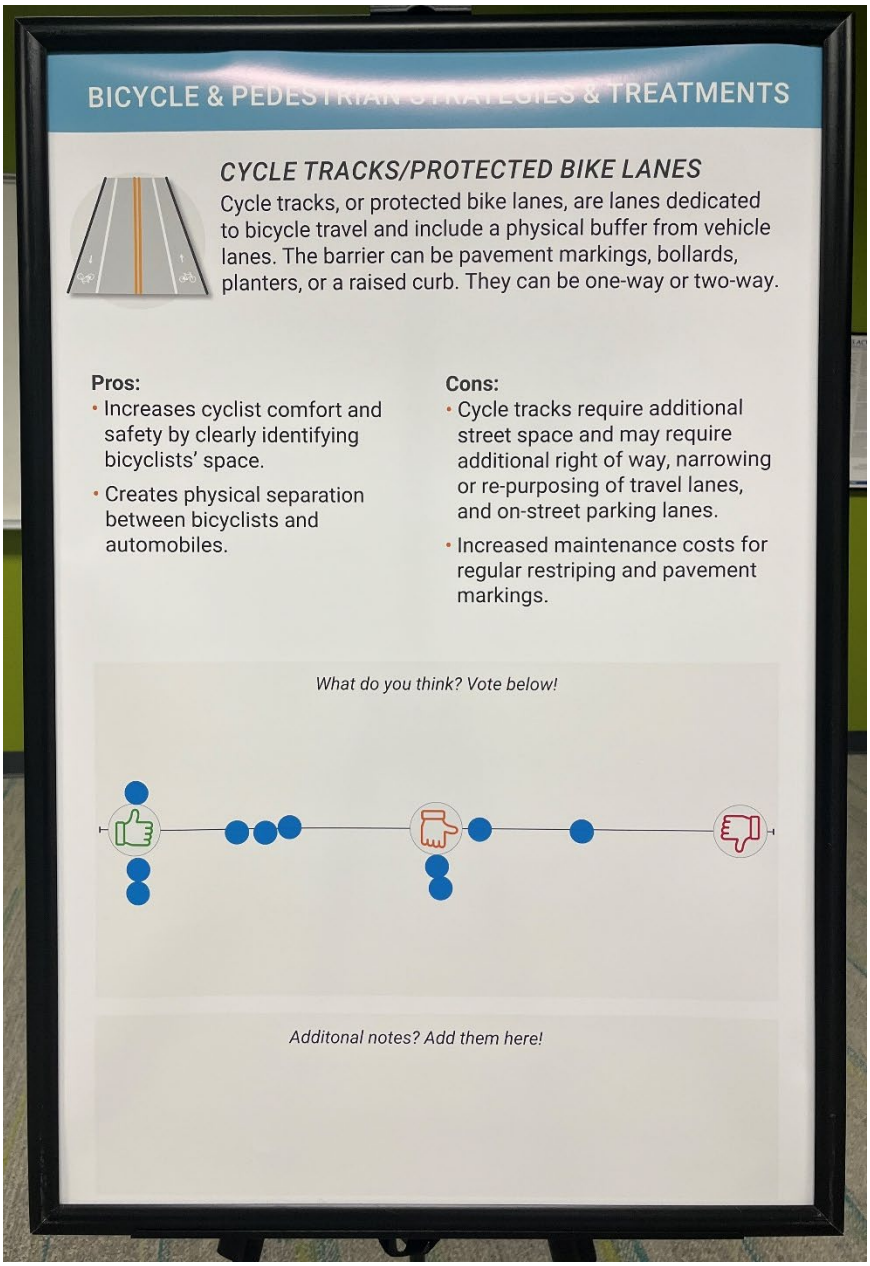
Prioritization Activity Results - Bicycle & Pedestrian Strategies & Treatments

Grade Separated Crossings



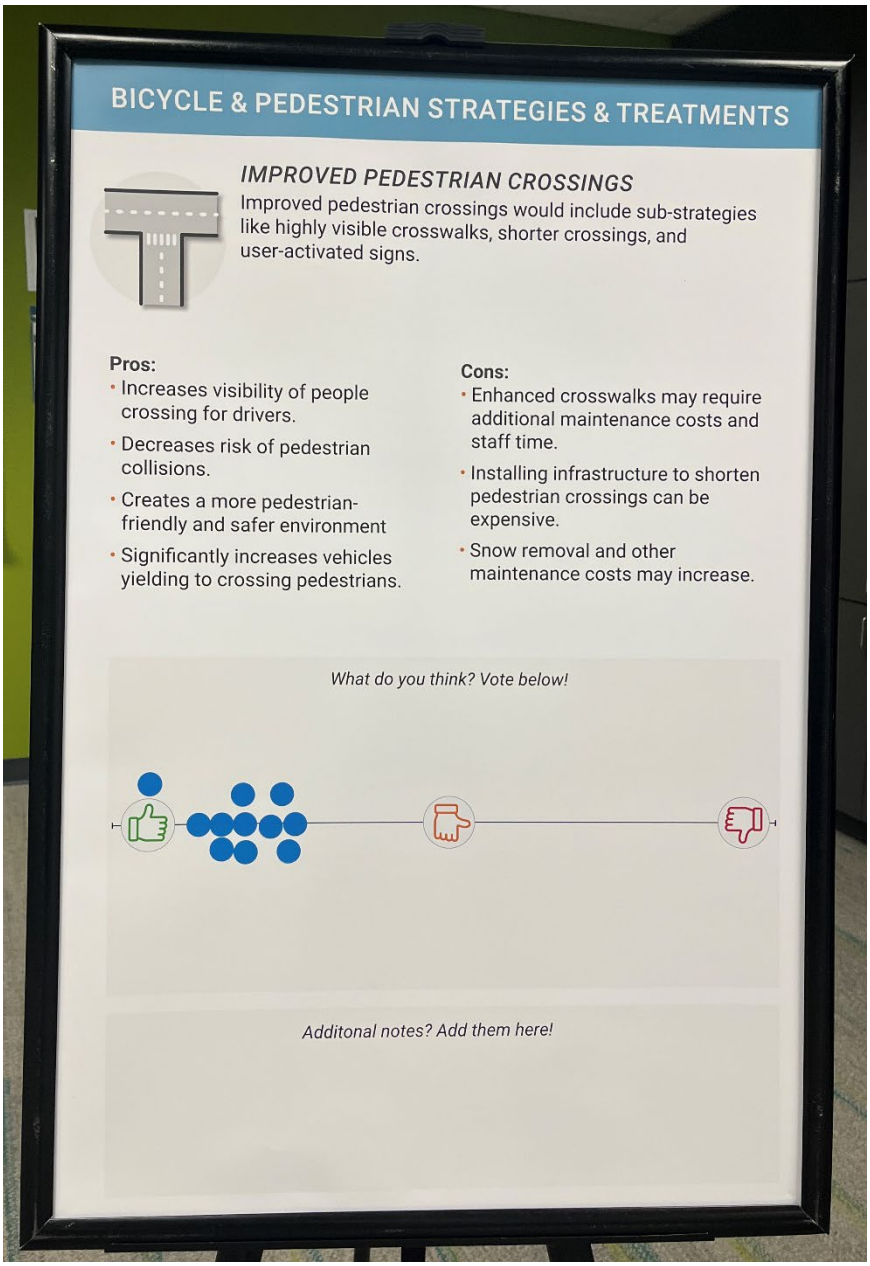
Eight attendees rated this strategy between strongly prefer and neutral. Two attendees rated this strategy as neutral. One attendee marked this strategey between neutral and strongly dislike. No attendees marked this as strongly dislike.

Cycle Tracks/Protected Bike Lanes



Three attendees marked this strategy as strongly prefer. Three attendees marked this strategy between strongly prefer and neutral. Two attendees rated this strategy as neutral. Two attendees rated this strategy between neutral and strongly dislike. No attendees marked this as strongly dislike.

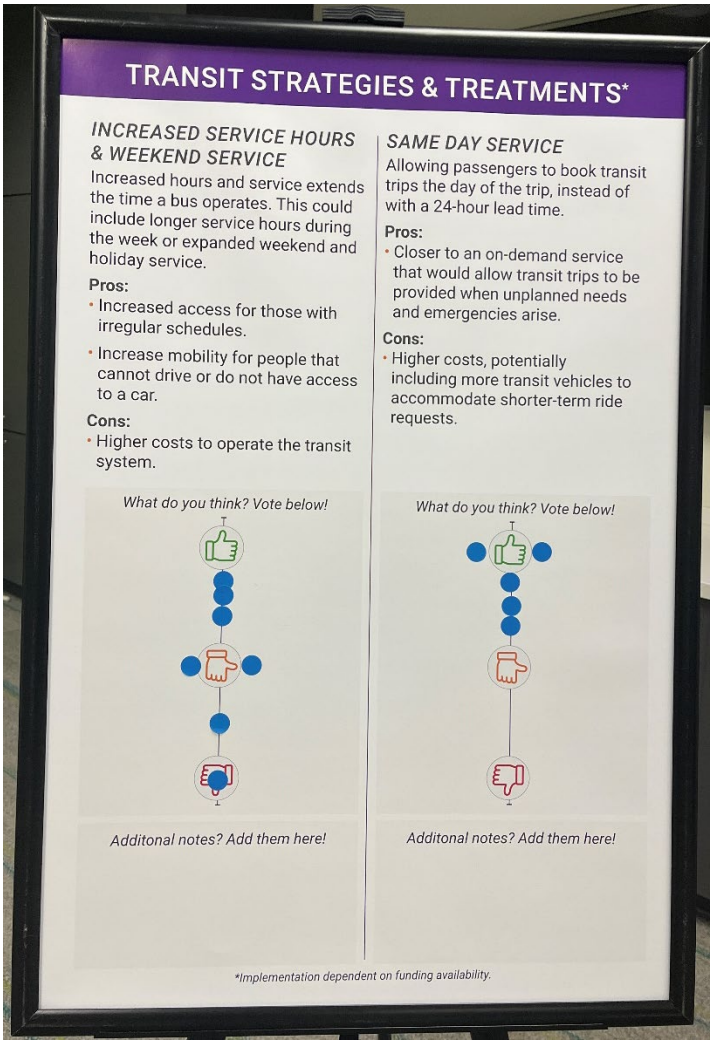
Improved Pedestrian Crossings



One attendee marked this strategy as strongly prefer. Ten attendees rated this strategy between strongly prefer and neutral.

Prioritization Activity Results - Transit Strategies & Treatments

Increased Hours & Weekend Service & Same Day Service



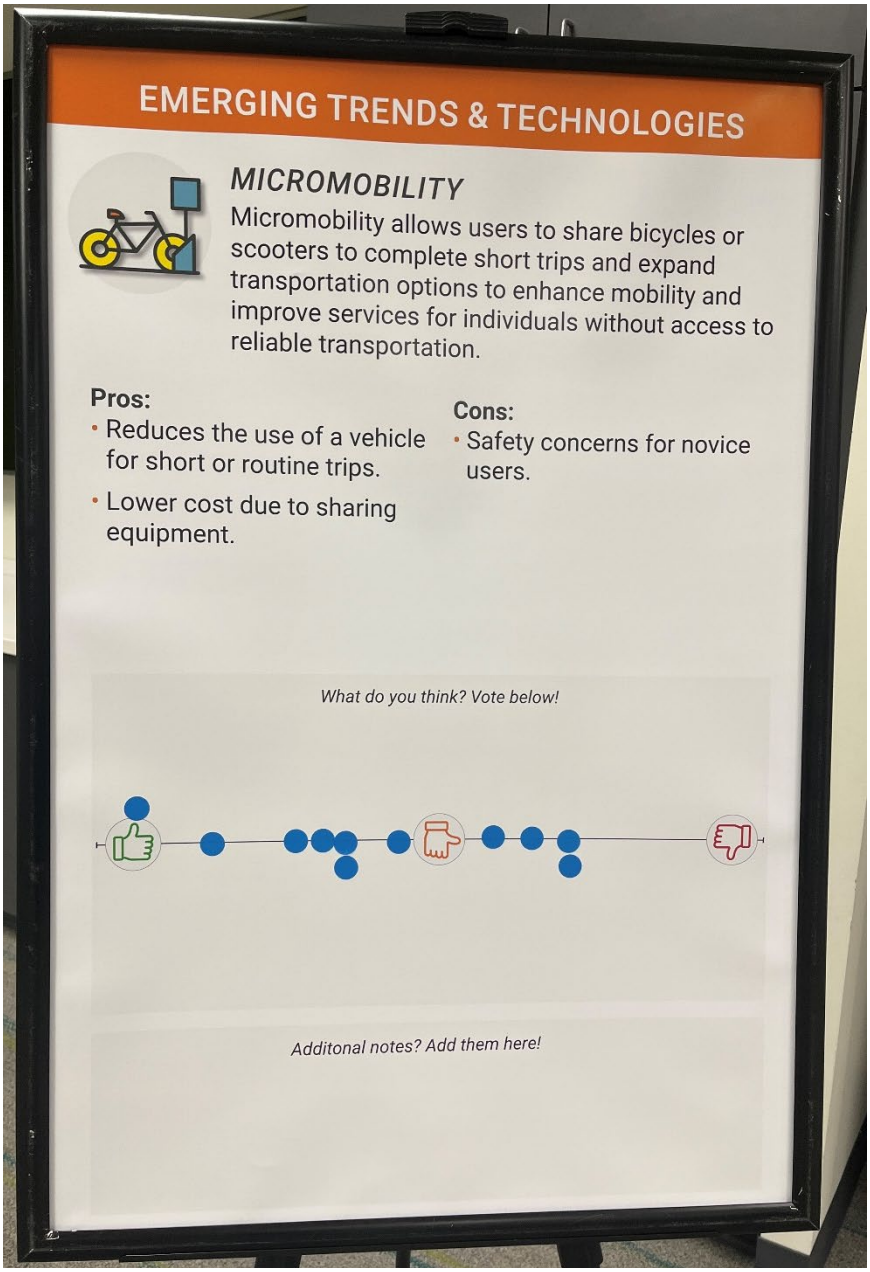
*Transit strategies and treatment implementation are dependent upon available funding.

Under **Increased Service Hours & Weekend Service**, three attendees rated this strategey between strongly prefer and neutral. Two attendees rated this strategy as neutral. One attendee marked this strategy between neutral and strongly dislike. One attendee rated this strategy strongly dislike.

Under **Same Day Service**, two attendees indicated this strategy strongly prefer. Three rated this strategy between strongly prefer and neutral. No one rated this strategy as strongly dislike.

Prioritization Activity Results - Emerging Trends & Technologies

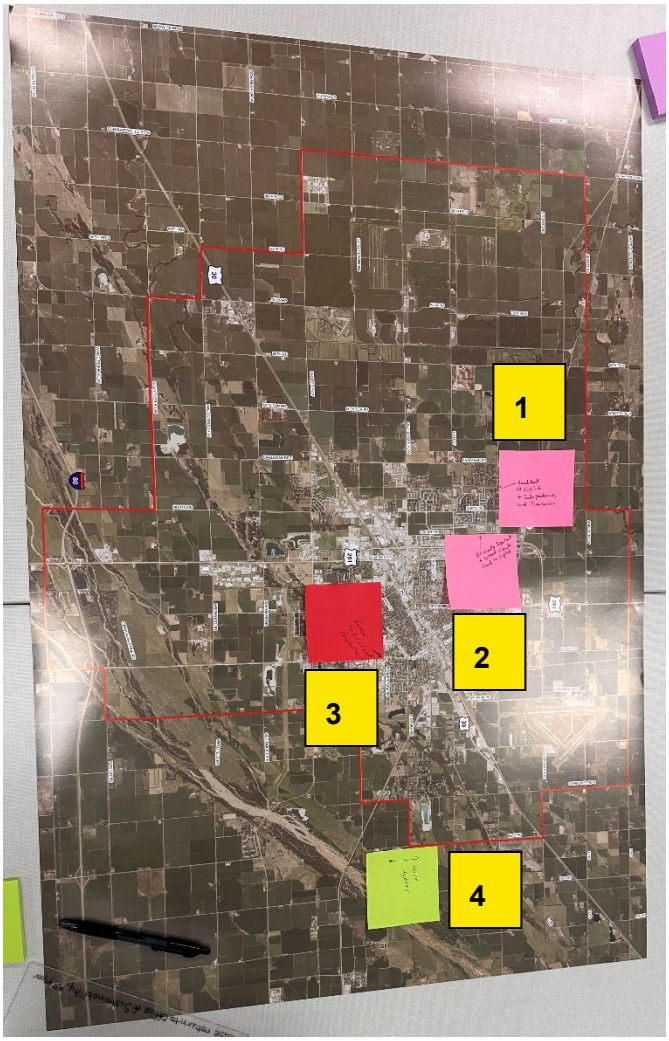
Micromobility



One attendee marked this strategy as strongly prefer. Six attendees rated it between strongly prefer and neutral. Four attendees marked this strategy as between neutral and strongly dislike. No one rated this strategy as strong dislike.

Mapping Activity Results

1. Roundabout at Capital to Independence and Manchester (School)
2. Eliminate Apartment and extend Claude Road to Capital
3. Fonner to Broadwell Connector
4. East Bypass



1. Continue Capitol 4-lane (or 3-lane) to St Paul
2. More pedestrian crossings to Claude across creek
3. Roundabout at Broadwell to 13th
4. Roundabout (at Faidley / Custer intersection)
5. As a test, I timed how long it took to cross 2nd St at the library just before the meeting. It took just over 3 minutes for a safe gap in traffic to cross.
6. Keep trail crossing open or a marked and safe detour (at Locust/Oklahoma)
7. Larger merge lane (at Northbound US 281 to Eastbound US 30 ramp)
8. Roundabout at Stolley Park and Blaine
9. Sidewalks for S Blaine to Leray

Comment

One comment was received during the meeting:

"What would it take to get a stop light/cross walk on 2nd street for families who walk here? It's impossible to cross without walking blocks to a stop light"

Summary

In summary, most strategies were viewed favorably. **Roundabouts** and **traffic signal optimization** showed the strongest preference from attendees for roadway strategies and treatments. The strongest preference for bicycle and pedestrian strategies and treatments was **improved pedestrian crossings**. **Same-day service was** also highly favored in terms of transit strategies and treatments, while micromobility showed varied opinions under emerging trends and technologies. The project team should consider these preferences in addition to survey and online meeting results when drafting the 2050 LRTP.

PUBLIC PRIORITIES WORKSHOP

Thank you for joining us!

As you visit the interactive exercises around the room that will help us develop the 2050 LRTP, think about which strategies you would like to see recommended in the plan and where they could be used around the Grand Island area.

Long Range Transportation Plan Purpose

A Long Range Transportation Plan (LRTP) is a strategic document that formalizes the vision for the regional multi-modal transportation system for the next 25 years.

Key elements of the LRTP include:

- Establish a series of transportation goals that reflect community values and align with state and federal priorities.
- Identify transportation projects to address the community's safety and travel needs over this timeframe.
- Develop a constrained list of projects that will fit within anticipated Federal, state, and local funding.

The plan will be developed through public input and a technical analysis of how all modes of transportation perform including:

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Public Visioning Workshop Summary

In February, the project team held an in-person and online Public Visioning Workshop to gather information regarding transportation issues and opportunities for the 2050 LRTP.

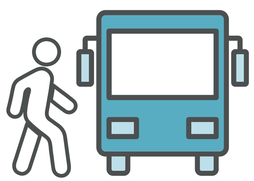
The workshop activities showed that the public's top three priorities were: safety, efficiency and reliability, and accessibility. Participants concluded that the city has room to improve transit, rideshare, bicycle/pedestrian travel, and sidewalks in the area.

In addition to the workshop, a survey was conducted from January 22 to February 21 that received **108** responses.

Participants prioritized topics for the LRTP to include:

1 Safety

2 Efficiency and reliability



3 Accessibility

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ROADWAY STRATEGIES & TREATMENTS

MORE TRAVEL LANES

This strategy typically involves constructing new through lanes or turn lanes to accommodate more vehicles.

Pros:

- Increases road capacity, can alleviate traffic congestion and lead to smoother traffic flow and reduced travel time in the short term.
- Reduces the likelihood of crashes related to congestion by giving drivers additional room.

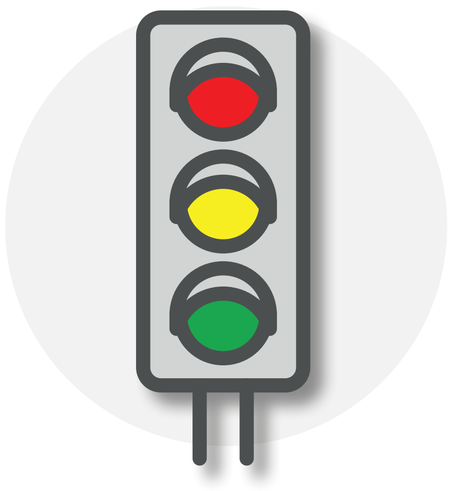
Cons:

- Wider streets can be less safe for turning traffic, pedestrians, and bicyclists.
- Widening streets can often lead to long-term increases in traffic due to drivers choosing the higher-capacity route.
- Can negatively impact the livability of adjacent neighborhoods due to increased air pollution, loss of green spaces, and additional noise.

What do you think? Vote below!

Additonal notes? Add them here!

ROADWAY STRATEGIES & TREATMENTS



TRAFFIC SIGNAL TIMING OPTIMIZATION/COORDINATION

Traffic signal timing optimization adjusts the operation of existing traffic signals or modernizes this equipment. This strategy may lead to fewer vehicle stops on major roads, better responsiveness or adaptation to changing traffic levels, protected time for crosswalk users, or timing improvements to increase vehicle safety.

Pros:

- Cost-effective use of existing infrastructure and equipment.
- Reduces overall travel time and congestion due to vehicles stopping at fewer intersections.
- Can improve safety.

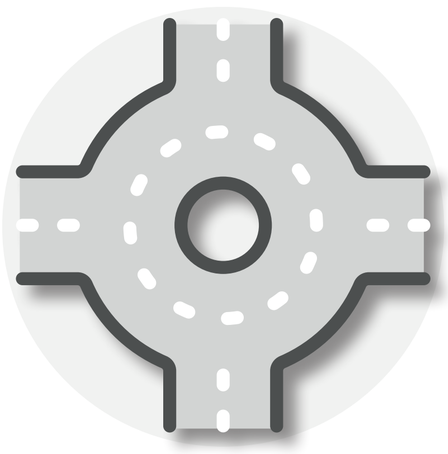
Cons:

- Optimization methods do not prioritize non-motorized users.
- Unable to be funded by many state and federal funding sources.
- Timing and optimization strategies require regular maintenance and monitoring.

What do you think? Vote below!

Additonal notes? Add them here!

ROADWAY STRATEGIES & TREATMENTS



ROUNDABOUTS

Roundabouts are an alternative option to signalized intersections. Roundabouts move traffic in a continuous counterclockwise motion around a circular center island. Entering vehicles yield to traffic already in the roundabout (drivers must check for conflicts on their left).

Pros:

- Reduces injury crashes by 75 percent or more due to naturally lower speeds.
- Can provide enhanced pedestrian safety when crossings are placed further away from where vehicles enter the roundabout.
- Can reduce average vehicle delay at intersections.
- Long-term maintenance costs are lower than a traffic signal.

Cons:

- Pedestrian traffic must travel a further distance outside the roundabout and use a crossing where vehicles are not stopped.
- Often creates a larger right-of-way footprint than other intersection types.
- Initial costs of implementation may be higher than a traditional intersection.

What do you think? Vote below!

Additonal notes? Add them here!

ROADWAY STRATEGIES & TREATMENTS

TURN LANES (LEFT OR RIGHT)

Turn lanes provide a lane exclusively for right- or left-turns and cause fewer delays by removing turning vehicles from traffic lanes. Turn lanes are commonly used on busier streets.

Pros:

- Increases capacity on roadway.
- Reduces low severity, rear-end crashes by an average of 50 percent.

Cons:

- Increase crossing distances for multimodal users – negatively impacting safety.
- Vehicles stacking in the turn lane can cause delays in the through lanes.

What do you think? Vote below!

Additonal notes? Add them here!

ROADWAY STRATEGIES & TREATMENTS

MEDIANS

A median is the area between opposing lanes of traffic. It creates a physical separation between traffic lanes, essentially creating a one-way road in each direction. Median types are raised, flushed, and depressed. Raised and depressed medians create a barrier to turning left across traffic, increasing safety.

Pros:

- Reduces vehicle crashes.
- Increases pedestrian safety by allowing a pedestrian refuge in the median.

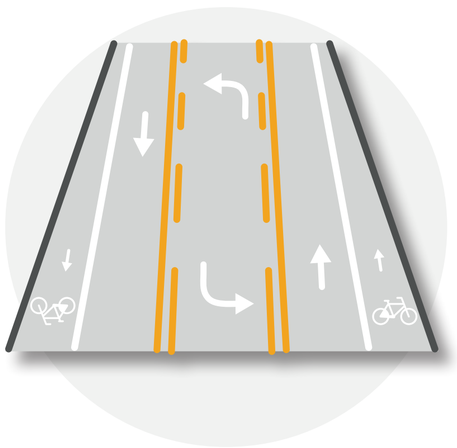
Cons:

- Creates additional street space than not having a median, which may require on-street parking removal or additional right of way.
- Medians can restrict property access.
- May slightly increase travel distance to reach destinations due to potential restricted left turns.

What do you think? Vote below!

Additonal notes? Add them here!

ROADWAY STRATEGIES & TREATMENTS



ROADWAY RECONFIGURATION

A roadway reconfiguration, also known as a road diet, reduces the number of vehicular travel lanes on a street. This strategy typically involves converting an existing four-lane undivided street to a three-lane street. The additional travel lane can be repurposed into a center two-way left-turn lane, street parking, bike lanes, or a combination of these.

Pros:

- Improves safety by providing a dedicated lane to turning traffic and potentially reducing travel speeds.
- Creates on-street parking or bike lane opportunities.
- Can be a cost-effective way to reducing severe crashes through low-cost modifications to existing infrastructure.

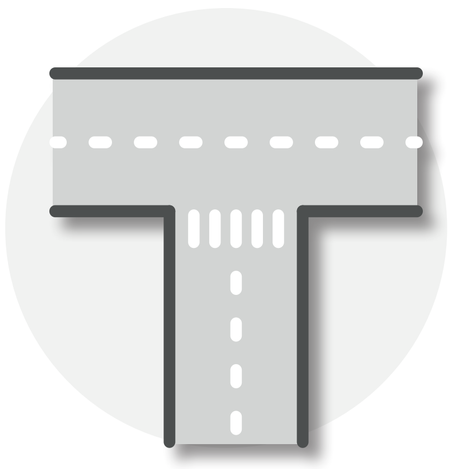
Cons:

- Can decrease the overall street capacity and lead to increased peak hour congestion.
- Road diets are not a universal solution and may not be appropriate for all corridors.

What do you think? Vote below!

Additonal notes? Add them here!

BICYCLE & PEDESTRIAN STRATEGIES & TREATMENTS



IMPROVED PEDESTRIAN CROSSINGS

Improved pedestrian crossings would include sub-strategies like highly visible crosswalks, shorter crossings, and user-activated signs.

Pros:

- Increases visibility of people crossing for drivers.
- Decreases risk of pedestrian collisions.
- Creates a more pedestrian-friendly and safer environment
- Significantly increases vehicles yielding to crossing pedestrians.

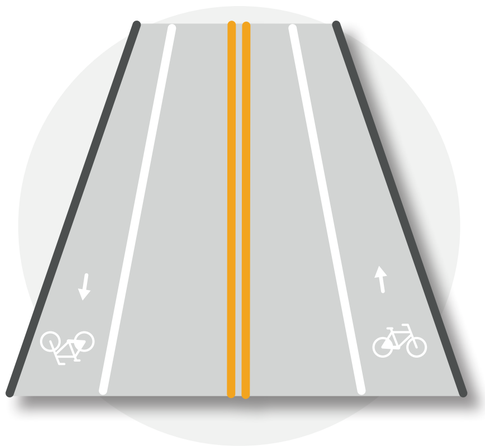
Cons:

- Enhanced crosswalks may require additional maintenance costs and staff time.
- Installing infrastructure to shorten pedestrian crossings can be expensive.
- Snow removal and other maintenance costs may increase.

What do you think? Vote below!

Additonal notes? Add them here!

BICYCLE & PEDESTRIAN STRATEGIES & TREATMENTS



CYCLE TRACKS/PROTECTED BIKE LANES

Cycle tracks, or protected bike lanes, are lanes dedicated to bicycle travel and include a physical buffer from vehicle lanes. The barrier can be pavement markings, bollards, planters, or a raised curb. They can be one-way or two-way.

Pros:

- Increases cyclist comfort and safety by clearly identifying bicyclists' space.
- Creates physical separation between bicyclists and automobiles.

Cons:

- Cycle tracks require additional street space and may require additional right of way, narrowing or re-purposing of travel lanes, and on-street parking lanes.
- Increased maintenance costs for regular restriping and pavement markings.

What do you think? Vote below!

Additonal notes? Add them here!

BICYCLE & PEDESTRIAN STRATEGIES & TREATMENTS

NEW/IMPROVED TRAIL OR SIDEPATH

Trails and sidepaths provide dedicated space for walking and biking outside the roadway. Improvements include pavement markings at sidepath street crossings to separate users and enhanced crossing treatments at intersections with streets and driveways for safety.

Pros:

- Separation from vehicular traffic can improve the experience for some users.
- A boulevard section can be landscaped to add to aesthetics and user comfort.

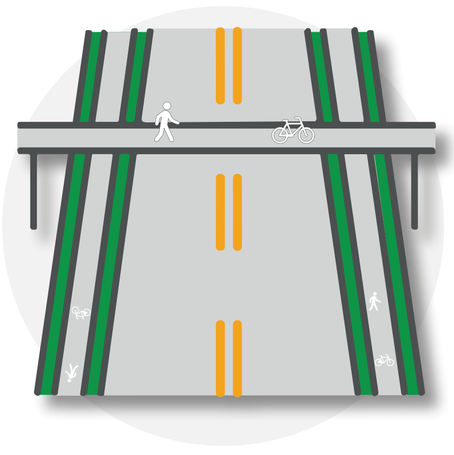
Cons:

- Sidepaths add to the total right-of-way width requirements.
- Drivers turning out of driveways and side streets may have a harder time seeing people bicycling on a sidepath than on an on-street facility.

What do you think? Vote below!

Additonal notes? Add them here!

BICYCLE & PEDESTRIAN STRATEGIES & TREATMENTS



GRADE-SEPARATED CROSSINGS

Grade-separated crossings are typically found where a trail or sidepath intersects with a waterway or a major road. They can be bridges or under crossings.

Pros:

- Separation from vehicular traffic can provide a direct and safe connection.
- Provides connections across barriers that cannot otherwise be crossed.

Cons:

- Grade separations are expensive.
- Where they require out-of-direction travel, pedestrians may not use the grade separation.

What do you think? Vote below!

Additonal notes? Add them here!

EMERGING TRENDS & TECHNOLOGIES

MICROMOBILITY

Micromobility allows users to share bicycles or scooters to complete short trips and expand transportation options to enhance mobility and improve services for individuals without access to reliable transportation.

Pros:

- Reduces the use of a vehicle for short or routine trips.
- Lower cost due to sharing equipment.

Cons:

- Safety concerns for novice users.

What do you think? Vote below!

Additonal notes? Add them here!

TRANSIT STRATEGIES & TREATMENTS*

INCREASED SERVICE HOURS & WEEKEND SERVICE

Increased hours and service extends the time a bus operates. This could include longer service hours during the week or expanded weekend and holiday service.

Pros:

- Increased access for those with irregular schedules.
- Increase mobility for people that cannot drive or do not have access to a car.

Cons:

- Higher costs to operate the transit system.

What do you think? Vote below!

Additonal notes? Add them here!

SAME DAY SERVICE

Allowing passengers to book transit trips the day of the trip, instead of with a 24-hour lead time.

Pros:

- Closer to an on-demand service that would allow transit trips to be provided when unplanned needs and emergencies arise.

Cons:

- Higher costs, potentially including more transit vehicles to accommodate shorter-term ride requests.

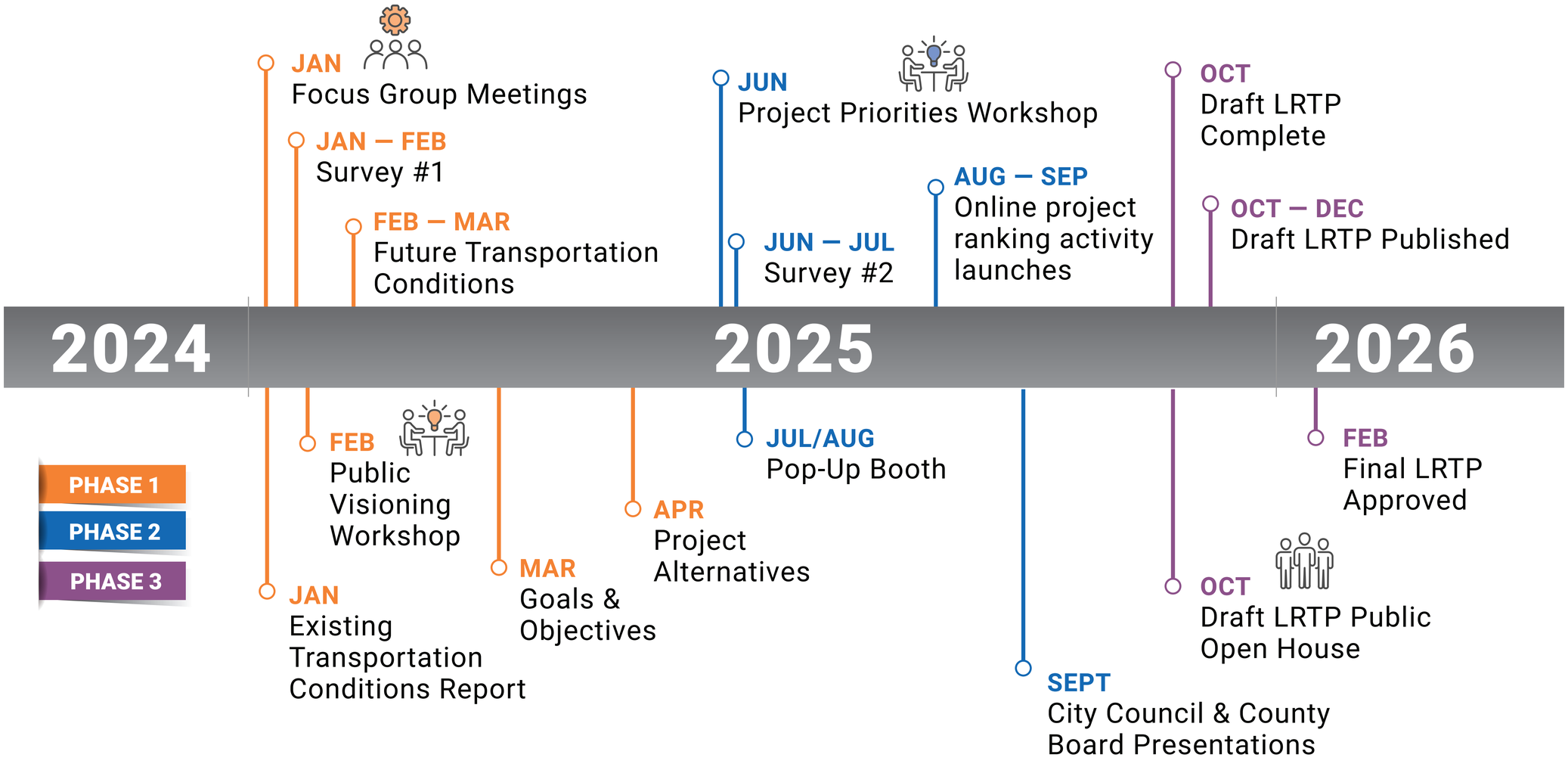
What do you think? Vote below!

Additonal notes? Add them here!

**Implementation dependent on funding availability.*

Schedule

The 2050 LRTP will be developed over the next year and a half. During that time, the public will be invited to provide their comments, questions, and concerns at multiple key milestones.



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Get Involved & Stay Informed!

Survey

Tell us which transportation strategies you think the LRTP should prioritize by taking an online survey. It's open now through **July 3** at **www.bit.ly/GI2050LRTP2**.

Website

Stay up to date on project milestones and public events, opt-in to future communications, or provide feedback by visiting **www.GI2050.com**.

Comments

Comments and survey responses will be collected through **July 3** and can be submitted on the website, sent to **comment@GI2050.com**, or mailed to Allan Zafft at 100 East 1st Street, Grand Island, NE 68801.

2050 LONG RANGE TRANSPORTATION PLAN

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Next Steps

Several projects were proposed in the 2045 LRTP, and we've since made progress on many of those, including:

1. Old Potash Road Widening
2. Five Points Intersection Roundabout and Pedestrian Enhancements
3. JBS Extension Trail
4. Claude Avenue Extension
5. US-30 Grand Island West
6. North Road Improvements

Your voice matters!

Later this summer, we'll launch an interactive online activity where you can rank potential projects based on priorities and a set budget. This is your chance to help shape the future of transportation in Grand Island!

Follow us on social media and stay tuned for more details and how to participate!

@GI.PublicWorks or **@CityofGrandIsland**

@GIPublicWorks or **@CityofGI**

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Public Priorities Workshop

Thursday, June 5, 2025

4:30 – 6:30 p.m.

Grand Island Public Library
1124 W 2nd St
Grand Island, NE 68801

Thank you for joining us at today's Public Priorities Workshop! Your input and participation are important in helping the Grand Island Area Metropolitan Planning Organization (GIAMPO) develop a well-rounded 2050 Long Range Transportation Plan (LRTP).

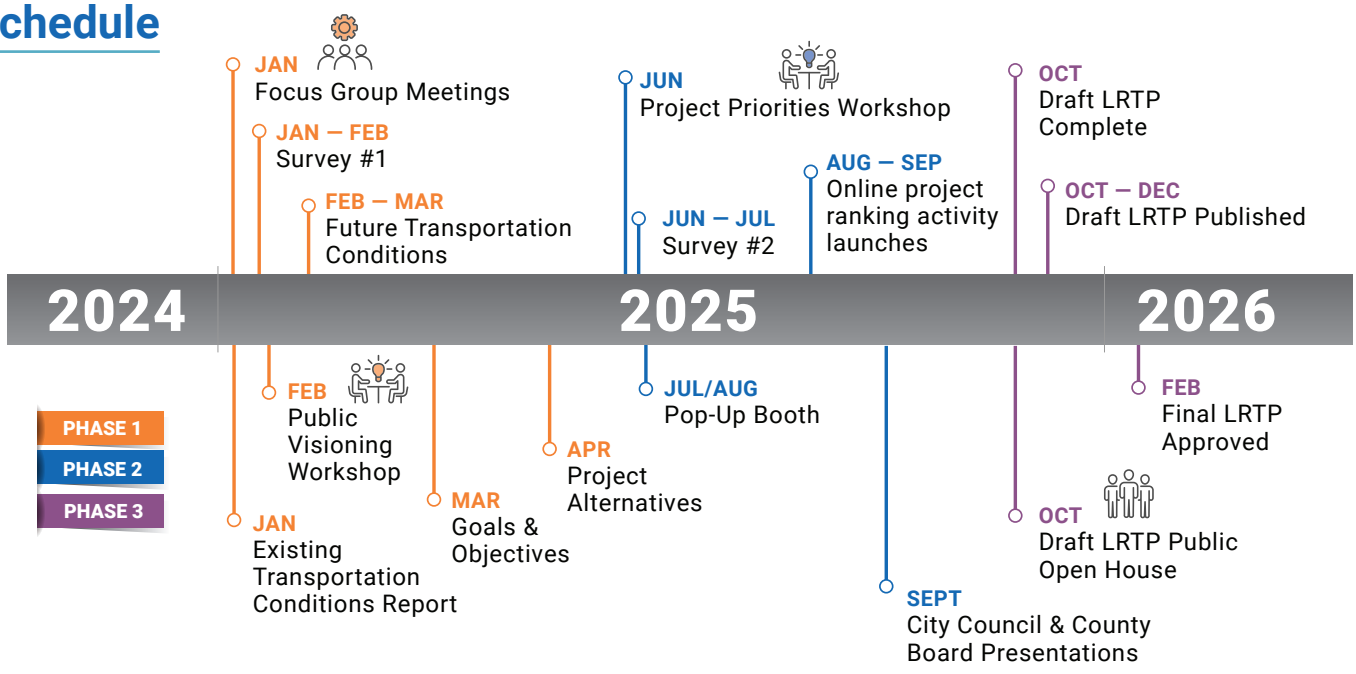
2050 LRTP Overview

The 2050 LRTP is a 25-year plan that will guide transportation system decision-making for the Grand Island area and will provide a list of transportation projects that meet future multi-modal transportation needs in the region. The transportation system includes:

Highways | Streets | Transit | Freight | Bicycles | Pedestrians

The LRTP will be developed through public input and technical analysis of how all the travel modes shown above perform. The LRTP team will analyze how the system operates today, and evaluate how the system of tomorrow could perform based on forecasted conditions for the next 25 years. The final LRTP will include strategies to address multimodal transportation issues and needs and a prioritized list of projects based on funding, technical analyses, and input received from Grand Island area residents.

Schedule



Transportation Strategies & Public Input

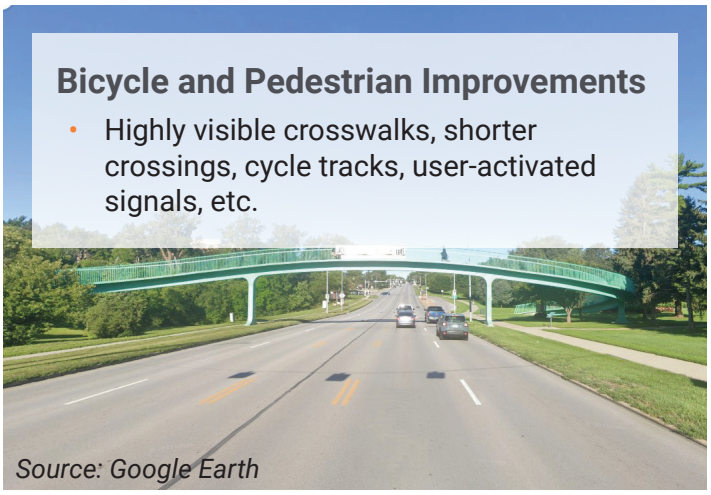
The Long Range Transportation Plan (LRTP) helps shape future investments in roads, transit, and other mobility options. Public input on these strategies helps prioritize projects based on community needs and values. Feedback will guide decisions on balancing different approaches—whether expanding road capacity, improving traffic flow, enhancing safety, or investing in alternative transportation.

Topics and Strategies Being Considered:

Roadway Strategies and Treatments

- Widening roads, optimizing signals, adding roundabouts, dedicated turn lanes, medians, road diets, etc.

Source: GIAMPO



Bicycle and Pedestrian Improvements

- Highly visible crosswalks, shorter crossings, cycle tracks, user-activated signals, etc.

Source: Google Earth

Emerging Trends and Technologies

- Micromobility options like scooters and bike-sharing, etc.

Source: FHWA

Transit Strategies and Treatments

- Increasing bus service hours and frequency, etc.

Source: CRANE Public Transit

Stay Informed!

Stay up to date on project milestones and public events, opt-in to future communications, or provide feedback on our survey by visiting **www.GI2050.com**.

Comments and survey responses will be collected through **July 3, 2025** and can be submitted on the website, sent to **comment@GI2050.com**, or mailed to Allan Zafft at 100 East 1st Street, Grand Island, NE 68801.

2050 LONG RANGE TRANSPORTATION PLAN

GIAMPO

GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION

CITY OF GRAND ISLAND

Grand Island Area Metropolitan Planning Organization (GIAMPO) 2050 LRTP Public Priorities Survey

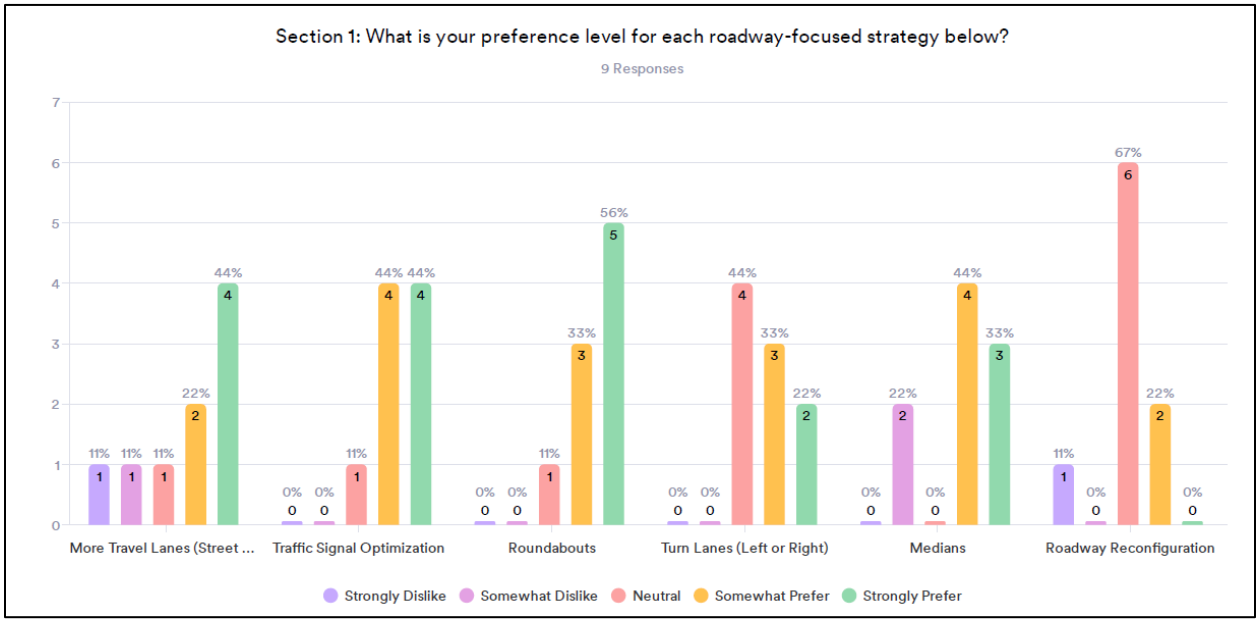
Overview

The Public Priorities Survey for the 2050 Long Range Transportation Plan (LRTP) is the second survey administered as part of this project, and was a supplement to open house #2. The goal was to obtain feedback from the public on a range of multimodal strategies. The survey ran from June 5 to July 3, 2025.

The survey was promoted through a public meeting, English and Spanish legal notices, a press release, email, flyer, social media, and the project website. Overall, 9 responses were received.

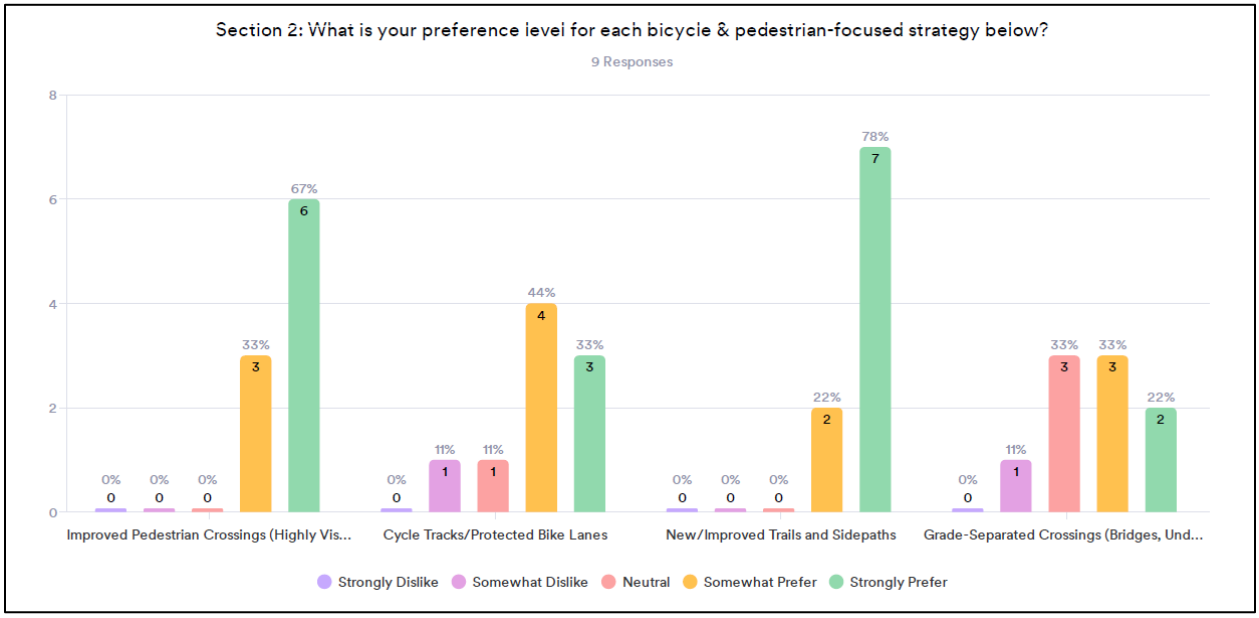
Roadway Strategies

- Participants were asked to rank their preference level of the following roadway-focused strategies:
  - More Travel Lanes (street widening)
  - Traffic Signal Optimization
  - Roundabouts
  - Turn Lanes (left or right)
  - Medians
  - Roadway Reconfiguration
- Responses were scaled from strongly dislike to strongly prefer. The top preferred strategies were **roundabouts, traffic signal optimization, and more travel lanes**. Respondents were very neutral on the topic of roadway configuration.



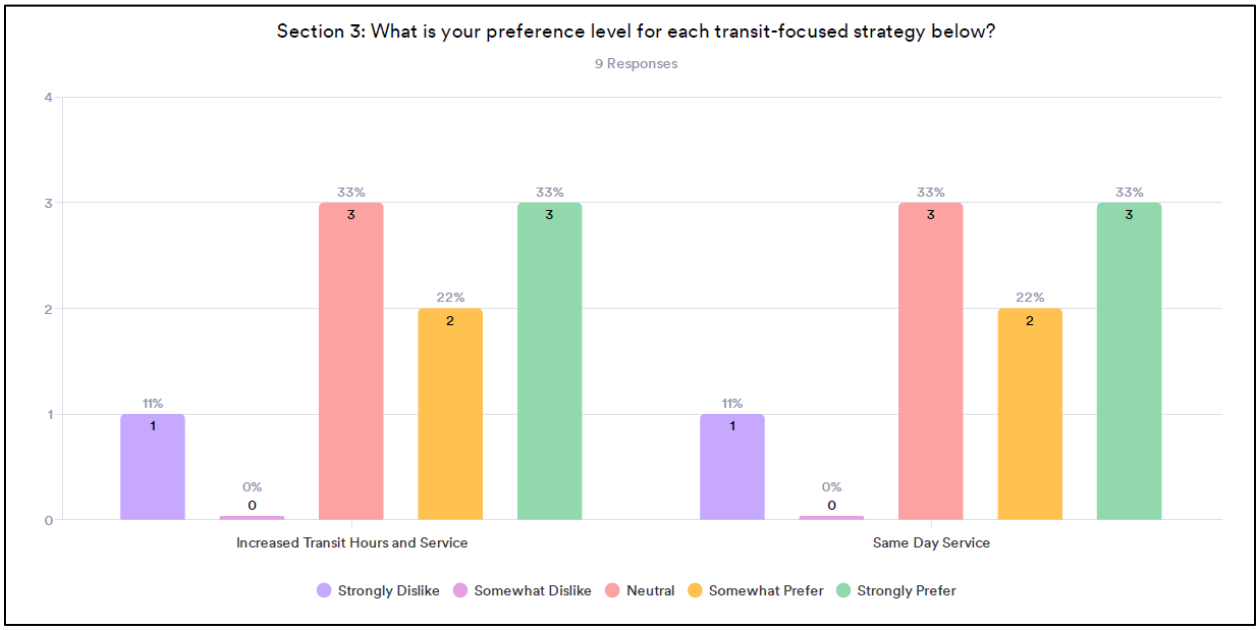
Bicycle and Pedestrian Strategies

- Participants were asked to rank their preference level of the following bicycle and pedestrian-focused strategies:
  - Improved pedestrian crossings (highly visible crosswalks, shorter crossings, actuated pedestrian signals)
  - Cycle tracks/protected bike lanes
  - New/improved trails and sidepaths
  - Grade-separated crossings (bridges, underpasses, etc.)
- Responses were scaled from strongly dislike to strongly prefer. The top preferred strategies were **new/improved trails and sidepaths and improved pedestrian crossings.**



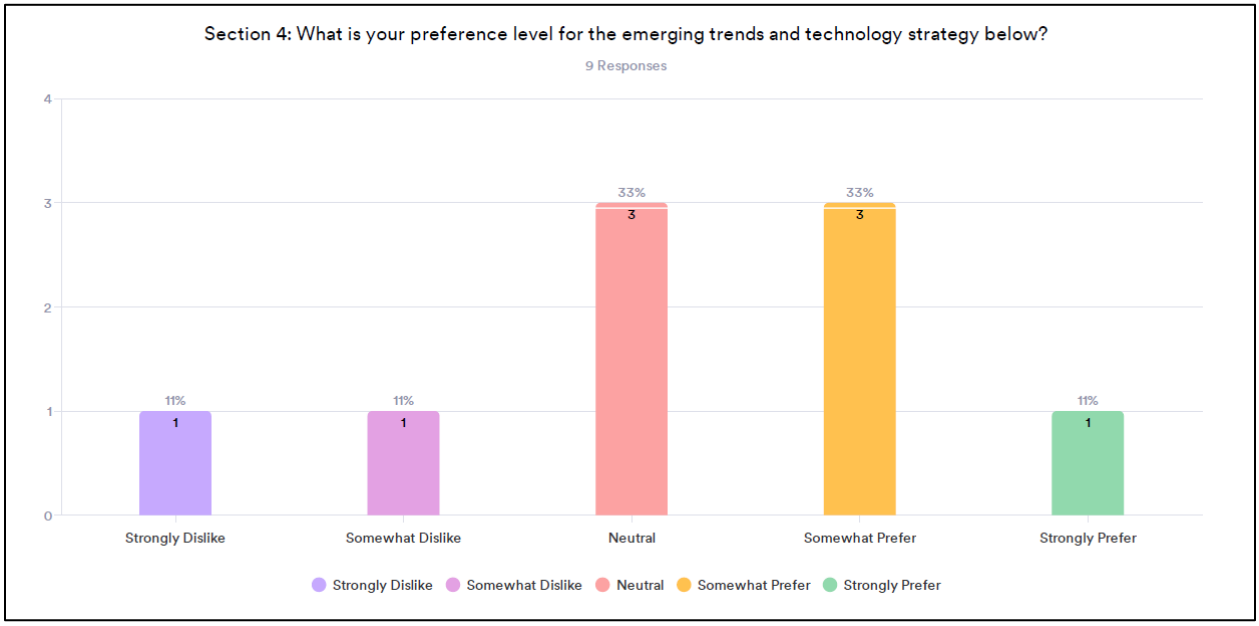
Transit Strategies

- Participants were asked to rank their preference level of the following transit-focused strategies:
  - Increased transit hours and service
  - Same day service
- Responses were scaled from strongly dislike to strongly prefer. Received responses were equal between these two choices, with participants mostly being neutral or strongly preferring both.



Emerging Trends and Technoloy Strategies

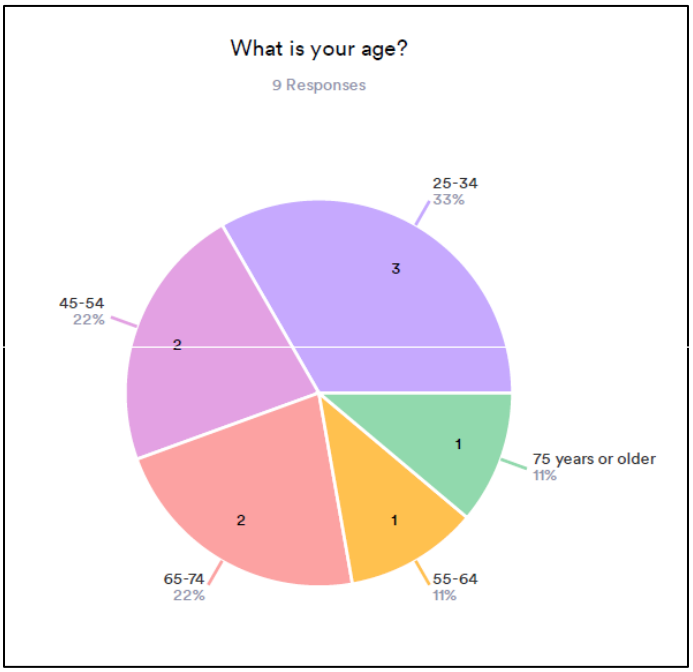
- Participants were asked to rank their preference level of the following emerging trends and technology strategy:
    - Micromobility (shared bikes and scooters, E-scooters, etc.)
- Responses were scaled from strongly dislike to strongly prefer. Received responses were mostly neutral/somewhat preferred.



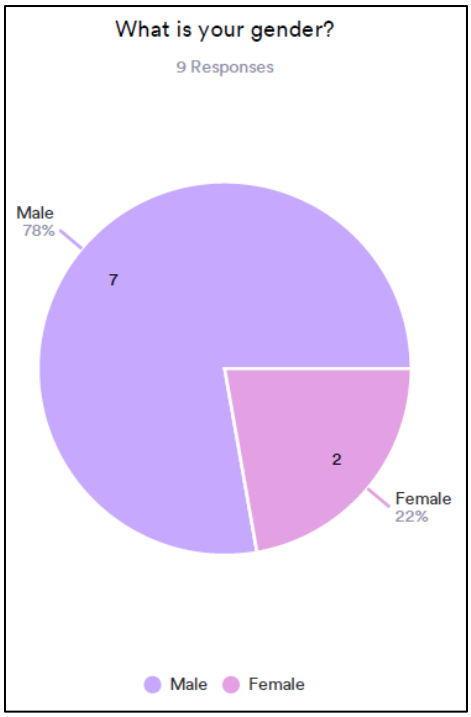
- Other comments participants provide include:
    - Bike trails connected by Prairie – GI Regional.
    - As a test I timed how long it took to cross 2nd Street at the marked pedestrian crossing by the library. I waited just over three minutes for a safe gap in traffic to cross. During hot or inclement weather this is unacceptable when state law states vehicles must yield to pedestrians in a marked crosswalk.
    - North US-81, particularly Diers Ave.

Demographics

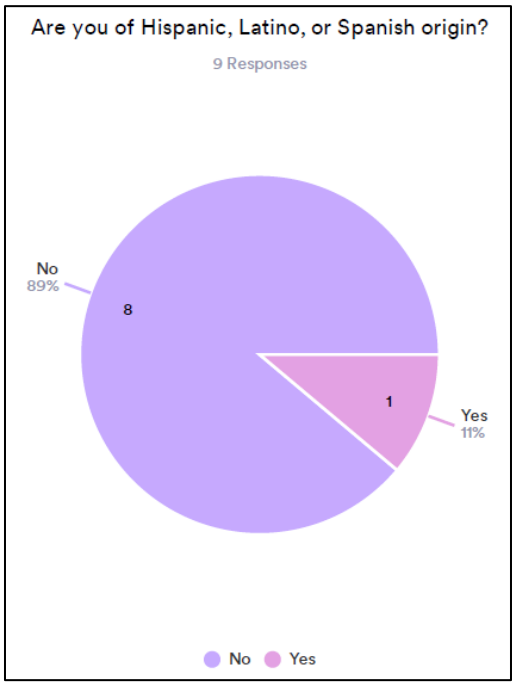
- The majority of respondents were between the ages of 25-34 (33%), 45-54 (22%), and 65-74 (22%)



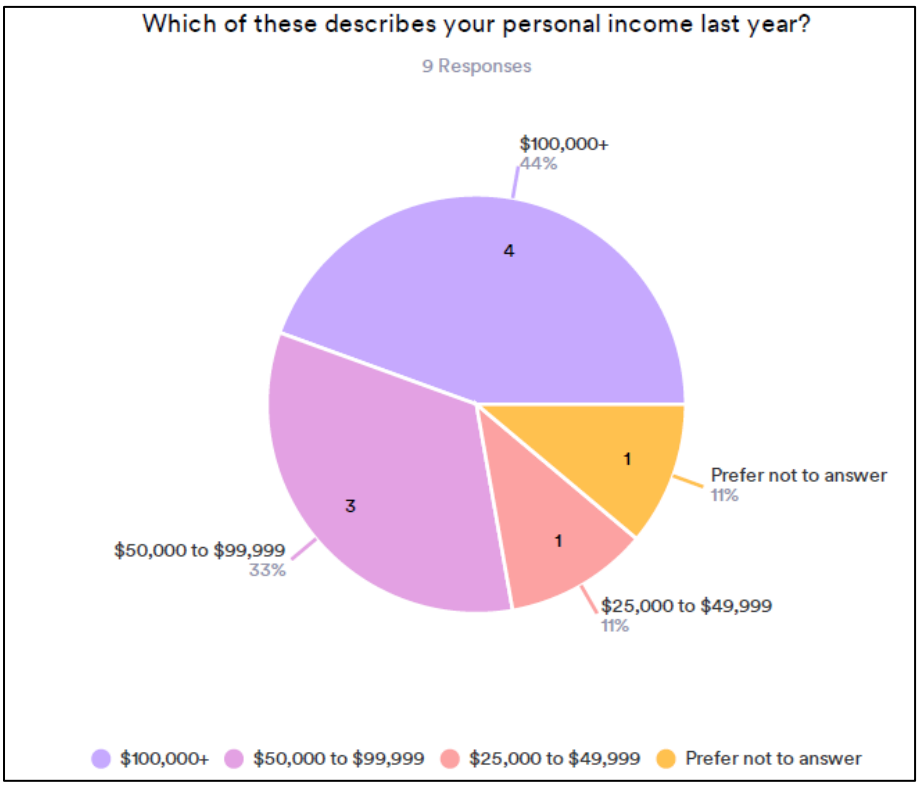
- The majority of respondents identified as male (78%).
- 22% Identified as female.



- Most respondents identified as white/not Hispanic or Latino in origin.



- The majority of respondents had an income between $50,000 and 100,000+



- Current occupations varied and included engineer, retired, civil design manager, library director, assistant general manager, and recruiter.

Come provide input at a **PUBLIC PRIORITIES WORKSHOP** for the 2050 Long Range Transportation (LRTP)!

DATE
Thursday, June 5, 2025

TIME
4:30 – 6:30 p.m.

LOCATION
Grand Island Public Library
1124 W 2nd St, Grand Island, NE 68801

The Grand Island Area Metropolitan Planning Organization (GIAMPO) will be holding this workshop in an open-house style with no formal presentation. The workshop will feature interactive exercises to review potential future multi-modal (highway, roads, transit, freight, bicycle and pedestrian facilities) transportation strategies and proposed alternatives that may be included in the plan. Participant feedback will be used to help guide transportation planning decisions for the next 25 years.

Unable to attend in person? Visit the online meeting, review workshop materials, and take our survey starting June 5 at www.GI2050.com. Comments will be collected through **July 3** and can be submitted on the website, emailed to comment@GI2050.com, or mailed to Allan Zafft at 100 East 1st Street, Grand Island, NE 68801.

¡Ven a brindar tu opinión en un TALLER DE PRIORIDADES PÚBLICAS para el Transporte de Largo Alcance (LRTP) de 2050!

DATE
Jueves 5 de junio de 2025

TIME
4:30 – 6:30 p.m.

LOCATION
Biblioteca pública de Grand Island
1124 W 2nd St, Grand Island, NE 68801

El taller de la Organización de Planificación Metropolitana del Área de Grand Island (GIAMPO) estará en un formato de puertas abiertas, sin presentación formal. El taller incluirá ejercicios interactivos para revisar estrategias posibles de transporte futuras de modos múltiples (autopistas, carreteras, tránsito, carga, bicicleta, y instalaciones peatonales) y alternativas propuestas que pueden estar incluidos en el plan. Comentarios de los participantes se utilizarán para ayudar a guiar decisiones de planificación del transporte durante los próximos 25 años.

¿No puede asistir en persona? Visite la reunión en línea, revise los materiales del taller y complete nuestra encuesta a partir del 5 de junio en www.GI2050.com. Los comentarios se recibirána través de **3 de julio** y pueden enviarse a través del sitio web, por correo electrónico a comment@GI2050.com o por correo postal a Allan Zafft, 100 East 1st Street, Grand Island, NE 68801.

2050 LONG RANGE TRANSPORTATION PLAN

GIAMPO

GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION

www.GI2050.com

Pop-Up Booth Summary

The 2050 Long Range Transportation plan (LRTP) project team hosted a pop-up booth at the Grand Island Farmers Market on Saturday, August 23, from 8:30 a.m. to 12:30 p.m. at Bosselman Enterprises Parking Lot, 1607 South Locust Street. The booth was staffed by five team members, including a Spanish translator, and featured informational handouts and boards outlining the LRTP's background. Attendees were also invited to participate in an online project prioritization activity which launched alongside the pop-up event on August 22.

Throughout the event, approximately 50 visitors stopped by the booth. Staff engaged attendees by explaining the purpose for and key elements of the LRTP. They also guided participants through the online activity, which allowed users to explore potential LRTP projects, review estimated costs and rank them in order of importance. This activity will remain open through September 12 and be summarized in another report.

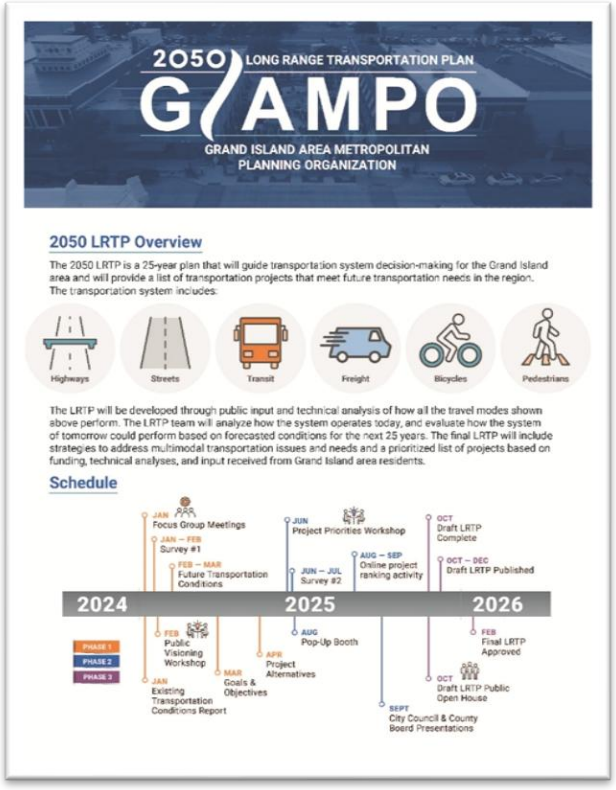
Staff

Table 1. Staff

Name	Organization
Allan Zaft	City of Grand Island
Chad Nabity	City of Grand Island
Deniss Guerrero	City of Grand Island (Translator)
Jason Carbee	HDR
Jeremy Williams	HDR

Chad Nabity, the City's Community Development Director, greets a booth visitor.

Handout



2050 LONG RANGE TRANSPORTATION PLAN
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2050 LRTP Overview

The 2050 LRTP is a 25-year plan that will guide transportation system decision-making for the Grand Island area and will provide a list of transportation projects that meet future transportation needs in the region. The transportation system includes:

Highways · Streets · Transit · Freight · Bicycles · Pedestrians

The LRTP will be developed through public input and technical analysis of how all the travel modes shown above perform. The LRTP team will analyze how the system operates today, and evaluate how the system of tomorrow could perform based on forecasted conditions for the next 25 years. The final LRTP will include strategies to address multimodal transportation issues and needs and a prioritized list of projects based on funding, technical analyses, and input received from Grand Island area residents.

Schedule

Project Prioritization App

Interested in seeing how budget affects the prioritization of projects around the Grand Island area? Go to www.gi2050.com/projectprioritization and participate in our project prioritization app.

1. Select what kind of project you are interested in (roadway, bike/pedestrian, transit).
2. Drag your top three projects into your bucket and see if they fit within our 25-year funding.
3. Drag and rank the remaining projects.
4. Hit **submit** when you've finished!

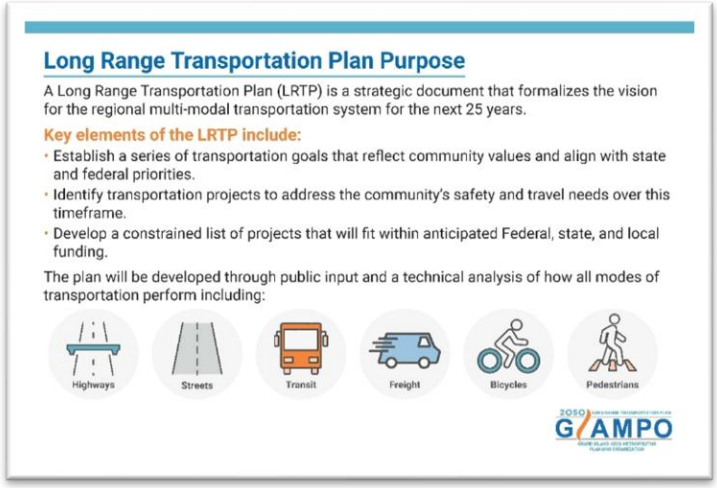
Stay Informed!

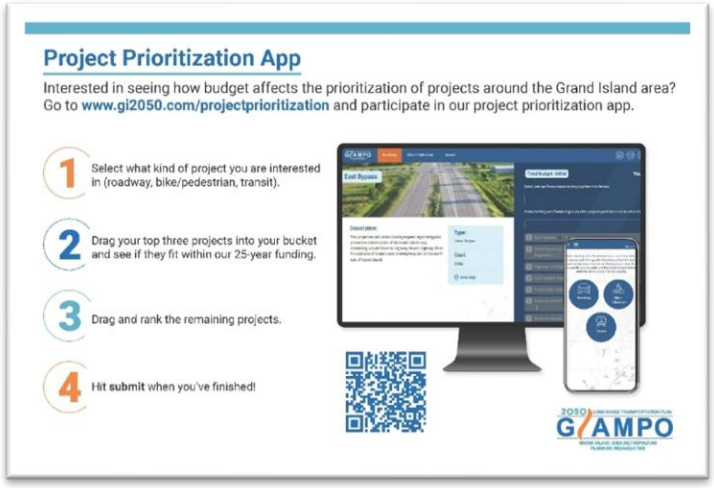
Stay up to date on project milestones and public events, opt-in to future communications, or provide feedback on our survey by visiting www.GI2050.com.

Our next public meeting presenting the draft LRTP document is scheduled to be held in **October 2025**. Stay tuned for more details!

2050 LONG RANGE TRANSPORTATION PLAN GI AMPO GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION
CITY OF GRAND ISLAND

Boards


Long Range Transportation Plan Purpose
A Long Range Transportation Plan (LRTP) is a strategic document that formalizes the vision for the regional multi-modal transportation system for the next 25 years.
Key elements of the LRTP include:
• Establish a series of transportation goals that reflect community values and align with state and federal priorities.
• Identify transportation projects to address the community's safety and travel needs over this timeframe.
• Develop a constrained list of projects that will fit within anticipated Federal, state, and local funding.
The plan will be developed through public input and a technical analysis of how all modes of transportation perform including:
Highways
Streets
Transit
Freight
Bicycles
Pedestrians
2050 GI AMPO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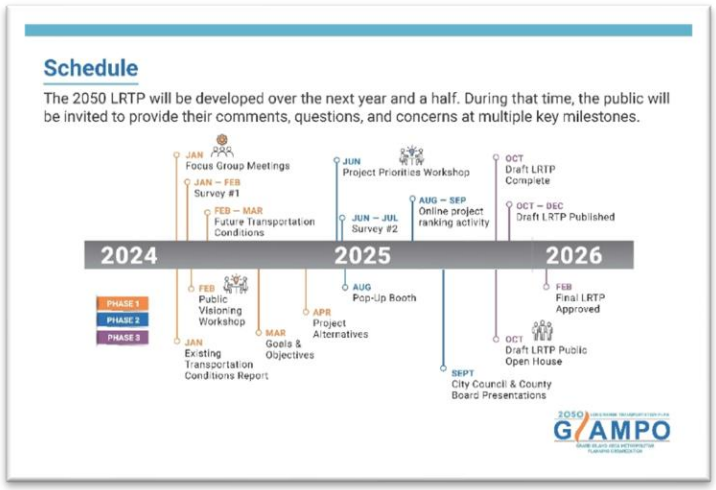
2050 GI AMPO


Schedule
The 2050 LRTP will be developed over the next year and a half. During that time, the public will be invited to provide their comments, questions, and concerns at multiple key milestones.
JAN Focus Group Meetings
JAN – FEB Survey #1
FEB – MAR Future Transportation Conditions
JUN Project Priorities Workshop
JUN – JUL Survey #2
AUG – SEP Online project ranking activity
OCT Draft LRTP Complete
OCT – DEC Draft LRTP Published
2024
2025
2026
PHASE 1
PHASE 2
PHASE 3
FEB Public Visioning Workshop
JAN Existing Transportation Conditions Report
MAR Goals & Objectives
APR Project Alternatives
AUG Pop-Up Booth
SEPT City Council & County Board Presentations
OCT Draft LRTP Public Open House
FEB Final LRTP Approved
2050 GI AMPO

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2050 LONG RANGE TRANSPORTATION PLAN
GIAMPO
GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION

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The plan will be developed through public input and a technical analysis of how all modes of transportation perform including:

2050 LONG RANGE TRANSPORTATION PLAN
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GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION

Schedule

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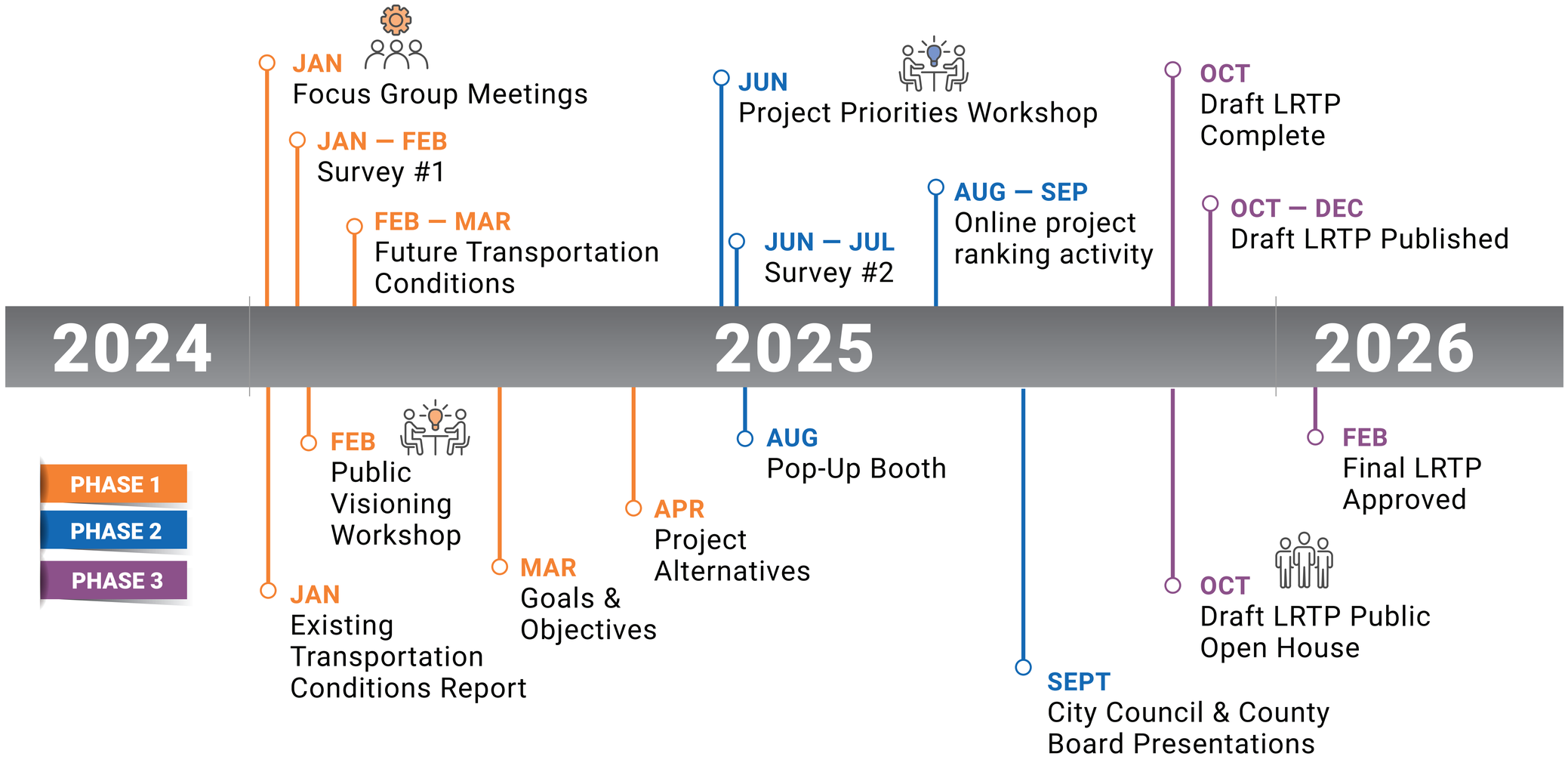

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2050 LONG RANGE TRANSPORTATION PLAN

GIAMPO

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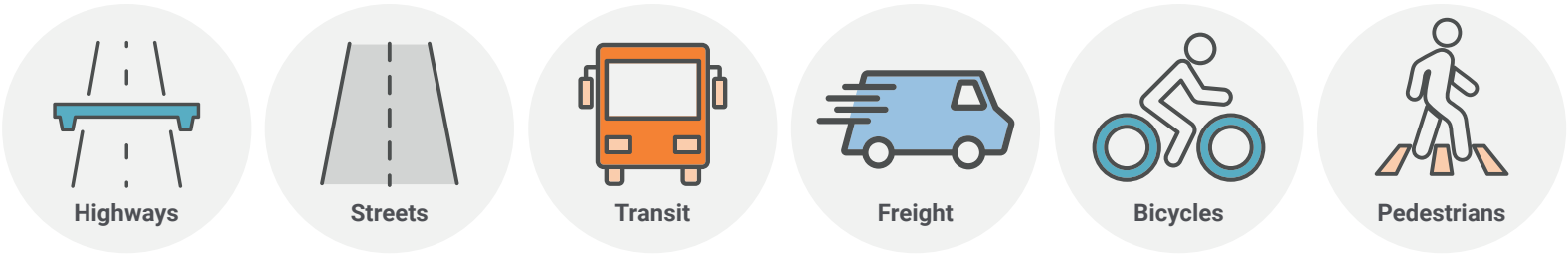
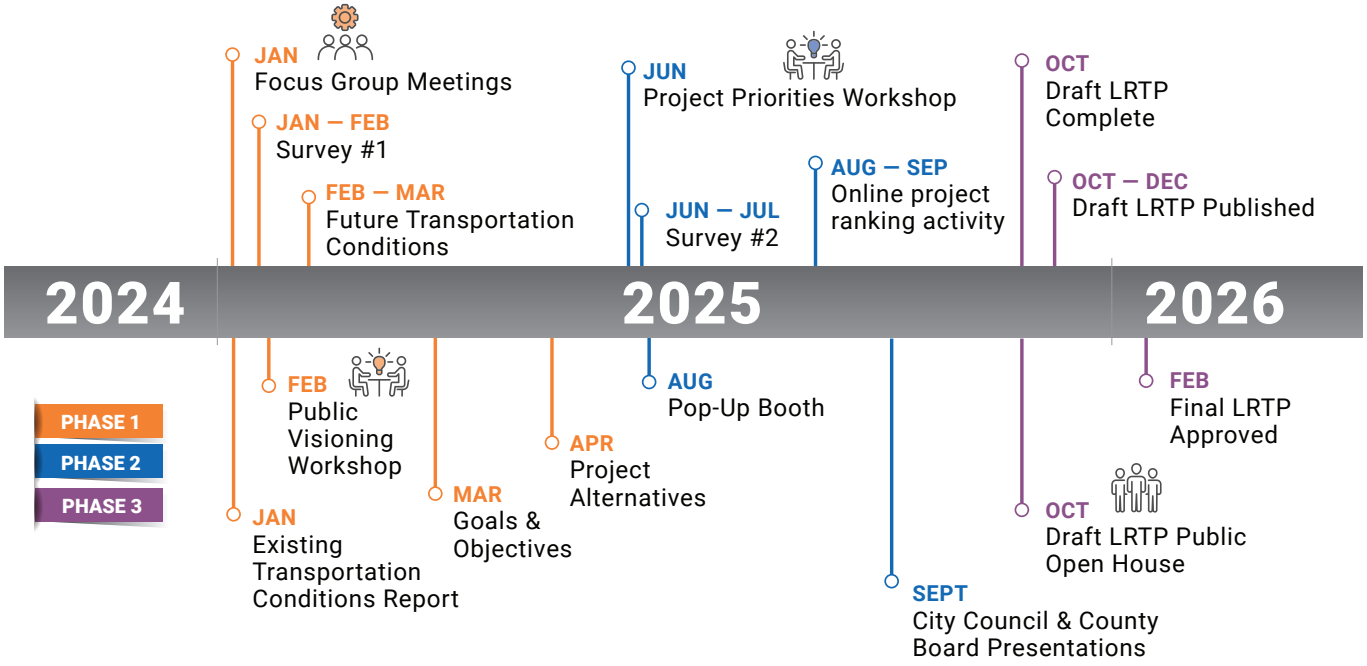


The LRTP will be developed through public input and technical analysis of how all the travel modes shown above perform. The LRTP team will analyze how the system operates today, and evaluate how the system of tomorrow could perform based on forecasted conditions for the next 25 years. The final LRTP will include strategies to address multimodal transportation issues and needs and a prioritized list of projects based on funding, technical analyses, and input received from Grand Island area residents.

Schedule



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2050 LONG RANGE TRANSPORTATION PLAN
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CITY OF GRAND ISLAND

2050 LONG RANGE TRANSPORTATION PLAN

GIAMPO

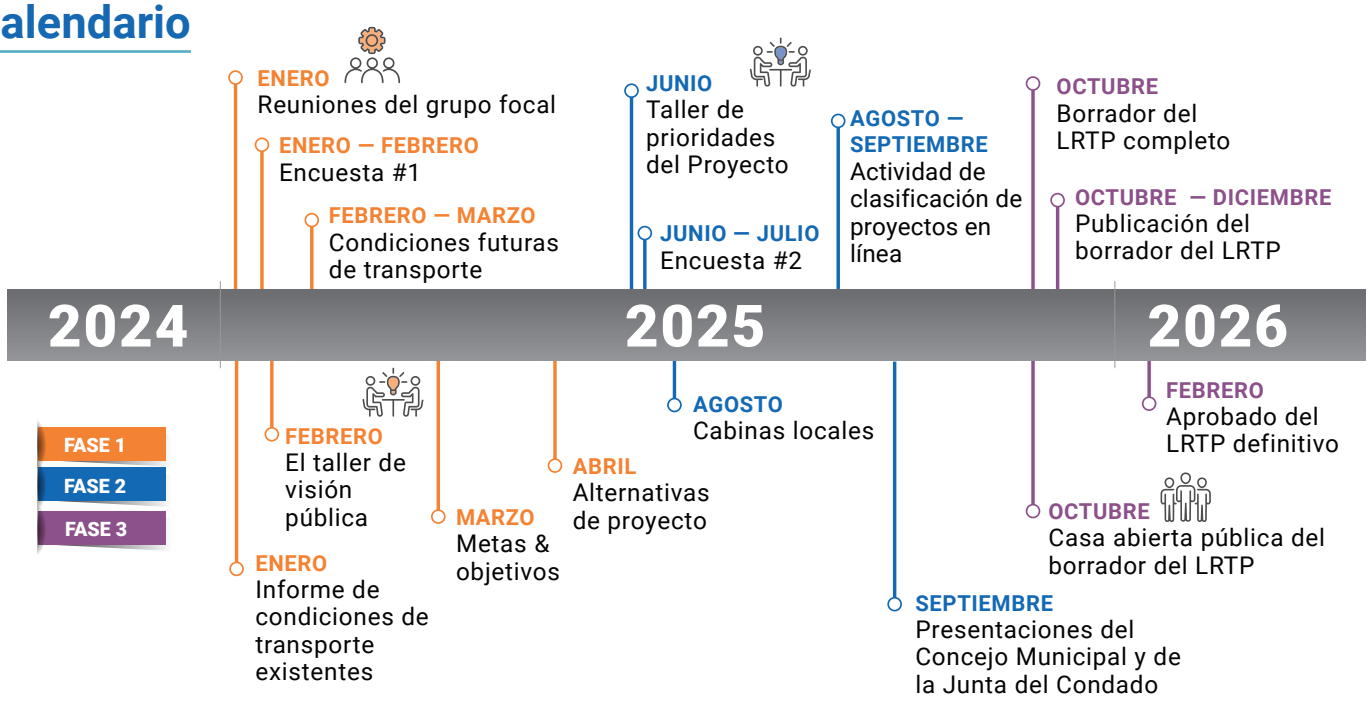
GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION

2050 LRTP Visión General

El LRTP de 2050 es un plan de 25 años que guiara la toma de decisiones del sistema de transporte para el área de Grand Island y proporcionará una lista de proyectos de transporte que satisfagan las necesidades futuras de transporte multimodal en la región. El sistema de transporte incluye:

El LRTP se desarrollara a través de la participación del público y el análisis técnico de como funcionaran todos los modos de viaje que se muestran anteriormente. El equipo de LRTP analizarán cómo funciona el sistema hoy en día y evaluarán cómo podría comportarse el sistema del mañana en función de las condiciones previstas para los próximos 25 años. El LRTP final incluirá estrategias para abordar los desafíos y necesidades de transporte multimodal y una lista de proyectos prioritarios basados en la financiación, análisis técnicos, y aportaciones recibidas de los residentes de área de Grand Island.

Calendario



Aplicación de Priorización de Proyectos

¿Interesado en ver cómo el presupuesto afecta la priorización de proyectos en el área de Grand Island? Visita **www.gi2050.com/projectprioritization** y participa en nuestra aplicación de priorización de proyectos.

1. Selecciona qué tipo de proyecto te interesa (vial, bicicleta/peatonal, tránsito).

2. Arrastra y clasifica los proyectos restantes.

3. Arrastra tus tres proyectos favoritos a tu selección y verifica si se ajustan a nuestro financiamiento de 25 años.

4. ¡Presiona **enviar** cuando hayas terminado!

¡Mantente informado!

Mantente al día sobre los hitos de los proyectos y eventos públicos, opta por futuras comunicaciones o proporciona retroalimentación en nuestra encuesta por visitando **www.GI2050.com**.

Nuestra próxima reunión pública para presentar el documento borrador del LRTP está programada para **octubre de 2025**. ¡Mantente atento para más detalles!

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CITY OF GRAND ISLAND

Online Project Prioritization App Summary

Activity Overview

The LRTP team created an on-line application (app) for the public to engage with to provide some of their priority projects. Users explored potential multimodal LRTP projects, reviewed estimated costs, and ranked them by importance. The app was live from August 21 to September 12 on the project website. 89 submissions from a total of 41 users were received (each user providing submissions on more than one mode of transportation), with more insights available here. The feedback received will be considered as projects are identified for inclusion in the LRTP.

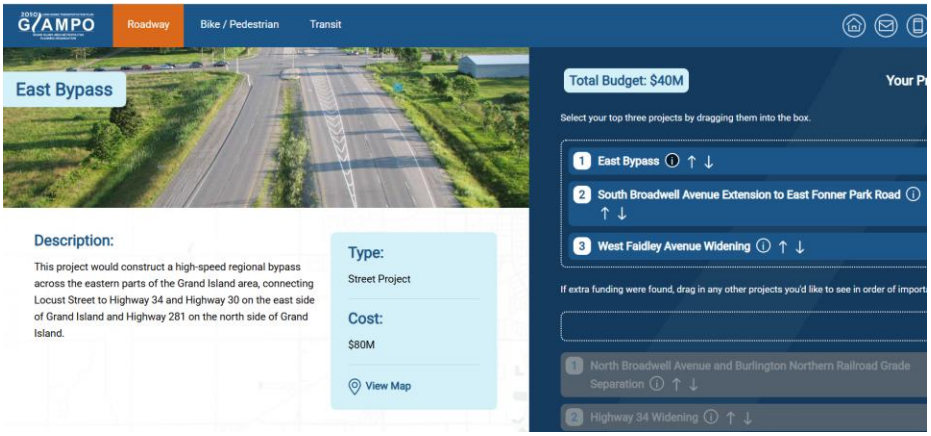
Project Prioritization Results

These results were calculated from the number of times the project was ranked first as well as its average ranking in the top three choices.

Public Top-Preferred Roadway Projects:
1. Intersection Safety Improvements
2. Highway 34 Widening
3. East Bypass

Public Top-Preferred Bike/Pedestrian Projects:
1. South Locust Trail
2. Eagle Scout Park Trail

Public Top-Preferred Transit Strategies:
1. Shortening Time Requirement for Booking
2. Expanded Service Hours



Online Project Prioritization App Summary

Mode	Project	Top 1	Top 3	Tot	Avg	Rank	Composite	
Transit	Shortening Time Requirement for Booking a Trip	17	29	29	1.7	3	32	High
	Expanded Service Hours	10	26	26	1.8	2	28	Med
	Expanded Service Days	4	28	28	2.3	1	29	Med
Bike / Ped	South Locust Trail	4	12	17	2.6	8	20	High
	Eagle Scout Park Trail	6	10	15	2.3	9	19	High
	Highway 30 West Crossing and Trail	4	8	11	2.8	7	15	Med
	Mormon Island Trail	3	9	15	3.0	6	15	Med
	Highway 281 South Trail	4	10	16	3.6	4	14	Med
	Wood River Trail	2	5	9	3.6	5	10	Med
	Capital Avenue Trail	1	5	8	3.9	2	7	Low
	West Stolley Park Trail	0	5	9	4.3	1	6	Low
	South Stuhr Road Trail	2	3	8	3.9	2	5	Low
Road	Intersection Safety Improvements	7	15	22	2.5	7	22	High
	Highway 34 Widening	4	13	15	2.5	9	22	High
	East Bypass	6	14	21	2.5	8	22	High
	West Faidley Avenue Widening	4	13	18	3.2	4	17	Med
	North Broadwell Ave and BNSF Grade Separation	5	8	12	2.9	6	14	Med
	South Broadwell Ave Extension to Fonner Park Rd	4	8	13	2.9	5	13	Med
	East Capital Avenue Widening	0	5	12	4.5	1	6	Low
	North Broadwell Avenue Widening	0	4	12	4.4	2	6	Low
	South Stuhr Road Widening	1	3	8	4.4	3	6	Low

Composite= Top 3 votes + Average Score Rank

Cost Awareness

- The cost element was intended to educate participants on the limitations of transportation funding and difficult decisions that come with that limited funding.
- Transit strategies were not cost constrained in this exercise.
- Of those participants that prioritized at least three projects for either the roadway and bicycle pedestrian categories, over half selected project combinations that exceeded budgets.
    - 52% of participants selected roadway projects that exceeded the budget
    - 53% of participants selected bicycle and pedestrian projects that exceeded the budget

Appendix A will be updated with information related to Open House #3 – Draft LRTP after event is held

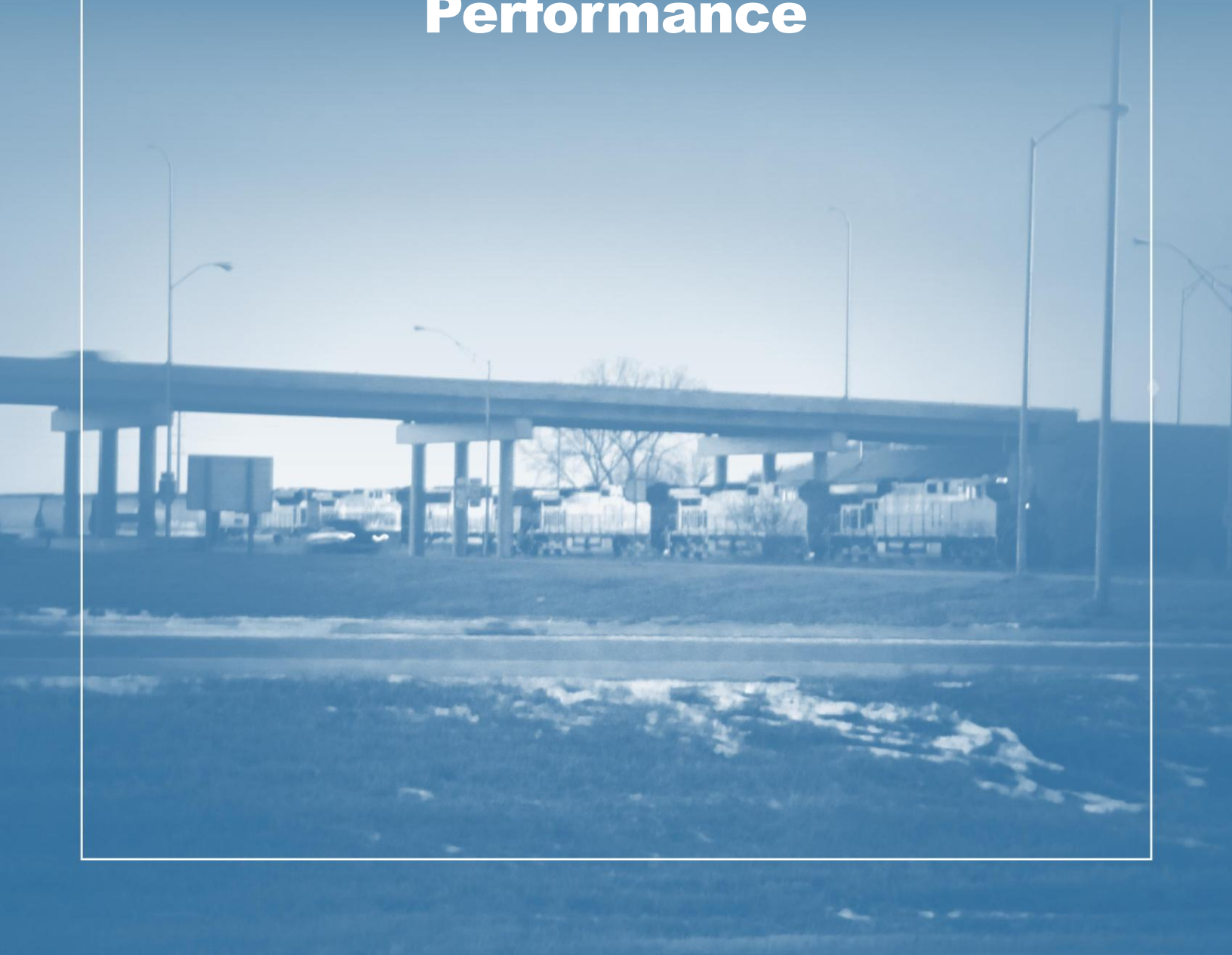
Appendix B: Current System Performance

2050 LONG RANGE TRANSPORTATION PLAN

GIAMPO

GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION

Current System Performance



Contents

Figures

Tables

Current System Performance

This report summarizes the technical analyses that comprise the Current System Performance review effort of Grand Island Area Metropolitan Planning Organization's (GIAMPO) 2050 Long Range Transportation Plan (LRTP). The goal of the Current System Performance analysis is to establish the baseline conditions of GIAMPO's multimodal transportation system through review of current safety conditions, traffic operations, pavement and bridge conditions, freight, bicycle, pedestrian, and transit assets, regional connections, and existing environmental resources.

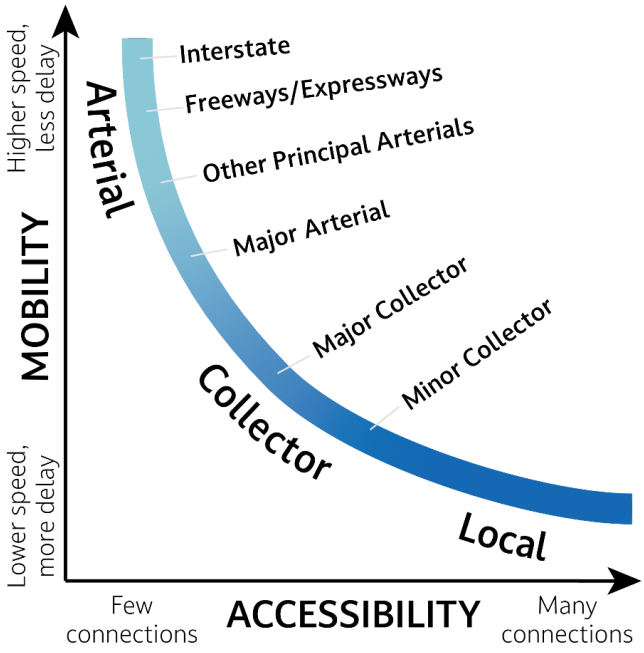
Through understanding how the multimodal system operates today, GIAMPO can evaluate future scenarios identified in the 2050 LRTP and develop solutions to the current issues and needs facing transportation in the region while anticipating future issues and needs that may arise over the next 25 years as the GIAMPO area continues to grow and evolve.

The Region's Streets and Roads Network

The streets and roads network within the GIAMPO region is the major facilitator of transportation and plays a critical role in supporting the mobility needs of the region's residents and workers. This section of the report summarizes the current designations of GIAMPO's streets and roads network and how these designations impact the roles and responsibilities of the MPO.

Functional Classifications

Streets and roads within the GIAMPO region are organized using a system referred to as functional classifications, which group these facilities based on the character of service they provide. The major consideration that distinguishes functional classifications is how a street or road balances mobility and accessibility. Functional classes defined in the functional classification system include:



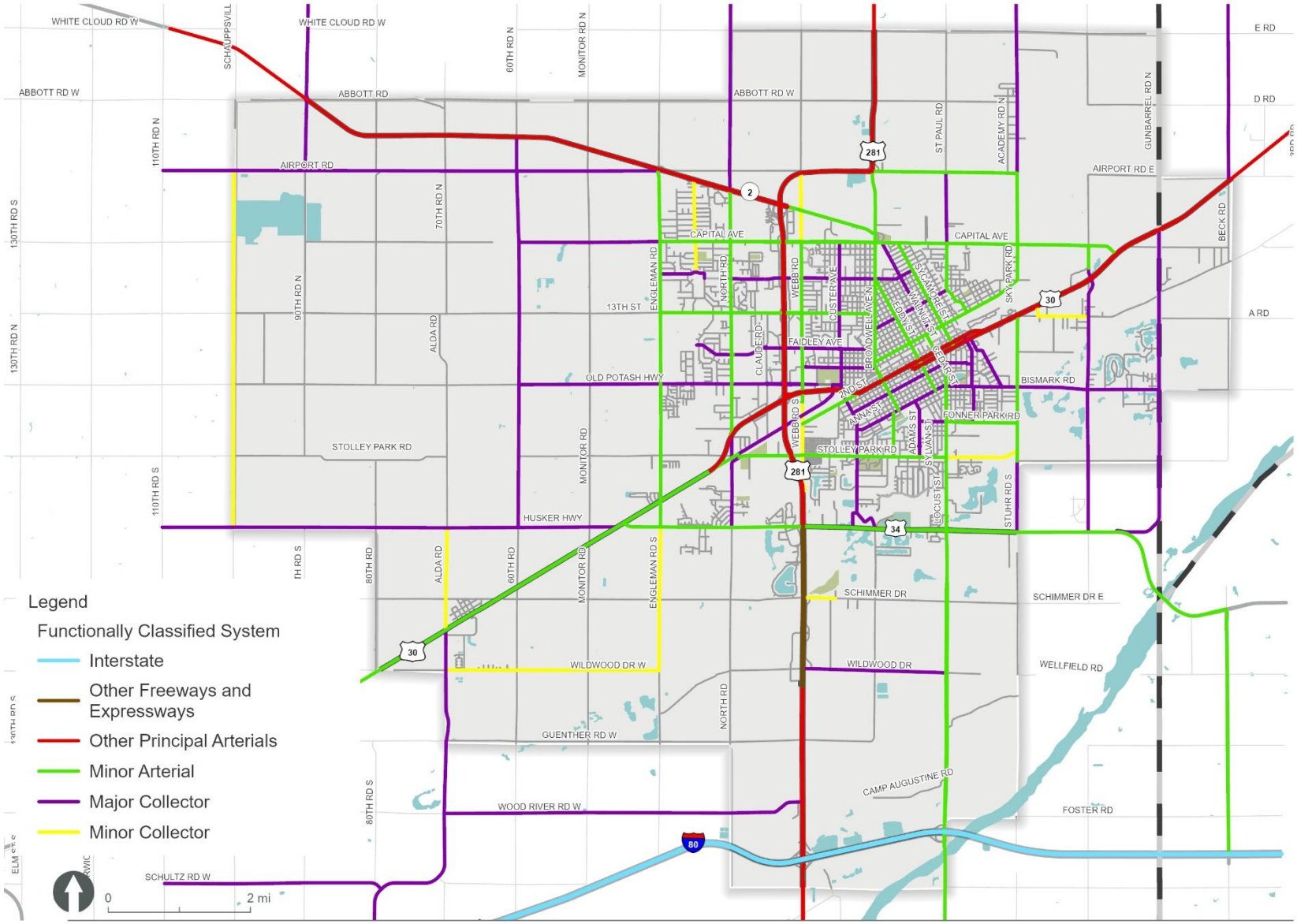
Local streets and roads are an additional classification outside of the national (federal) functional classification system, and these facilities are designed to have high accessibility and functionality for all users and modes. Local roads connect to collector and arterial roads and are typically not used for thru-traffic or long-distance travel.

In addition to balancing the mobility and accessibility needs of the GIAMPO region's streets and roads network, designation as part of the national functionally classified system is an eligibility requirement for certain federal funding programs.

Figure 1 shows the GIAMPO region's national functionally classified streets and roads network.

Current System Performance

Figure 1: GIAMPO's National Functionally Classified Streets and Roads



Source: Grand Island Area Metropolitan Planning Organization

The National Highway System

The National Highway System (NHS) is a national network of highways that work together to serve critical mobility, economic, and defense purposes. Five separate subsystems make up the NHS:

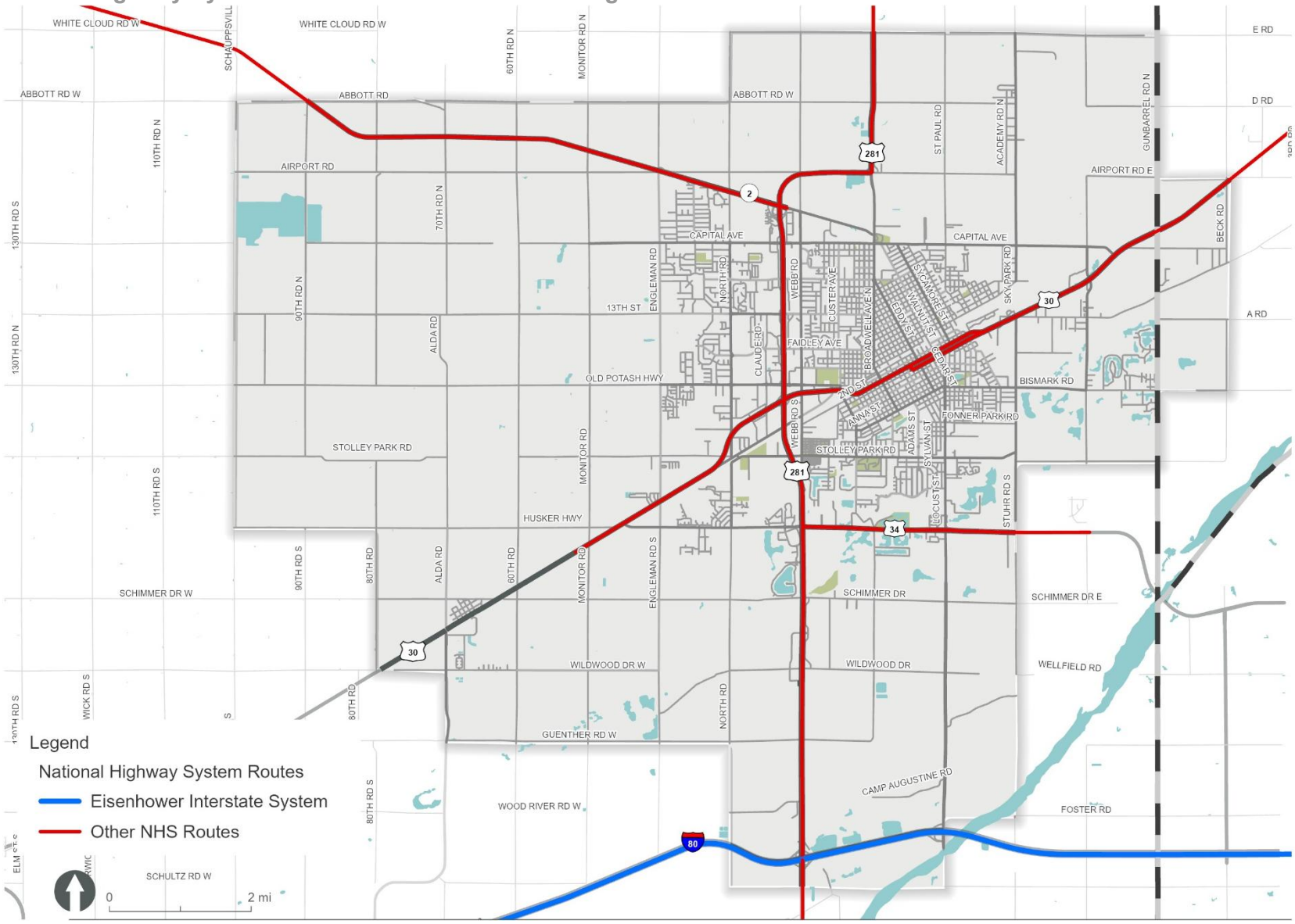
- **Interstate**: Eisenhower Intestate System
- **Other Principal Arterials**: Highways in rural and urban areas that provide access between arterial roads and major transportation facilities such as ports, airports, public transportation facilities, or other intermodal facilities
- **Strategic Highway Network (STRAHNET)**: Network of highways that provide defense access, continuity, and emergency capabilities for defense purposes
- **Major Strategic Highway Network Connectors**: Highways which provide access between major military installations and STRAHNET highways
- **Intermodal Connectors**: Highways which provide access between major intermodal facilities and the other four subsystems of the NHS

The key role of the NHS within the context of the GIAMPO region relates to federal performance management requirements. A metropolitan planning organization (MPO) is required to report progress made towards federal performance measures for Interstate and non-Interstate NHS routes within the region on an annual basis. Designation as part of the NHS is also an eligibility requirement for certain federal funding programs.

Figure 2 shows the NHS routes within the GIAMPO region.

Current System Performance

Figure 2: National Highway System Routes within the GIAMPO Region



Source: Federal Highway Administration

System Safety

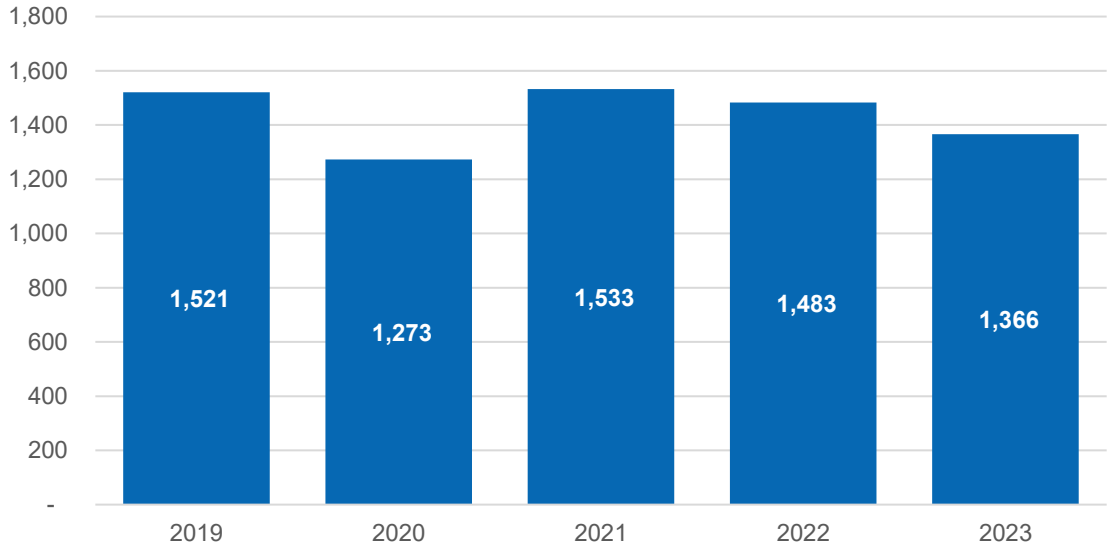
System safety is based on the evaluation of crash trends and patterns in the GIAMPO region. Crash data was collected for the years 2019-2023 and reviewed to understand current trends and gaps in system safety. Crashes were analyzed to identify those that occurred within the GIAMPO region during the 5-year period, which amounted to 7,176 crashes.

Systemwide Safety Trends

Annual Crashes

Total annual crashes that occurred in the GIAMPO region between 2019 and 2023 are shown in **Figure 3**. 2021 saw the highest number of crashes, an increase in crashes compared to those reported during 2020 which had the lowest number of crashes overall; this year also coincided with the COVID-19 public health pandemic in which a nationwide reduction in crashes was observed owing to reduced travel. Crashes have steadily been decreasing since 2021.

Figure 3: Annual Crashes within the GIAMPO Region, 2019-2023

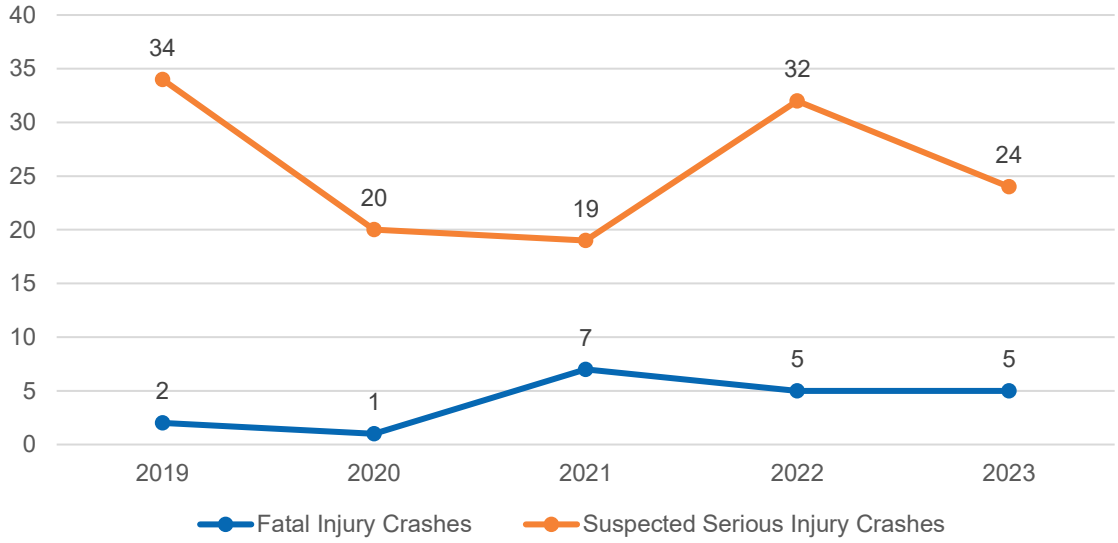


Source: Nebraska Department of Transportation

Fatal and Serious Injury Crash Frequency

Crashes involving a fatal or serious injury are an important safety performance measure. There were 149 fatal or serious injuries due to crashes between 2019 and 2023, with 20 crashes resulting in a fatality. 2021 saw the lowest number of severe crashes, which involved a serious injury or fatality, besides 2020. Total fatal and serious injury crashes per year is shown in **Figure 4**.

Figure 4: Fatal and Serious Injury Crashes by Year, 2019-2023



Source: Nebraska Department of Transportation

Manner of Collision

Manner of collision refers to the classification of a collision based on the configuration of vehicles at the point of impact, such as sideswipe or angle. Understanding manner of collision helps identify the contributing factors, including roadway design and driver behavior. Annual crashes by manner of collision are displayed in **Table 1**. Angle crashes are the most common type of crash, followed by front-to-rear crashes.

Table 1: Crashes by Manner of Collision, 2019-2023

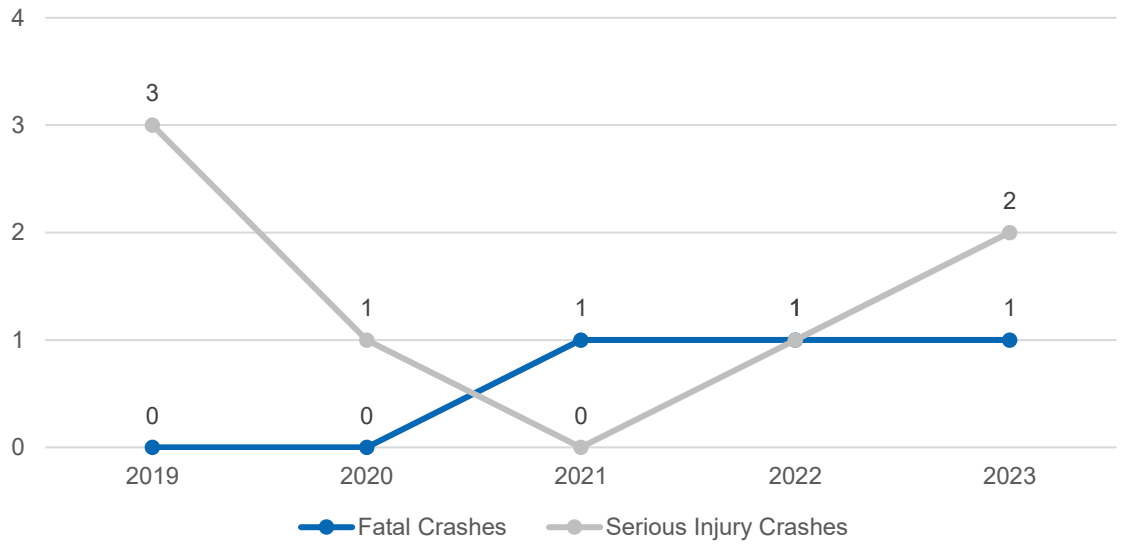
Manner of Crash	2019	2020	2021	2022	2023	Total
Angle	521	466	752	739	727	**3,205**
Front-to-Rear	433	339	404	348	294	**1,818**
Not a Collision Between Two Motor Vehicles	362	304	206	189	178	**1,239**
Sideswipe-Same Direction	129	103	67	79	57	**435**
Other	49	33	40	77	62	**261**
Sideswipe-Opposite Direction	21	25	5	11	5	**67**
Front-to-Front	6	2	16	20	14	**58**
Rear-to-Side	-	-	29	13	10	**52**
Unknown	-	1	5	3	16	**25**
Not Stated	-	-	6	2	1	**9**
Rear-to-Rear	-	-	3	2	2	**7**
Total	**1,521**	**1,273**	**1,533**	**1,483**	**1,366**	**7,176**

Source: Nebraska Department of Transportation

Nonmotorized Crashes

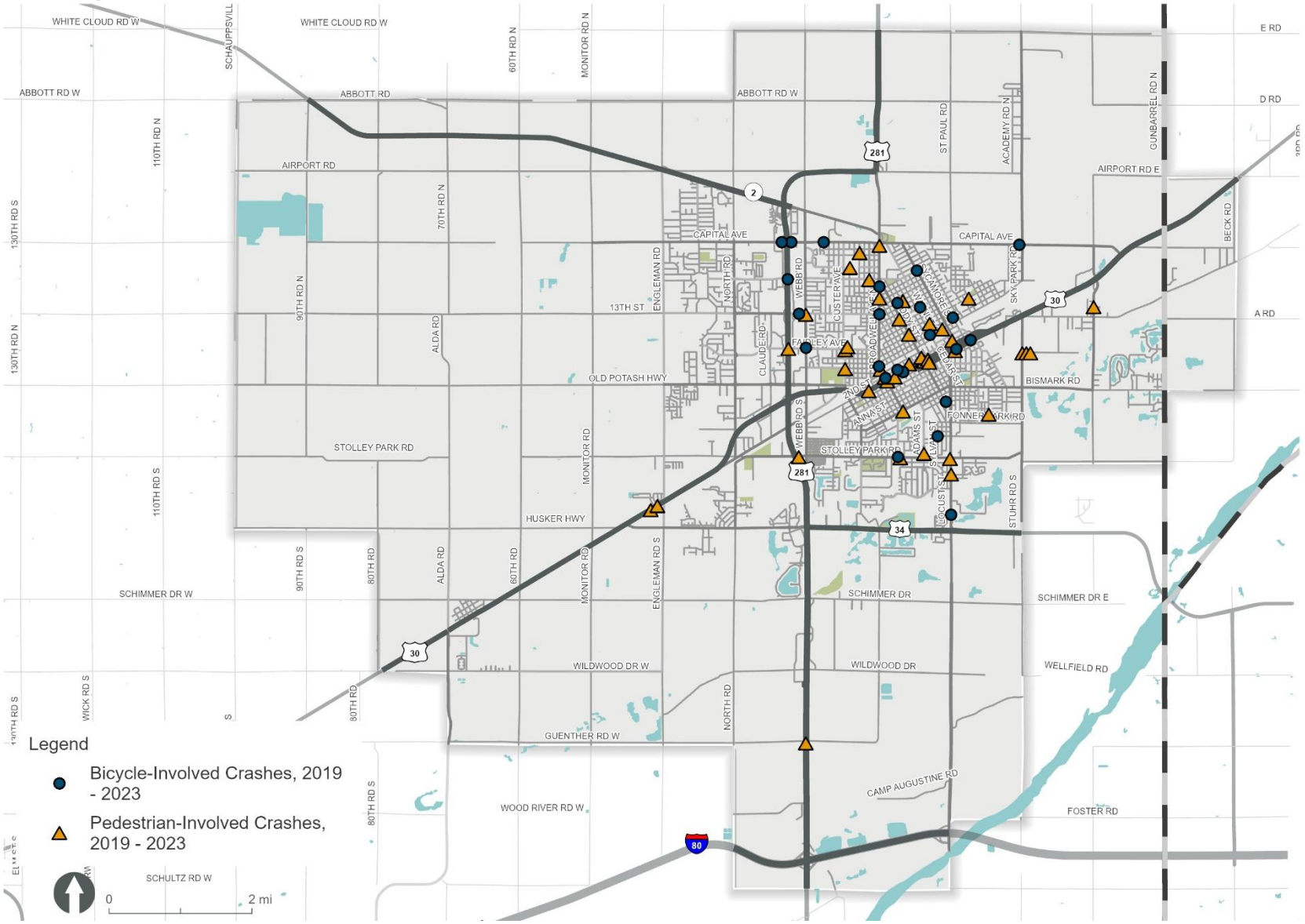
Crashes involving a pedestrian or bicyclist are an important safety performance measure. There were 10 fatal or serious injury crashes that were pedestrian or bicyclist-involved between 2019-2023 in the GIAMPO region. Of the 10 crashes, 3 resulted in a fatality and 7 resulted in serious injuries. **Figure 5** shows the trends for the number of nonmotorized crashes resulting fatalities and serious injuries in the GIAMPO region. **Figure 6** shows the locations of the 24 bicycle- and 43 pedestrian-involved crashes that occurred within the region between 2019 and 2023.

Figure 5: Nonmotorized Fatal and Serious Injury Crashes in the GIAMPO Region, 2019-2023



Source: Nebraska Department of Transportation

Figure 6: Bicycle- and Pedestrian-Involved Crashes, 2019-2023



Source: Nebraska Department of Transportation

Location-Based Safety Trends

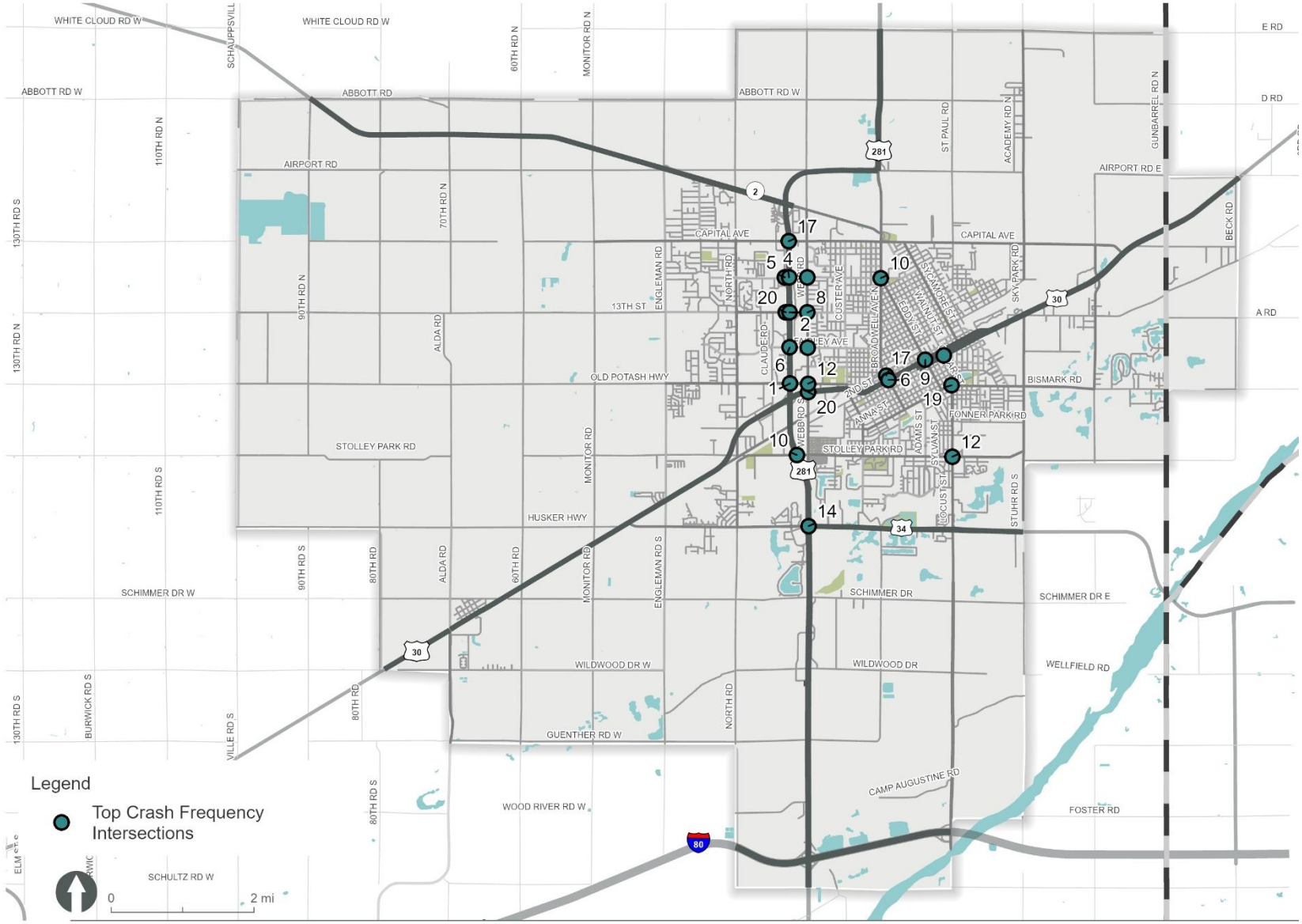
Location-based safety trends are based on high-crash locations, which help to identify high-risk areas such as intersections, corridors, or specific roadway segments. **Table 2** displays the top 20 crash locations in the GIAMPO region between 2019 and 2023. The location with the highest crash risk is Old Potash Highway & Highway 281, which exceeds the second-highest crash location W 13th Street & Highway 281 by 15 percent in terms of its five-year crash frequency. The remaining intersections show relatively close margins in crash frequency. The top 20 intersections are also displayed in **Figure 7**.

Table 2: Top Crash Frequency Intersections

Rank	Intersection Location	Crash Frequency (2019 - 2023)
1	Old Potash Hwy & Highway 281	84
2	13th St & Highway 281	73
3	Faidley Ave & Webb Rd	71
4	State St & Highway 281	68
5	State St & N Diers Ave	67
6	2nd St & Broadwell Ave	65
6	Faidley Ave & Highway 281	65
8	13th St & Webb Rd	58
9	2nd St & Eddy St	57
10	State Street & Broadwell Avenue (5 Point)	56
10	Stolley Park Rd & Highway 281	56
12	Stolley Park Rd & Locust St	53
12	Old Potash Hwy & Webb Rd	53
14	Highway 34 & Highway 281	52
15	State St & Webb Rd	50
16	Highway 30 & Walnut St	43
17	3rd St & Broadwell Ave	42
17	Capital Ave & Highway 281	42
19	Bismark Rd & Locust St	40
20	Highway 30 & Webb Rd	39
20	13th St & Diers Ave	39

Source: Nebraska Department of Transportation

Figure 7: Top 20 Crash Frequency Intersections



Source: Nebraska Department of Transportation

Traffic Operations

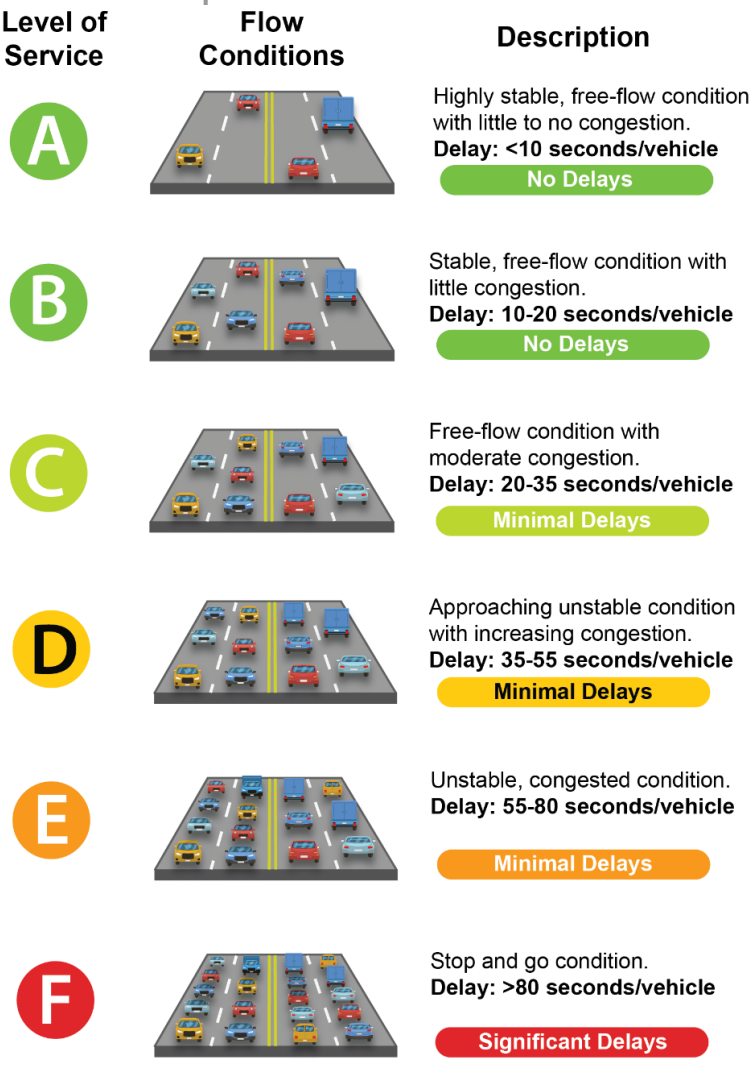
Traffic operations are evaluated to identify challenges affecting regional traffic operations in the GIAMPO region. The analysis examined traffic operations based on two conditions:

- Peak period travel conditions
- Passenger and freight travel reliability

Peak Period Travel Conditions

The traffic operations analysis evaluated congestion levels during typical peak period ("rush hour") conditions. For the GIAMPO area, the peak period of travel is weekdays between 4 and 6 PM, when the highest percentage of daily traffic is on the road. One way to measure congestion is with a standard vehicular Level of Service (LOS) classification that ranges from A (free flow traffic) to F (complete gridlock). **Figure 8** provides a definition for each LOS category. **Figure 9** shows the existing peak period traffic operations for the GIAMPO region.

Figure 8: Level of Service Descriptions



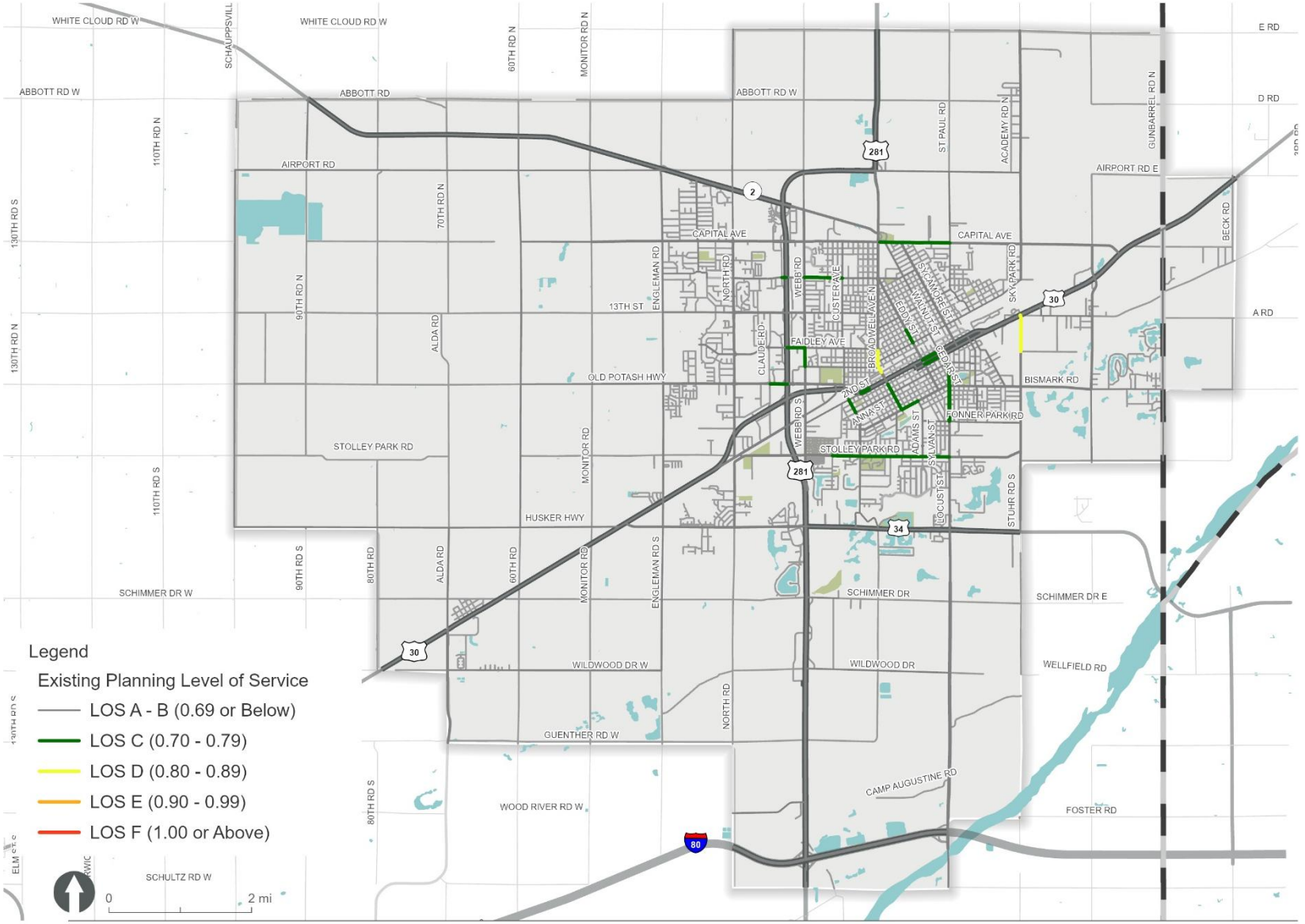
Within the GIAMPO roadway system, over 95 percent of the functionally-classified roads are operating at LOS B or better, as demonstrated in **Table 3.** 2.8 percent of roadways are operating at LOS C, and 1.1 percent of roadways are operating at LOS D. There are no roads operating at LOS E or F. This analysis of peak traffic operations shows that the existing roadway system within the GIAMPO region operates well during peak travel times and congestion is limited.

Table 3: Functionally-Classified Roads by Peak Hour Level of Service

Level of Service	Percent of Lane Miles
LOS A/B	95.3%
LOS C	2.8%
LOS D	1.1%
LOS E	0.0%
LOS F	0.0%

Source: Grand Island Area Metropolitan Planning Organization, HDR

Figure 9: Existing Planning Level of Service for GIAMPO's Functionally Classified Streets and Roads



Source: Nebraska Department of Transportation, HDR

Travel Reliability

Travel reliability is an additional approach for understanding how traffic, including passenger and freight vehicles, operates at a corridor level. This measure seeks to understand the predictability of travel times along a corridor and differs from the peak hour period level of service analysis in that the focus of travel reliability is to identify corridors that demonstrate broad variations in daily travel times and are thus unreliable; the key assumption underlying travel reliability is that a corridor may exhibit recurring peak hour congestion but due to the recurrence of this congestion, the corridor can be considered reliable. This is due to travelers being able to anticipate this congestion and build that factor into their trip planning.

Data used to evaluate passenger and freight vehicle reliability within the GIAMPO region was sourced from the National Performance Management Research Dataset (NPMRDS) for the year 2024. Leveraging this NPMRDS data allowed for an analysis of the percent of person-miles traveled on the region's Interstate and non-Interstate NHS system, the Level of Travel Time Reliability (LOTTR) for the region's Interstate and non-Interstate NHS system, and the Truck Travel Time Reliability Index (TTTR) measure for GIAMPO's Interstate system.

Passenger Vehicle Travel Reliability

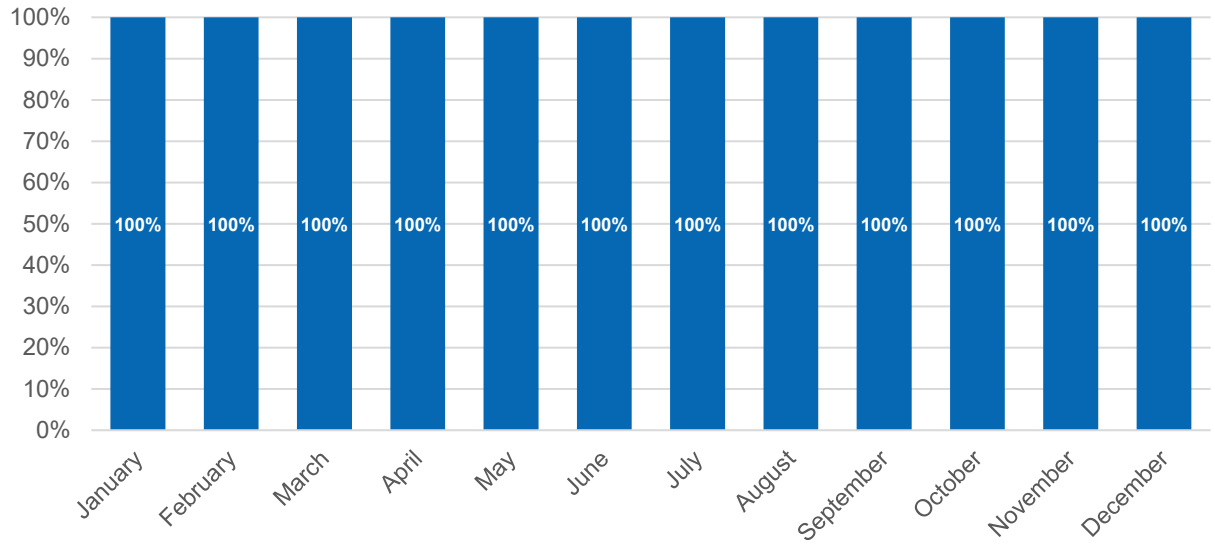
Passenger vehicle travel reliability was evaluated by month for the year 2024 for GIAMPO's Interstate and non-Interstate NHS. **Figure 10** shows the percent of reliable person-miles traveled by month on the region's Interstate system while

The monthly percentage of reliable person-miles traveled on GIAMPO's non-Interstate system (**Figure 11)** exhibited a wider variation compared to the Interstate system for the year 2024. While the monthly percentages displayed wider variation, the non-Interstate NHS demonstrated a high degree of reliability as the lowest calculated percentage of reliable person-miles traveled was 95.1 percent in the month of January. The main factors impacting reliable travel on the non-Interstate NHS are road construction and winter weather conditions that can increase travel times.

Figure 11 shows the percent of reliable person-miles traveled by month for the region's non-Interstate NHS.

As **Figure 10** indicates, one hundred percent of person-miles traveled on GIAMPO's Interstate system were considered reliable each month in 2024.

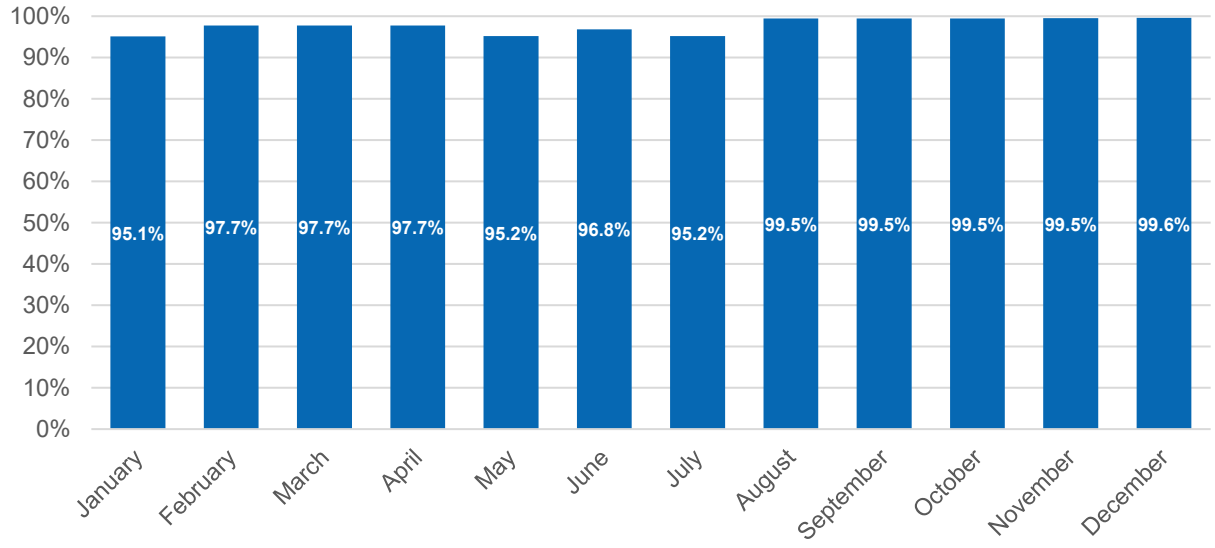
Figure 10: Percent of Reliable Person-Miles Traveled on the Interstate by Month, 2024



Source: National Performance Management Research Dataset, 2024

The monthly percentage of reliable person-miles traveled on GIAMPO's non-Interstate system (**Figure 11)** exhibited a wider variation compared to the Interstate system for the year 2024. While the monthly percentages displayed wider variation, the non-Interstate NHS demonstrated a high degree of reliability as the lowest calculated percentage of reliable person-miles traveled was 95.1 percent in the month of January. The main factors impacting reliable travel on the non-Interstate NHS are road construction and winter weather conditions that can increase travel times.

Figure 11: Percent of Reliable Person-Miles Traveled on the non-Interstate NHS by Month, 2024

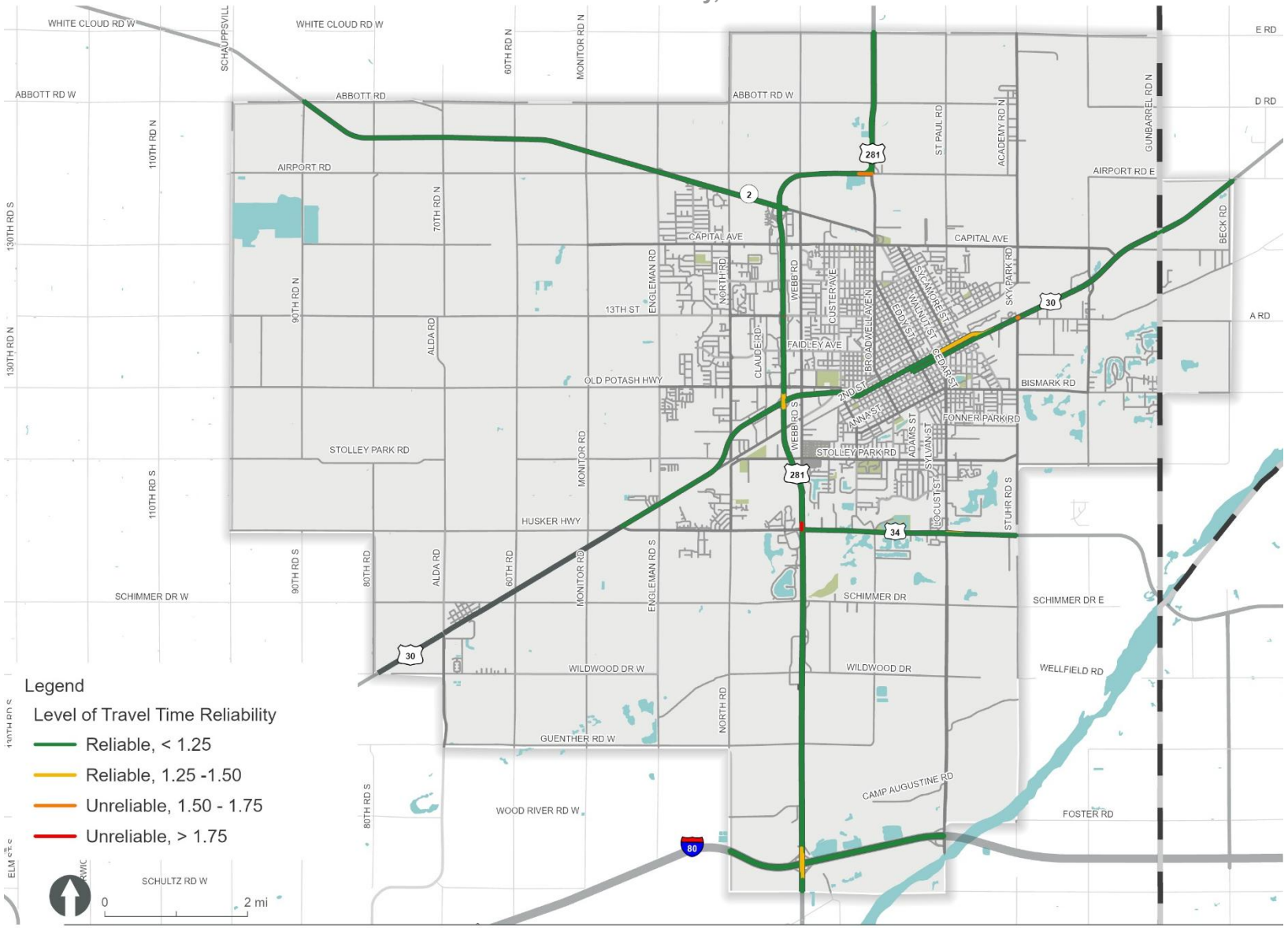


Source: National Performance Management Research Dataset, 2024

Figure 12 illustrates the resulting maximum annual LOTTR for GIAMPO's Interstate and non-Interstate NHS routes in 2024. LOTTR is a metric that compares "longer" observed travel times, defined as the 80th percentile, to "normal" observed travel times, defined as the 50th percentile, across 15-minute segments during all time periods between 6 a.m. and 8 p.m. The resulting ratio is the LOTTR that indicates the variation between these two percentiles; the larger the ratio implies a larger difference between the two percentiles and thus less reliability across the analysis period.

As **Figure 12** shows, GIAMPO's Interstate routes recorded LOTTRs below 1.25 for the year 2024 and were considered reliable. Most non-Interstate NHS routes exhibited reliable LOTTRs that were below 1.25. Less reliable non-Interstate NHS segments were found mainly at intersection locations. A portion of E 2nd Street in downtown Grand Island was observed as having a less reliable LOTTR (between 1.25 and 1.50) in the year 2024.

Figure 12: Interstate and non-Interstate Level of Travel Time Reliability, 2024



Source: National Performance Management Research Dataset, 2024

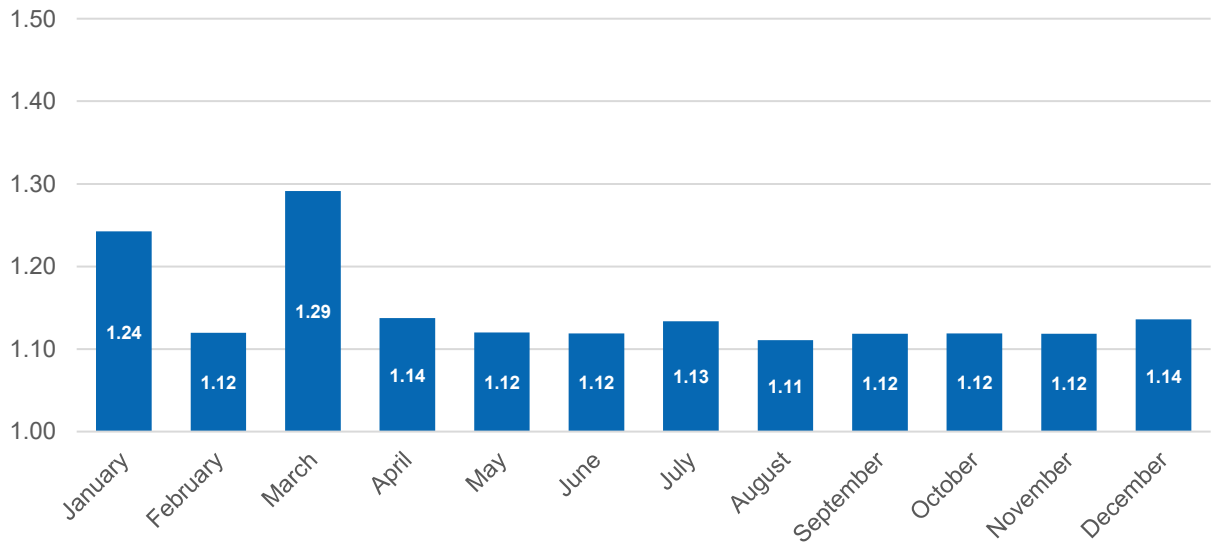
Freight Reliability

Travel reliability is also applied to highway freight vehicles to understand the performance of this mode on the Interstate system. It is noted that freight reliability measures are not applied to the non-Interstate NHS per federal performance management guidelines.

Figure 13 illustrates monthly TTTRs calculated for the region's Interstate routes. Similar to the LOTTR metric used to evaluate passenger travel reliability, the TTTR metric compares "longer" observed travel times to "normal" travel times to establish the TTTR ratio. A lower TTTR is considered more reliable.

As **Figure 13** shows, monthly TTTRs in 2024 for GIAMPO's Interstate system ranged from a low of 1.11 in August to a high of 1.29 in March. Overall, the average TTTR across the 12 months was 1.15.

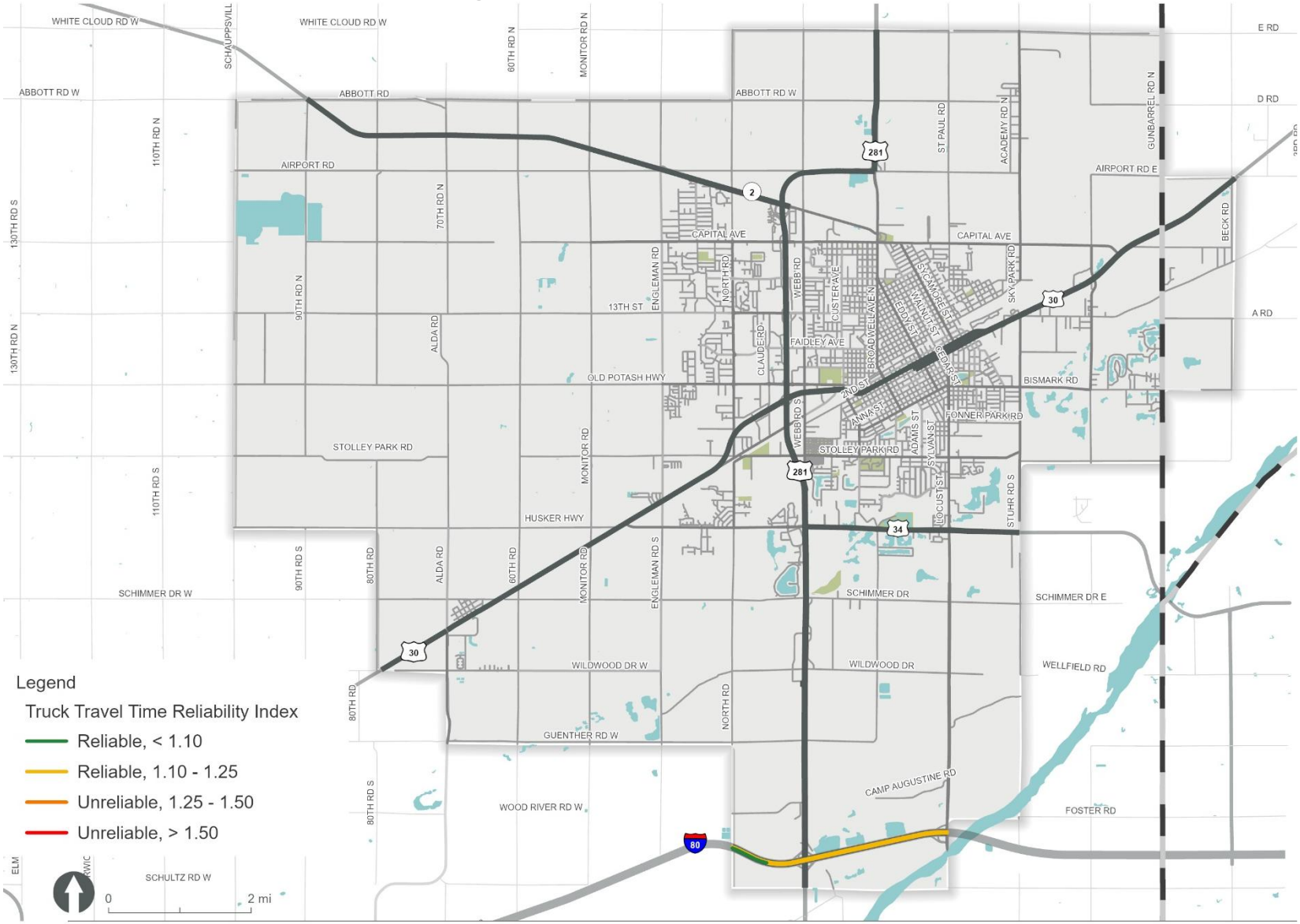
Figure 13: Interstate Truck Travel Time Reliability Index Month, 2024



Source: National Performance Management Research Dataset, 2024

Figure 14 shows the maximum annual TTTR for GIAMPO's Interstate routes for the year 2024. Based on the 2024 NPMRDS data, GIAMPO's Interstate routes exhibited reliable TTTRs for the year as no Intestate segment exceeded a maximum annual TTTR of 1.25.

Figure 14: Interstate Truck Travel Time Reliability Index, 2024



Source: National Performance Management Research Dataset, 2024

Asset Condition

Asset condition refers to the current condition of the streets' and roads' pavement and bridge structures that support multimodal transportation within the GIAMPO region. A major goal of the LRTP is identify the preservation needs of the MPO's existing multimodal transportation system so that strategies and investments to improve future transportation conditions strike a balance between system expansion and system preservation. This section of the report summarizes current pavement and bridge conditions for the GIAMPO region.

Pavement Conditions

Maintenance and preservation expenditures for GIAMPO's existing street and road pavement comprise a substantial portion of the MPO's annual programming budget. The review of current pavement conditions evaluates conditions for Interstate, non-Interstate NHS, and local pavements.

Grand Island Area Pavement Conditions

Interstate and non-Interstate NHS Conditions

Interstate and non-Intestate NHS pavement conditions were analyzed based on 2023 data sourced from the Nebraska Department of Transportation (NDOT). Pavement conditions for these facilities were calculated based on lane mileage and reported as "Good," "Fair," or "Poor."

Table 4 and **Table 5** summarizes the Interstate and non-Interstate pavement conditions. One hundred percent of Interstate pavement is in Fair condition or better, while 98.2 percent of non-Interstate pavement is in Fair condition or better. **Figure 15** presents the Interstate and non-Interstate pavement conditions for the year 2023.

Table 4: GIAMPO's Interstate Pavement Condition by Lane Miles, 2023

Pavement Condition Ratings	Interstate Pavement Lane Mileage	Percent of Interstate Pavement
Good	10.36	81.2%
Fair	2.4	18.8%
Poor	0	0.0%
Total	**12.76**	**100%**

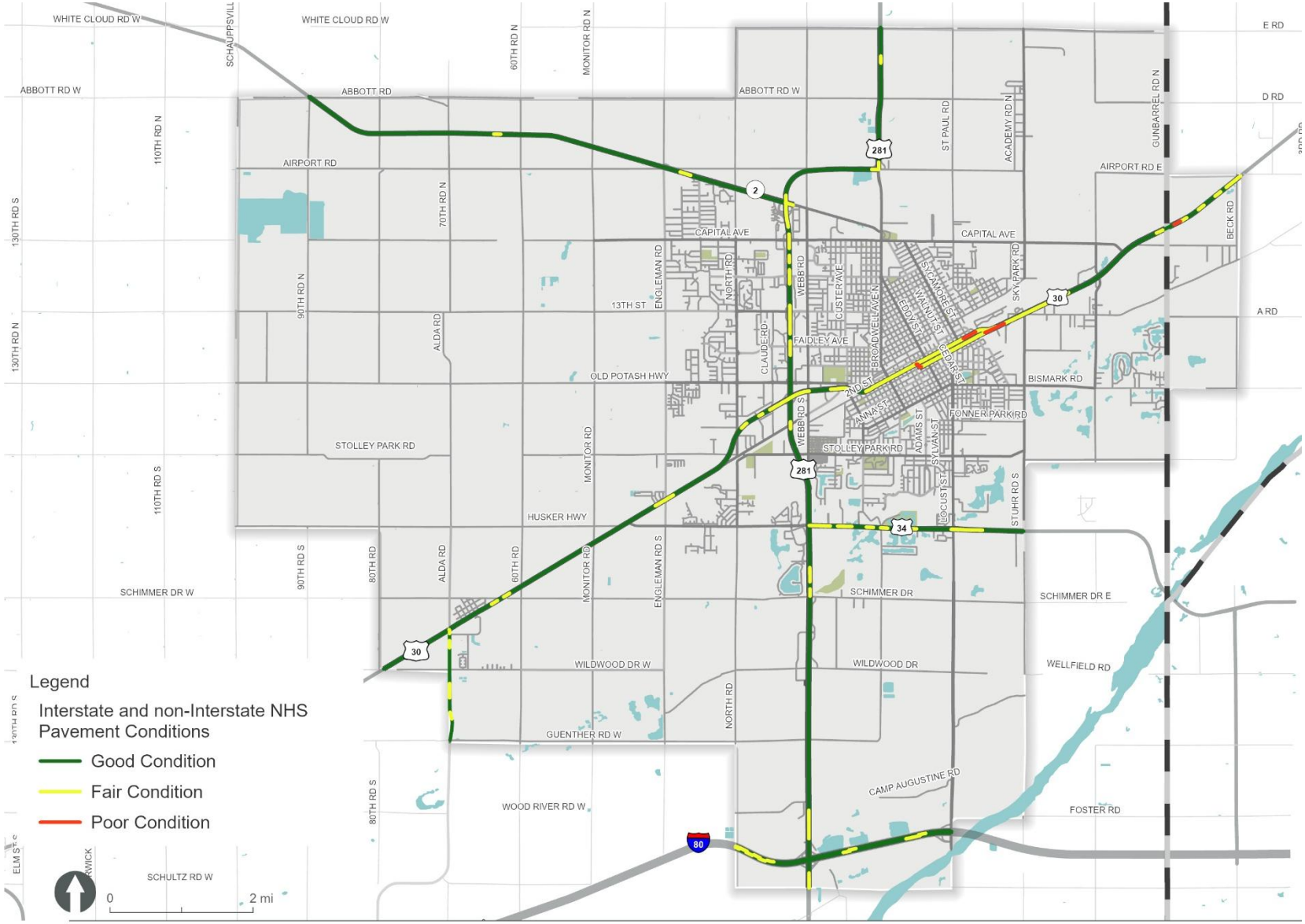
Source: Nebraska Department of Transportation

Table 5: GIAMPO's non-Interstate NHS Pavement Condition by Lane Miles, 2023

Pavement Condition Ratings	Non- Interstate NHS Pavement Lane Mileage	Percent of Non-Interstate NHS Pavement
Good	75.46	68.5%
Fair	32.68	29.7%
Poor	2	1.8%
Total	**110.14**	**100%**

Source: Nebraska Department of Transportation

Figure 15: Interstate and non-Interstate Pavement Conditions, 2023



Source: Grand Island Area Metropolitan Planning Organization

Local Streets and Roads Pavement Conditions

Pavement conditions for the City of Grand Island local streets and roads network were also reviewed based on 2024 data provided by the City of Grand Island. Local network pavement conditions were analyzed using an Overall Condition Index (OCI) rating. OCI is a composite measure that assesses pavement conditions by weighting observed Pavement Condition Index ratings and Ride Quality Index (RQI) ratings for each segment. OCI scores are reported on scale ranging from 0, or Failed condition, to 100, or pavement in perfect condition. The resulting OCI scores are then grouped based on their rating into the following:

- **Good**: OCI rating of 86 to 100.
- **Satisfactory**: OCI rating of 71 to 85.
- **Fair**: OCI rating of 56 to 70.
- **Poor**: OCI rating of 41 to 55.
- **Very Poor**: OCI rating of 26 to 40.
- **Serious**: OCI rating of 11 to 25.
- **Failed**: OCI rating of 0 to 10.

Table 6 shows the breakdown of OCI ratings by center line mile for City of Grand Island local streets and roads network. As **Table 6** shows, the majority of local pavement is in Poor condition or better while roughly 13 percent is in Very Poor or worse condition.

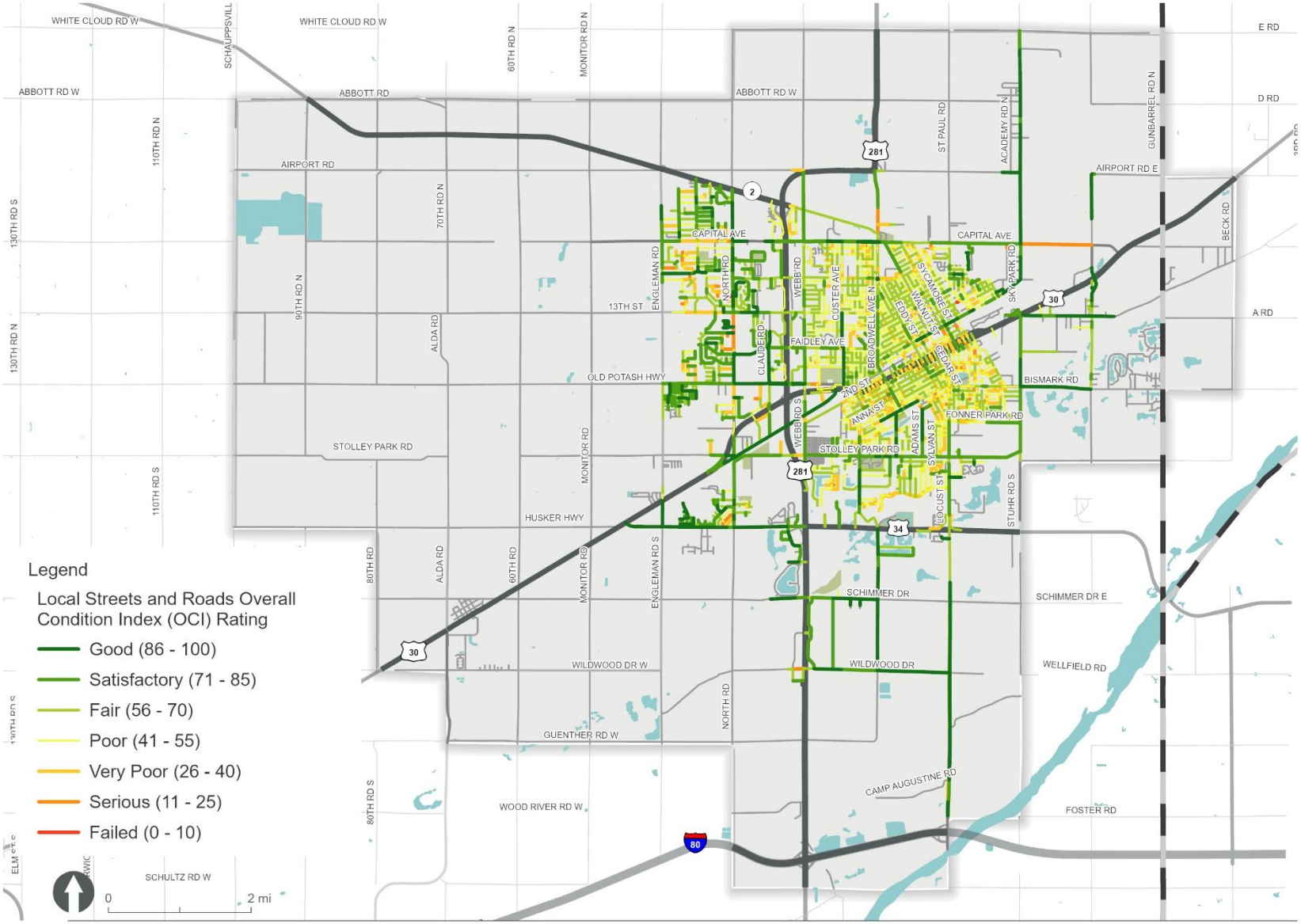
Figure 16 presents the OCI ratings for the City of Grand local streets and roads.

Table 6: Local Streets and Roads Overall Condition Index (OCI) Ratings, 2024

Pavement Condition Ratings (OCI)	Center Line Miles	Percent of Center Line Miles
Good	33.3	11.3%
Satisfactory	52.6	17.8%
Fair	83.7	28.4%
Poor	87.5	29.7%
Very Poor	31.3	10.6%
Serious	6.6	2.2%
Failed	0.2	0.1%
Total	**295.2**	

Source: City of Grand Island

Figure 16: Local Streets and Roads Overall Condition Index (OCI) Ratings, 2024



Source: City of Grand Island

Bridge Conditions

Bridges serve as critical transportation facilities that provide system continuity in the face of physical or geographic barriers, such as waterbodies, low-lying areas, or railroad crossings. As such, state DOTs, MPOs, and local agencies work to ensure that bridge structures within their jurisdictions are maintained in an adequate State of Good Repair and are able to continue functioning in support of the multimodal transportation system. This section of the report summarizes the current condition of bridges for the GIAMPO region.

Grand Island Area Bridge Conditions

Bridge conditions for the GIAMPO region were calculated using National Bridge Inventory (NBI) data for the year 2024. The NBI is the source of bridge condition information that the Federal Highway Administration (FHWA) requires state Department of Transportations (DOTs) and MPOs to use as the basis for performance management reporting. As part of the biennial inspections for each bridge structure included within the NBI dataset, which includes both NHS and non-NHS bridge conditions, a condition rating is calculated based on each bridge's structural components. This condition rating is used to report current bridge conditions, and the condition is determined based on the lowest rated structural element (bridge deck, substructure, and superstructure), with a 9 indicating Excellent condition and a 0 indicating Failed condition.

- **Good Condition rating**: Lowest rated structural component score of 7 or better.
- **Fair Condition rating**: Lowest rated structural component score of 5 or 6.
- **Poor Condition rating**: Lowest rated structural component score of 4 or below.

Table 7 summarizes the condition ratings for NHS bridges and all bridge structures within the GIAMPO region, while **Table 8** summarizes conditions by deck area for these structures. One hundred percent of NHS bridges by deck area is in Fair condition or better, while 99 percent of all Grand Island bridges by deck area is in Fair condition or better. **Figure 17** shows conditions for NHS and non-NHS structures within the GIAMPO region.

Table 7: Condition Ratings by Structure for GIAMPO's NHS and non-NHS Bridges

Bridge Condition Ratings	NHS Bridges	All Grand Island Bridges
Good	18	60
Fair	14	38
Poor	0	2
Total	**32**	**100**

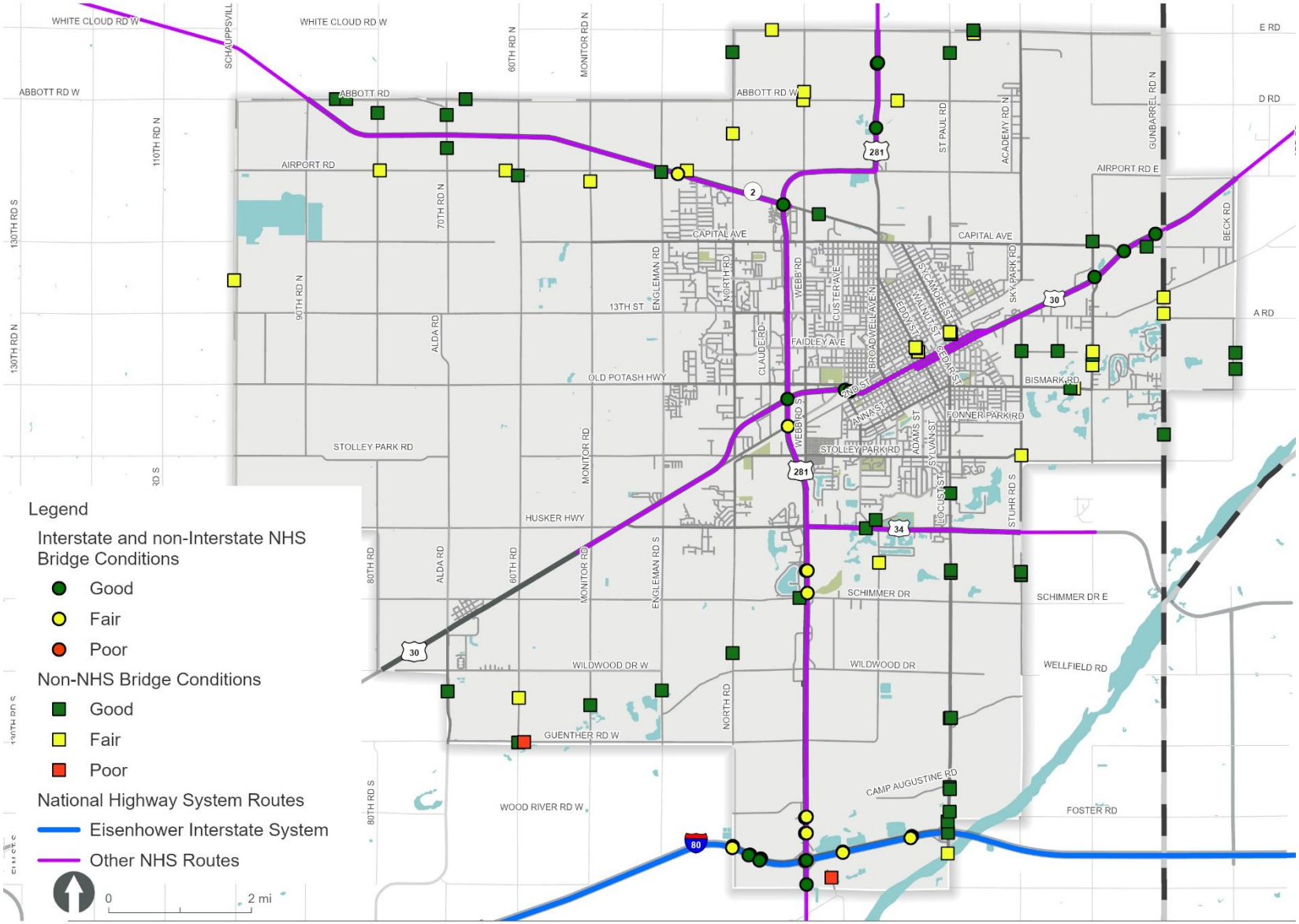
Source: National Bridge Inventory

Table 8: Condition Ratings by Deck Area for GIAMPO's NHS and non-NHS Bridges

Bridge Condition Rating	NHS Bridges	% of Total Deck Area	All Grand Island Bridges	% of Total Deck Area
Good	18,434.26	57%	33,265.90	62%
Fair	13,735.67	43%	20,020.87	37%
Poor	-	-	389.18	1%
Total	**32,169.93**		**53,675.95**	

Source: National Bridge Inventory

Figure 17: Condition Ratings for GIAMPO's NHS and non-NHS Bridges



Source: Grand Island Area Metropolitan Planning Organization

Multimodal System Performance

Freight

Grand Island plays a vital role in movement of freight as the city is situated along a key rail line, historically known as the transcontinental railroad, operated by Union Pacific. The city of Grand Island continued to develop as trade increased along the railroad, and eventually emerged as a hub for regional rail activities.

Today, the GIAMPO region serves as an important regional freight center for rail, highway, air, and pipeline freight carriers. The most notable freight facilities within the region include:

- **Federal and state highway facilities:** Interstate 80, US Highway 30, 34, and 281, and Nebraska Highway 2.
- **Rail freight services:** Class I Railroads Union Pacific (UP) and Burlington Northern-Sante Fe (BNSF)
- **Intermodal and transload facilities:** Central Nebraska Transload
- **Air freight services:** Central Nebraska Regional Airport
- **Natural gas pipeline:** Tallgrass Interstate Gas Transmission

Highway Freight

Federal Facilities

Federal freight facilities are designated through coordination between FHWA and state transportation agencies and aim to classify highway routes that are critical to the nation's multimodal freight transportation system. The Fixing America's Surface Transportation Act (FAST Act) of 2015 established the National Highway Freight Network (NHFN) to strategically direct federal resources and policies related to the highway portions of the nation's freight network.[1] The NHFN includes the following subsystems:

- **Primary Highway Freight Network (PHFS)**: Highways identified as the most critical highway portions of the U.S. freight system.
- **Other Interstate portions not on the PHFS (non-PHFS)**: Remaining Interstate routes not included on the PHFS.
- **Critical Rural Freight Corridors (CRFCs)**: Public roads not in an urbanized area that provide access and connectivity to the PHFS and Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- **Critical Urban Freight Corridors (CUFCs)**: Public roads in urbanized areas that provide access and connectivity to the PHFS and Interstates with other important ports, public transportation facilities, or other intermodal freight facilities.

[1] Federal Highway Administration, *National Highway Freight Network.*

Routes within the GIAMPO region that are designated as part of the federal freight network as shown in **Figure 18** include:

- **I-35**, on the PHFS.
- **Relocated U.S. 281,** on the CUFCs.
- **U.S. 30,** on the CUFCs

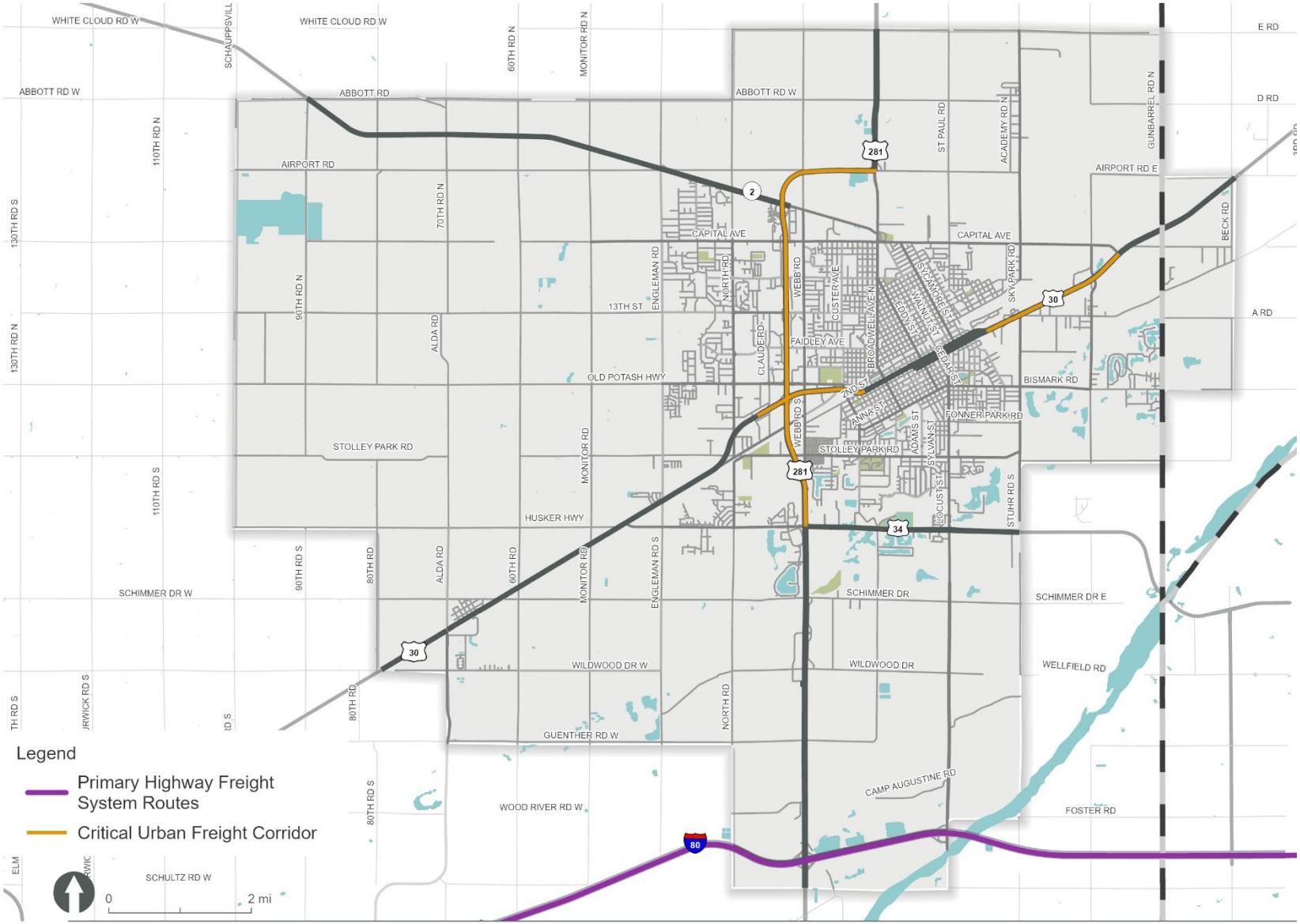
State Facilities

Nebraska's current State Freight Plan, published by NDOT in 2023, provides an inventory of the state's existing freight assets that include highways and other roads that are critical to statewide freight operations. Critical state routes facilitating freight mobility and connectivity that were identified by the 2023 State Freight Plan are routes designated as part of the federal NHFN. Within the GIAMPO region, these routes are those identified above and shown in **Figure 18**.

Local Facilities

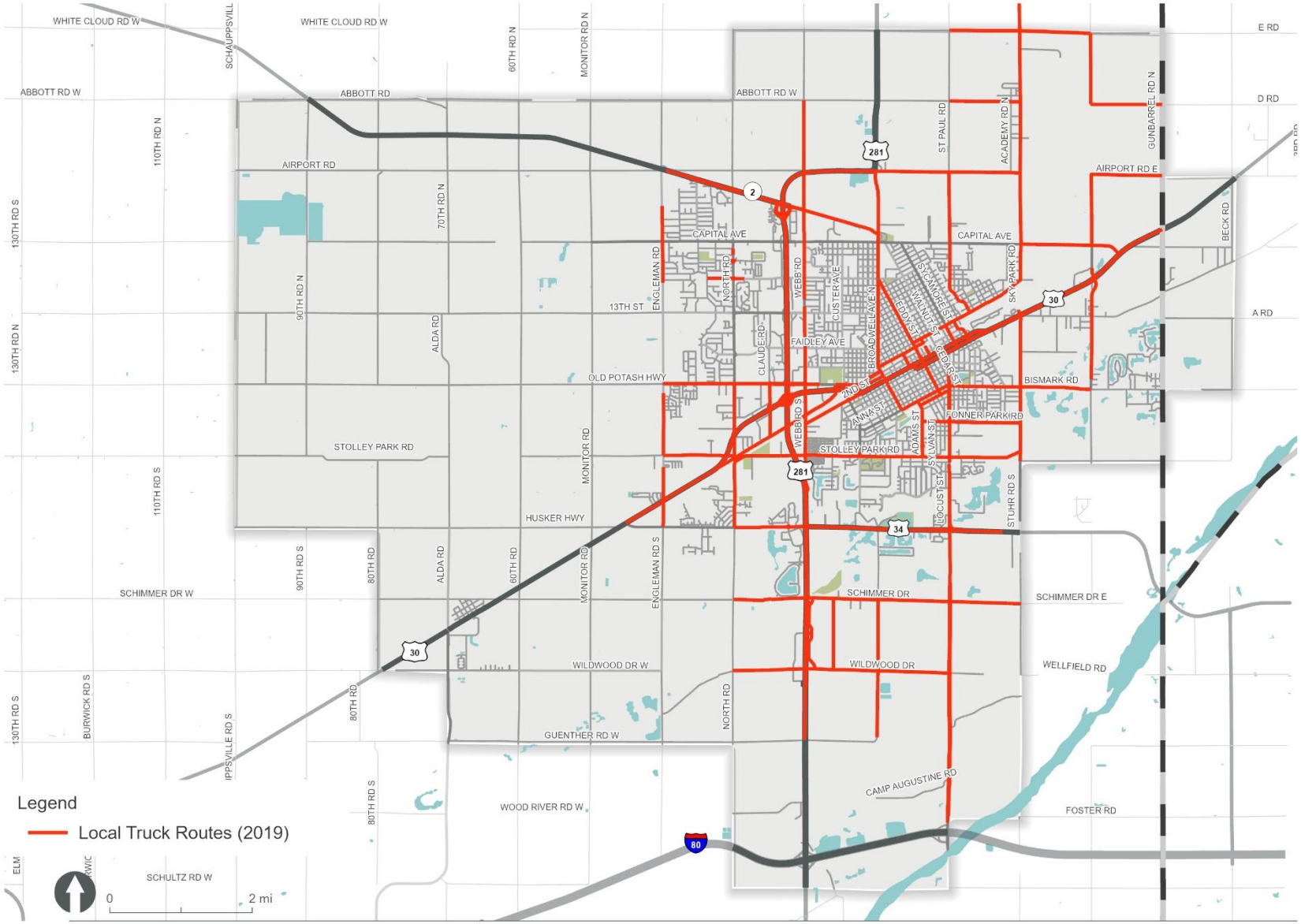
Locally-important freight routes on the State highway system include Interstate 80, US Highway 30, 34, and 281, and Nebraska Highway 2. There are additional non-Highway roads that serve as important local truck routes for freight, including 1st Street, 2nd Street, Locust Street, Eddy Street, and Broadwell Avenue. **Figure 19** displays the locally designated freight routes within the GIAMPO region.

Figure 18: GIAMPO PHFN and CUFC Routes



Source: Federal Highway Administration

Figure 19: Locally Designated Freight Routes



Source: City of Grand Island, *City of Grand Island Truck Routes*

Grand Island Area Freight Movements

A corridor-level analysis was completed to understand how freight moves through the GIAMPO region along major NHS routes. **Table 9** presents estimated truck trips and tonnage along the top 4 freight corridors in the GIAMPO area. As demonstrated below, I-80 and US Highway 281/34 are essential for carrying truck freight through Grand Island.

Table 9: Freight Trips and Tonnage

Highway Corridor	2022 Daily Truck Trips	2022 Tonnage (Kilotons)
Interstate 80	39,470	307,523
US Highway 281/34	10,898	91,138
US Highway 30	607	5,073
Nebraska Highway 2	732	6,082

Source: Federal Highway Administration, Freight Analysis Framework

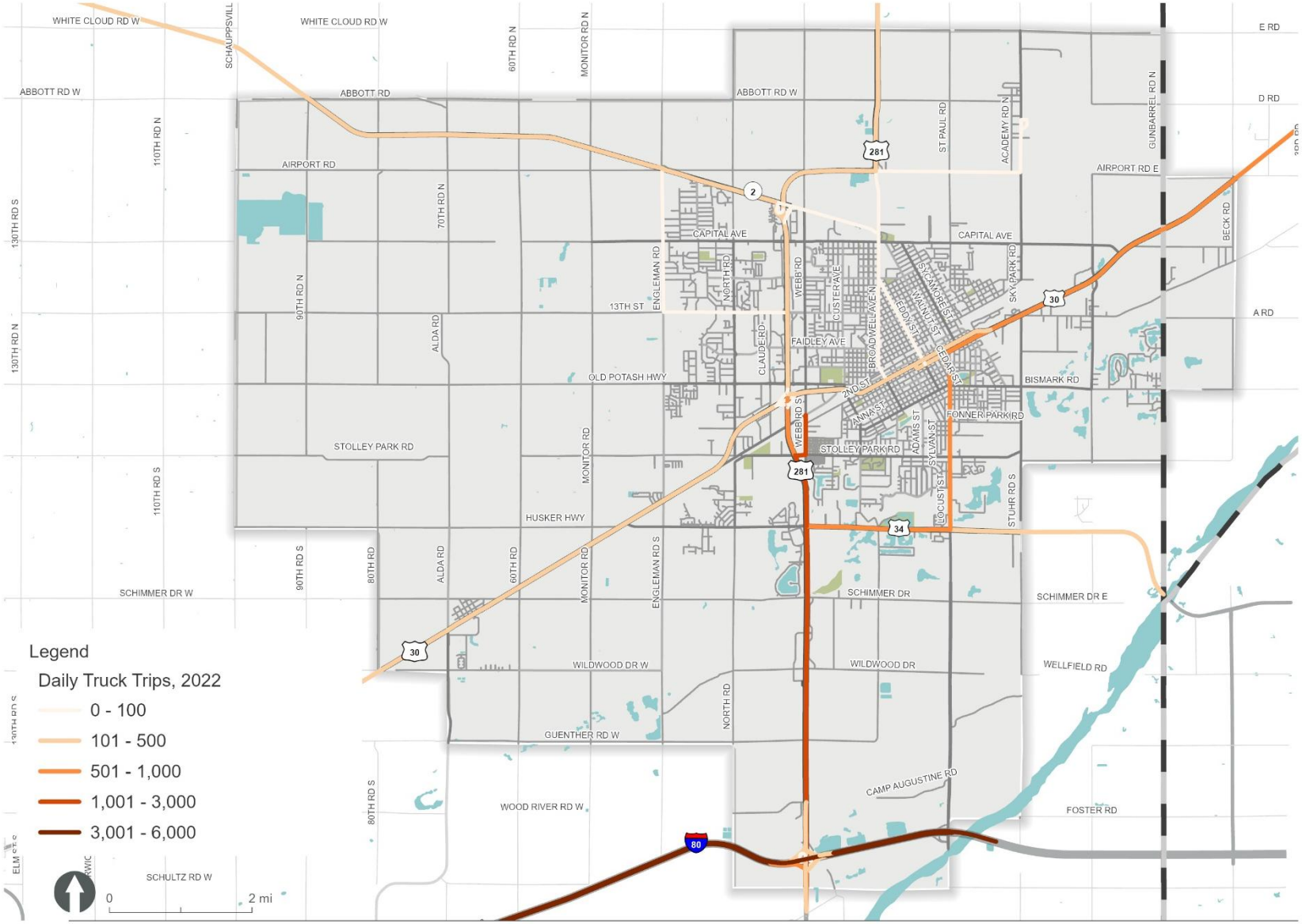
Daily Truck Trips

Daily truck trips on freight routes within the MPO were collected from the Freight Analysis Framework (FAF 5) data set using 2022 as the base year. Routes in the GIAMPO region that host the most truck trips include the I-80 corridor and US Highway 34 between I-80 and W Stolley Park Road. The US Highway 34 route serves as an important connection between I-80 and industrial land uses within Grand Island, such as the Case IH Plant located off W Stolley Park Road. **Figure 20** highlights corridors with the highest daily truck trips in the GIAMPO area.

Annual Truck Tonnage

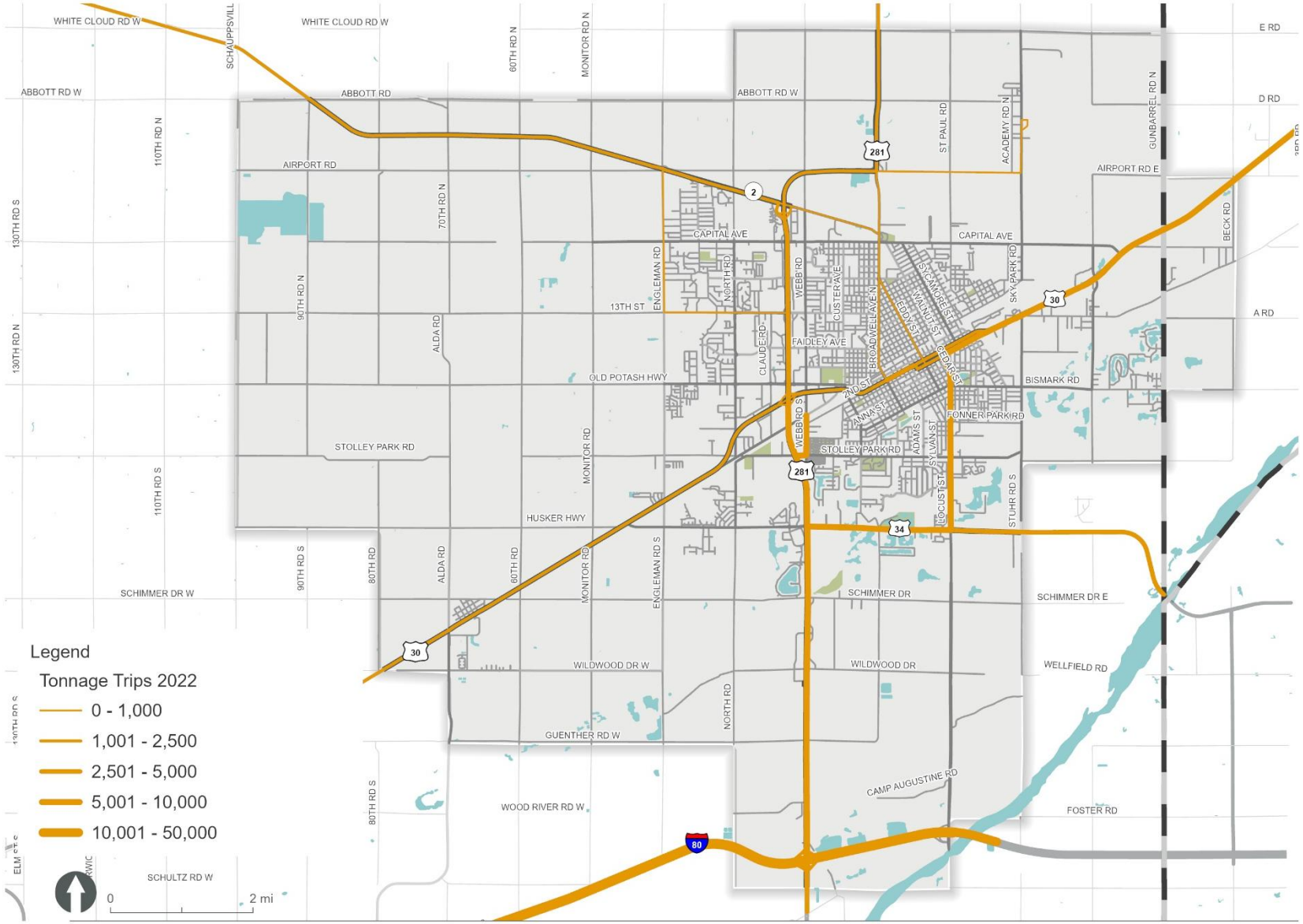
Annual truck tonnage was also calculated using 2022 FAF 5 data. **Figure 21** shows the estimated annual tonnage for GIAMPO area freight routes. Similar to the data shown in **Figure 21,** the corridors that carry the highest tonnage include I-80, US Highway 281/34, and US Highway 30.

Figure 20: Total Freight Flow by Highway Corridors in GIAMPO Region, 2022



Source: Federal Highway Administration, Freight Analysis Framework 5

Figure 21: Annual Truck Tonnage, 2022



Source: Federal Highway Administration, Freight Analysis Framework 5

Rail Freight

The proximity of major rail lines to the GIAMPO region plays a pivotal role in the local economy. Roughly 165 trains pass through Grand Island on a daily basis, served primarily by the following operators:

- **Burlington Northern Santa Fe (BNSF)**: operates a main line route though Grand Island.
- **Nebraska Central Railroad Company (NCRC)**: operates a rail line that connects with UP in the northern part of Grand Island and is owned by Rio Grande Pacific Railroad.
- **Union Pacific (UP)**: operates a main line through Grand Island, running about 90 trains every 24 hours

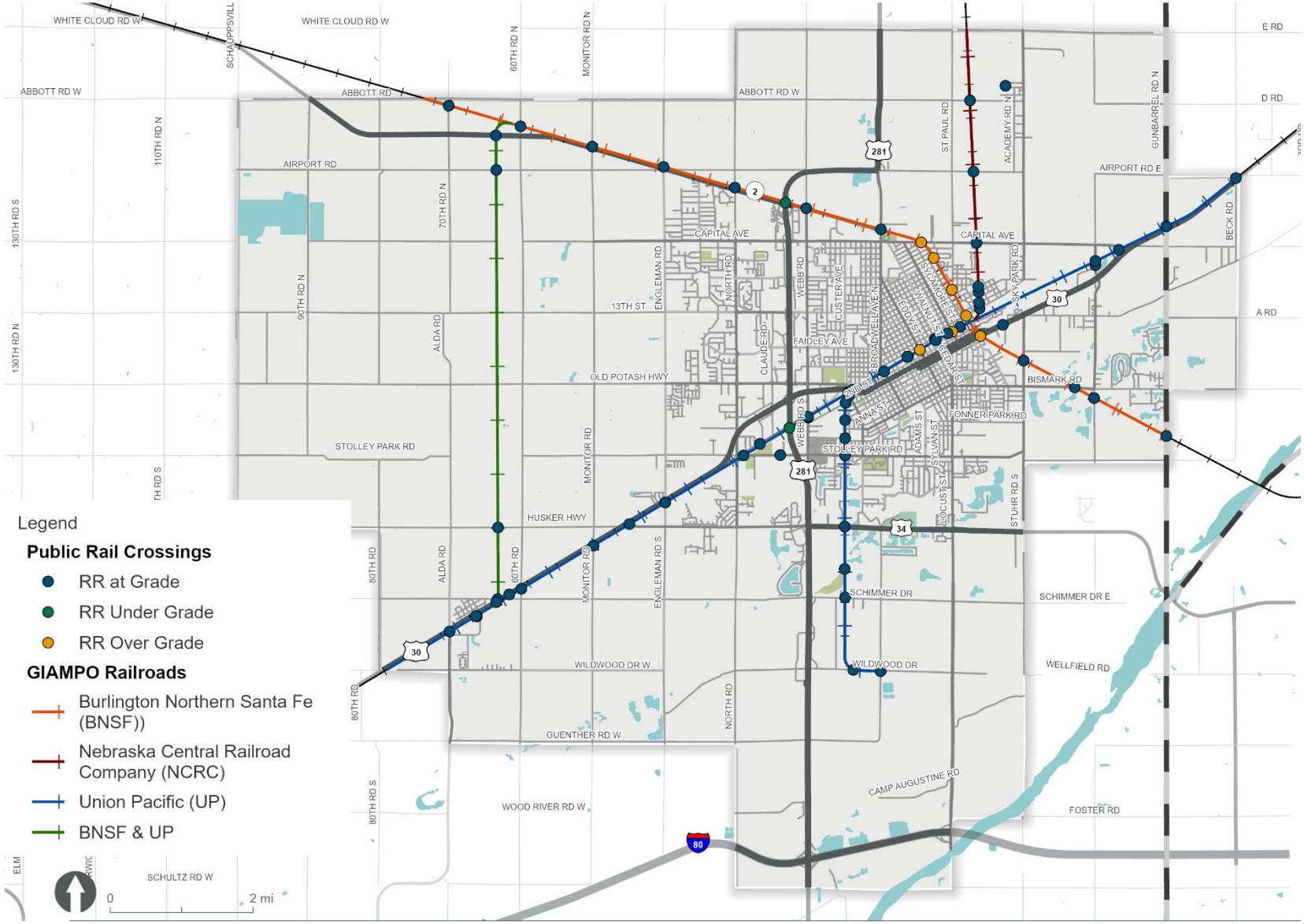
There are several rail facilities and crossings throughout the GIAMPO region, including a popular crossing known as the “The Diamond” where the Burlington Northern-Santa Fe flyover crosses the Union Pacific tracks. Given the prevalence of railroads throughout the area it is important to consider traffic congestion as a result of train crossings, as well as safety risks due to collisions from at-grade crossings.

There are 71 public rail crossings in the GIAMPO region, and 61 of these crossings are at-grade. The locations of public rail crossings are shown along with active rail lines in the GIAMPO region in **Figure 22**.

Daily Railroad Crossing Exposure Ratings

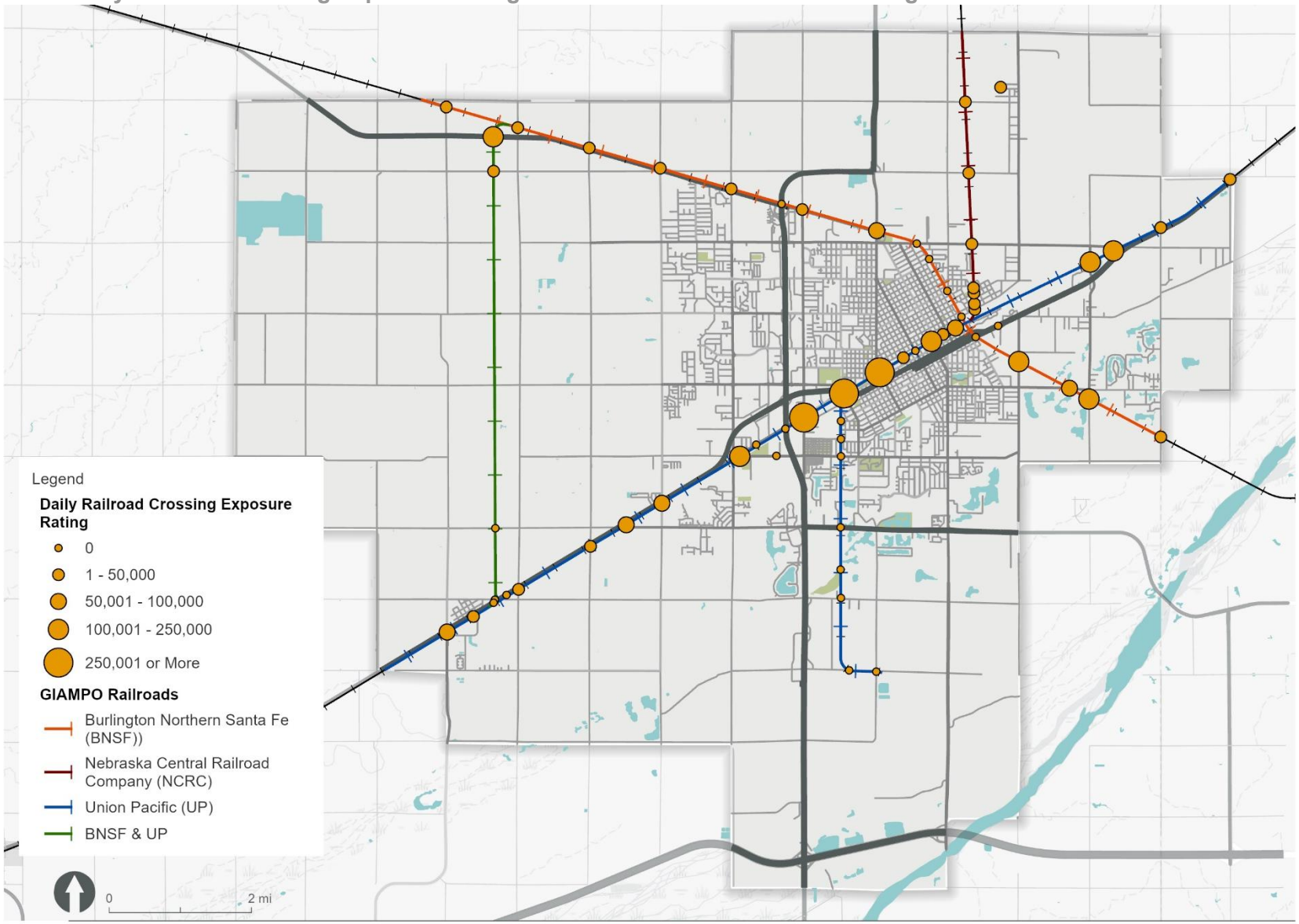
At-grade crossing with the street network potentially results in safety problems and travel delays. Daily railroad crossing exposure rating (daily trains multiplied by the number of vehicles per day) reflects the potential for crashes between trains and motor vehicles at crossings. The NDOT – Rail and Public Transportation Division requires a minimum exposure rating of 50,000 to qualify for possible funding for construction of a grade separation (underpass or overpass). There are 16 at-grade crossings within the GIAMPO planning area with an exposure rating above 50,000, ten of which have an exposure rating greater than 100,000. **Figure 23** shows the daily railroad crossing exposure rating for each of the region’s public rail crossings.

Figure 22: GIAMPO's Railroads and Public Rail Crossings



Source: Federal Rail Administration, Grand Island Area Metropolitan Planning Organization

Figure 23: Daily Railroad Crossing Exposure Ratings for GIAMPO's Public Rail Crossings



Source: Federal Rail Administration, Grand Island Area Metropolitan Planning Organization

Intermodal and Transload Facilities

Intermodal facilities are locations where the transfer of containerized goods between freight modes, mainly rail, truck, and/or water occur while transload facilities are locations where the transfer of non-containerized commodities between rail and other freight modes occur. While there are no intermodal facilities within the region today, a transload facility operated by Central Nebraska Transload is located within the city of Grand Island. Cargo carried at the Central Nebraska Transload facility includes:[2]

- General freight
- Household goods
- Metal: sheets, coils, rolls
- Logs, poles, beams, lumber
- Building materials
- Machinery, large objects
- Liquids/gases
- Intermodal containers
- Grain, feed, hay
- Chemicals
- Commodities dry bulk
- Paper products
- Utilities
- Agricultural/farm supplies
- Construction

Air Freight

The Central Nebraska Regional Airport (KGRI) is the primary aviation facility in the GIAMPO region. The airport is owned by the Hall County Airport Authority and maintains four runways that service an average of 55 aircraft per day. Out of 26,082 total aircraft operations between 2022 and 2023, 60% of operations were for general aviation purposes, 20% are for air taxi, 12% for military, and 7% for commercial purposes.

Although the Central Nebraska Regional Airport does not service many freight operations, it does have the second-highest air cargo activity in the state behind Eppley Airfield in Omaha. According to the Nebraska State Freight Plan, KGRI received 1,750 tons in 2019 and 607 tons of air cargo in 2020.

Pipelines

Pipelines are an essential mode for freight movement, accounting for 23 percent of total freight movement in 2017. Within Hall County, there are roughly 93 miles of natural gas pipeline, all operated by the Tallgrass Interstate Gas Transmission. There are no other pipelines within the GIAMPO planning area.[3]

[2] Federal Motor Carrier Safety Administration, *SAFER Web Carrier Snapshot.*

[3] Pipeline and Hazardous Materials Safety Administration, *National Pipeline Mapping System*.

Bicycle and Pedestrian

The bicycle and pedestrian network within the GIAMPO region facilitates mobility and connectivity for the region's active transportation users through a series of sidepaths, shared use paths, and sidewalks. These facilities are key assets in meeting the recreational needs of GIAMPO's residents and visitors. Bicycle and pedestrian facilities available in the GIAMPO region are shown in **Figure 24**.

Active Transportation for Commuting Purposes

A small portion of Grand Island residents commute to work via walking or biking, with only 1.1 percent of workers walking and 0.2 percent of workers biking. Both the walk and bikeshare in Grand Island is lower than the Nebraska average, as 2.4 percent of commuters walk, and only 0.3 percent of statewide commuters bike. **Table 10** displays non-personal vehicle commuting habits in Grand Island, Hall County, and the state of Nebraska.

Table 10: Non-Vehicle Means to Work

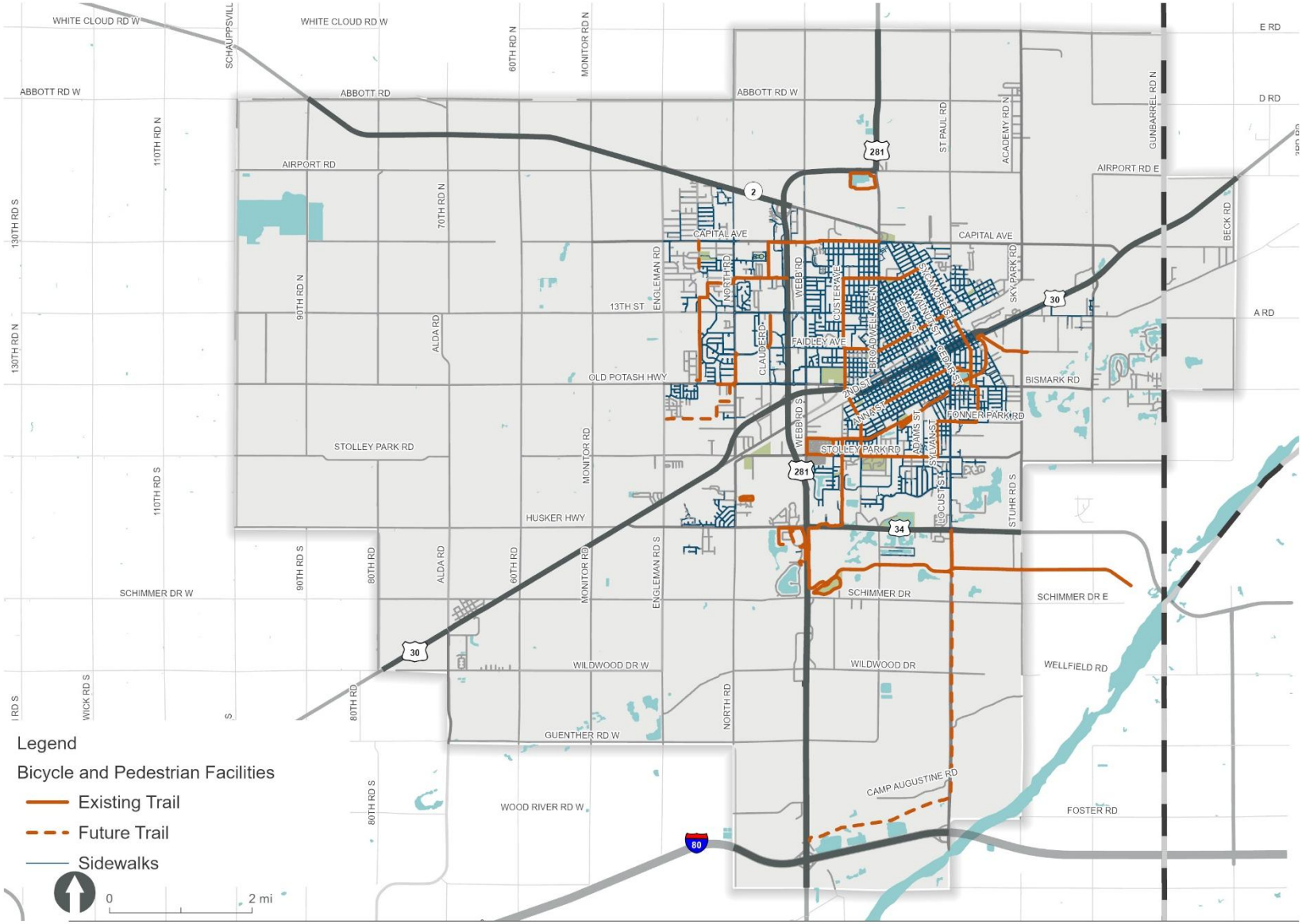
Means to Work	City of Grand Island	Hall County	State of Nebraska
Walk	1.1%	1.2%	2.4%
Bicycle	0.2%	0.1%	0.3%
Public Transit	0.5%	0.4%	0.5%
Taxi, Motorcycle, or Other Means	1.5%	1.3%	1.3%

Source: American Community Survey, 2022 5-Year Estimates

Active Transportation Performance

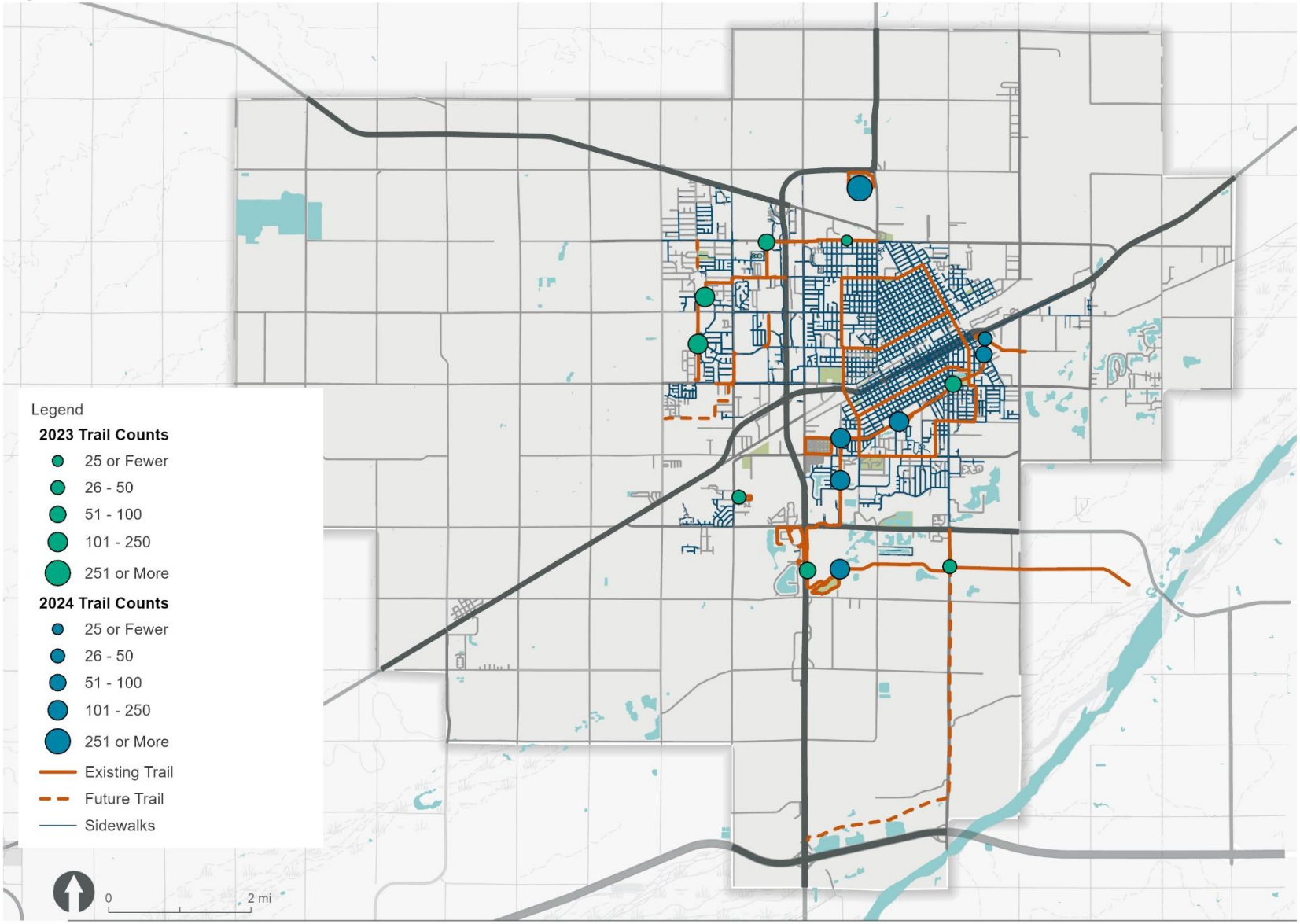
The city of Grand Island staff began collecting trail counts in 2020, and since 2022, trail counts have been collected for a two-week period at various trail locations between April and October. This data provides insight into the usage of the region's active transportation network. **Figure 25** shows the average daily traffic in 2023 or 2024 at 15 trail count locations. The trail count location along the Eagle Scout Park Trail at Eagle Scout Park had the highest average daily traffic at 492. The remaining trail count locations had an ADT range between 15 and 218.

Figure 24: Existing and Proposed Bicycle and Pedestrian Facilities



Source: Grand Island Area Metropolitan Planning Organization

Figure 25: Trail Counts, 2023-2024



Source: Grand Island Area Metropolitan Planning Organization

Active Transportation Network Gaps

Existing gaps within the region's existing bicycle and pedestrian network were identified through a review of the current trail and sidewalk networks, and the locations of key community destinations including schools, healthcare facilities, and parks.

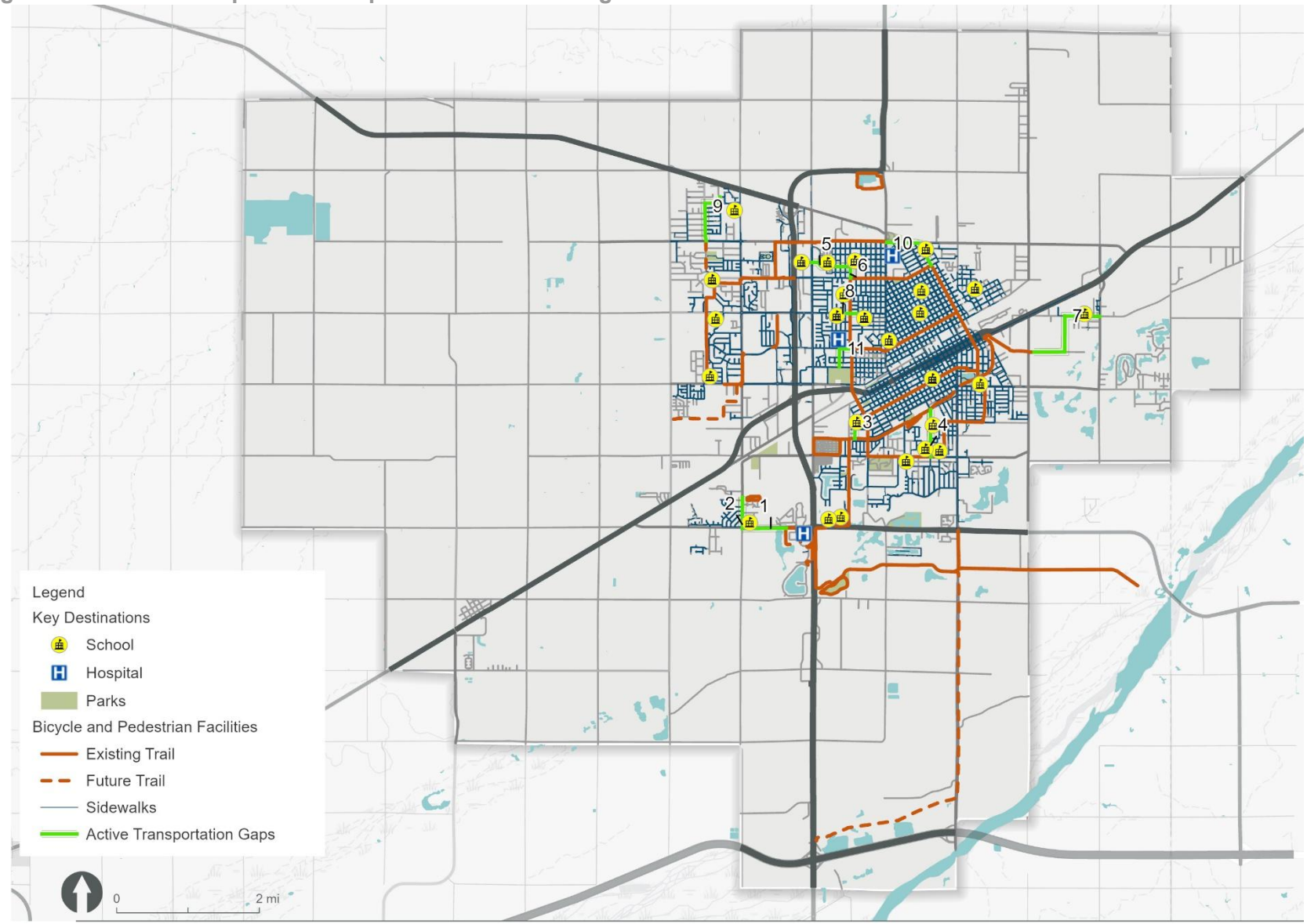
Figure 26 presents the identified gaps in GIAMPO's existing active transportation network while **Table 11** details the extents covered by each gap identified. These gaps were identified through a desktop review of the existing trails and sidewalk network, and the locations of schools, healthcare facilities, and parks, with the intent of evaluating locations where additional active transportation infrastructure could better connect these destinations to the regional active transportation network.

Table 11: Identified Gaps in GIAMPO's Existing Active Transportation Network

ID	Route	From	To
1	W Husker Highway	Cedar Hill Trail	S North Road
2	S North Road	W Husker Highway	Cedar Hills Park
3	Curtis Street	John Brownell Trail	S Blaine Street
4	S Adams Street	W Stolley Park Road	W Phoenix Avenue
5	College Street	Webb Road N	N Custer Avenue
6	N Custer Avenue	State Street	College Street
7	E Swift Road	JBS Extension Trail	S Shady Bend Road
8	W 13th Street	N Hancock Avenue	Ruby Avenue
9	Independence Avenue	W Capital Avenue	Nevada Avenue
10	E Capital Avenue	N Broadwell Avenue	W 17th Street
11	Sherman Avenue	W North Front Street	N Custer Avenue

Source: HDR

Figure 26: Active Transportation Gaps in the GIAMPO Region



Transit

The Central Ride Agency of Nebraska (CRANE) is the main transit provider for the urbanized portion of the Grand Island area. CRANE is a demand-response service open to the public and requires a minimum 24-hour notice to book a ride.

CRANE operates Monday through Friday from 6:00 AM to 5:30 PM, and Saturday from 9:00 AM to 3:00 PM, with a $2.00 fare. The CRANE service area equates to 546 square miles, mostly concentrating on the Grand Island Urbanized Area. The number of vehicles operated at maximum service is 15, and the average age of fleet vehicles is 4 years[4].

For transit services outside of urbanized boundary of Grand Island, Hall County Rural Transportation provides demand-response service within rural Hall County with limited service into Grand Island. The service operates Monday-Friday from 7:00 AM to 5:30 PM, with $2.00 fare. Passengers must call at least 24 hours in advance of their trip, and trips and scheduled on a first-come, first-served basis.

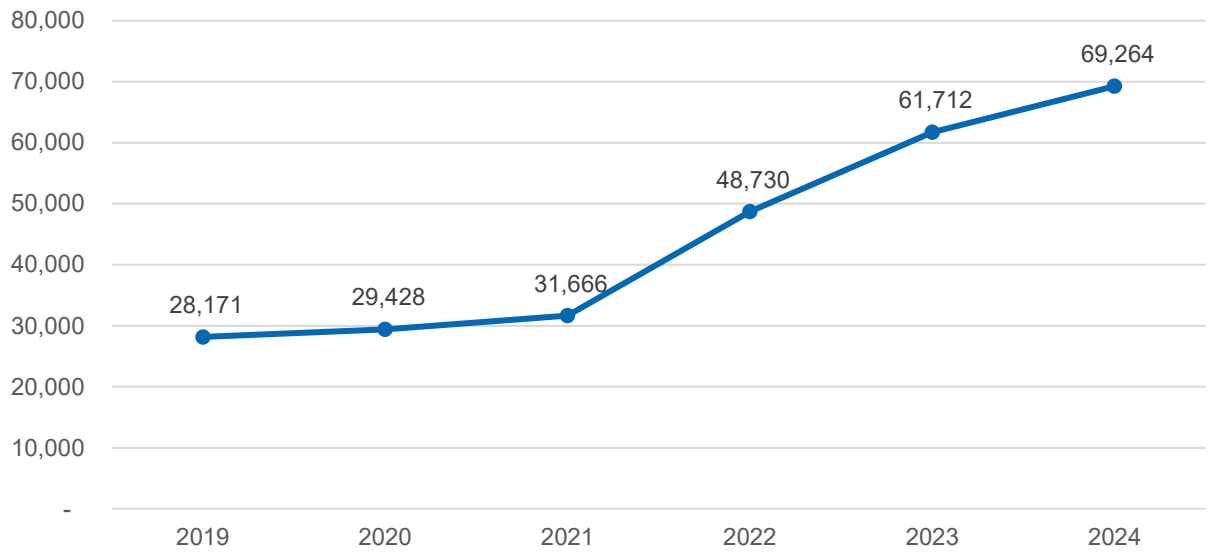
Historic CRANE Performance

Historic performance of CRANE was analyzed for the years 2019 through 2024 based on transit agency reports submitted to the Federal Transit Administration's (FTA) National Transit Database (NTD). The analysis of historic performance reviewed annual passenger trips, and key transit performance indicators including vehicle revenue miles, vehicle revenue hours, operating expenses per revenue mile, and operating expenses per revenue hour.

Figure 27 shows annual passenger trips taken on CRANE between 2019 and 2024. Passenger trips saw a substantial increase between 2019 and 2024, as 28,171 trips were recorded in 2019 and increased each year, peaking at 69,264 in 2024.

[4] 2023 Annual Agency Profile – Senior Citizen Industries, National Transit Database

Figure 27: Annual Passenger Trips, 2019-2024



Source: Federal Transit Administration, National Transit Database

Additional transit service performance statistics reported by CRANE to FTA indicate how the service operated between 2019 and 2024. These performance statistics are detailed in **Table 12**. Annual revenue miles and revenue hours for CRANE service saw a decline between 2019 and 2020 which could be partially attributed to the COVID-19 public health pandemic. From 2021 onward, annual revenue miles and revenue hours began trending back towards pre-2020 levels and surpassed 2019 levels beginning in 2022. After 2022, CRANE's annual revenue miles and revenue hours saw substantial increases and peaked at 281,986 and 28,731, respectively, in 2024.

Annual operating expenses per revenue mile and operating expenses per revenue hour are additional transit service performance indicators reviewed as part of CRANE's historic service analysis. Annual operating expenses per revenue mile nearly doubled between 2019 and 2020 then experienced another increase in 2021 before trending back towards 2019 levels. Operating expenses per revenue hour followed a similar trend wherein they increased each year between 2019 and 2022 before declining in 2023. Operating expenses per revenue hour saw an increase over 2023 levels in the year 2024.

Table 12: Key Transit Service Performance Statistics, 2019-2024

General Indicator	2019	2020	2021	2022	2023	2024
Revenue Miles	145,603	76,407	82,852	141,131	185,662	281,986
Revenue Hours	13,798	11,579	13,189	18,388	21,843	28,731
Operating Expenses per Revenue Mile	$4.15	$8.11	$9.57	$7.88	$6.69	$6.76
Operating Expenses per Revenue Hour	$43.75	$53.52	$60.11	$60.45	$56.85	$66.34

Source: Federal Transit Administration, National Transit Database

Regional Connections

Regional connections refer to additional transportation modes outside of the region's multimodal system that offer connectivity to destinations outside of the GIAMPO area. These modes include aviation, intercity bus service, passenger rail, and additional mobility providers.

Aviation

Aviation services, specifically commercial airline services, are carried out at the Central Nebraska Regional Airport located within the City of Grand Island. Today, two airlines currently operate commercial services at the Central Nebraska Regional Airport:

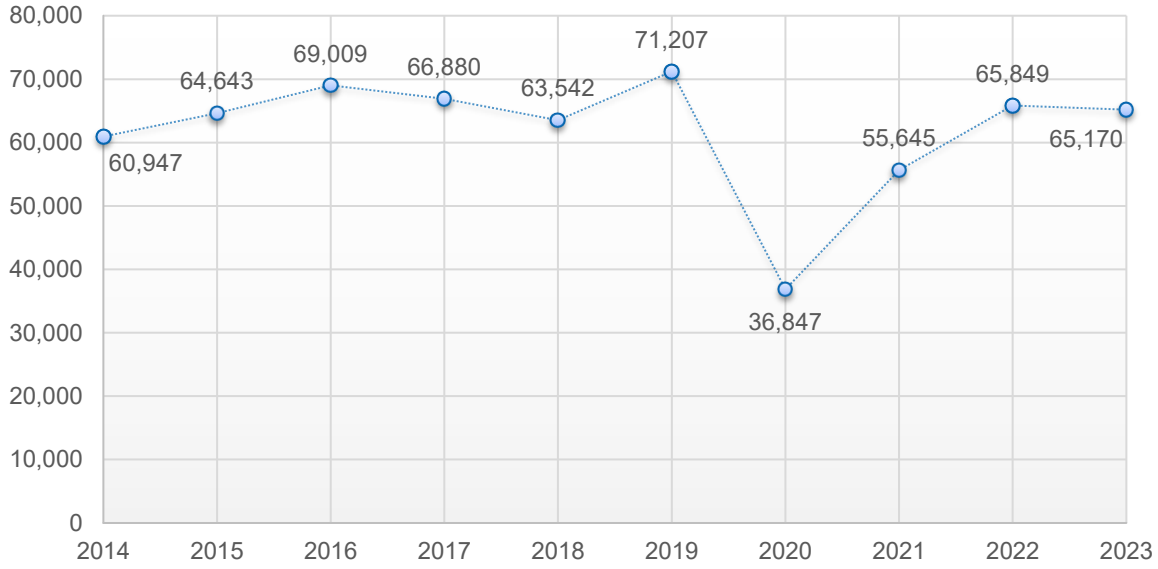
- **Allegiant Air** currently offers non-stop flights to the Phoenix-Mesa Gateway Airport and the McCarran International Airport in Las Vegas.
- **American Eagle** offers non-stop service to the Dallas-Fort Worth Airport.

In addition to Allegiant Air and American Eagle, flights to Reno and Laughlin, Nevada can be chartered throughout the year.

Annual enplanements at the Central Nebraska Airport were reviewed to understand key trends related to commercial air services. Enplanement data for the years 2014 through 2023 were obtained from the airport's Enplanement/Deplanement statistics published on the Central Nebraska Airport's website. **Figure 28** presents the enplanement statistics.

As **Figure 28** shows, annual enplanements rose steadily between 2014 and 2019 before experiencing a sharp decline in 2020 which coincided with the COVID-19 public health pandemic that saw a nationwide reduction in commercial air services owing to reduced travel. After 2020, annual enplanements saw a return to pre-COVID levels.

Figure 28: Annual Enplanements for the Central Nebraska Regional Airport, 2014-2023



Source: Central Nebraska Regional Airport, *Enplanement/Deplanement Data.*

Intercity Bus Service

The current intercity bus services operating within the GIAMPO region include:

- **Greyhound Bus**: Operates intercity bus services to a broad network of locations across the United States. The current Greyhound Bus station within the GIAMPO region is located at the Express Arrow Bus Depot on Ramada Road within the City of Grand Island.
- **Express Arrow**: Operates several intercity bus routes within Nebraska. Express Arrow's Omaha to Denver route maintains a stop in Grand Island which users are able to board for service to Omaha or Denver. Boardings and ticket sales for Express Arrow service occur at the station found on Ramada Road in the City of Grand Island.
- **Navigator Airport Express**: Operates 6 airport shuttle trips per week to and from Omaha. Stops along the Navigator Airport Express route include the Nebraska communities of Kearney, Grand Island, Hastings, York, Lincoln, and Omaha.

Passenger Rail Service

Passenger rail services are not currently offered within the GIAMPO region. Amtrak offers services through the City of Hastings, which is the location of the nearest Amtrak stop to the MPO area.

Additional Mobility Providers

Additional mobility services are available within the GIAMPO region and include ridehailing services provided by Uber and Lyft, as well as traditional taxi services.

Summary of Current System Issues and Needs

The evaluation of the current transportation system performance in the GIAMPO region has brought to light several themes affecting multi-modal travel. Using metrics to track the overall performance of the system can help identify safety concerns, areas of congestion, infrastructure condition, and improvements to make progress towards making a widely accessible and equitable network and therefore work to attain and allocate funding to implement these improvements. Alongside the current system performance analysis, public input was sought to help determine where and how future resources should be directed to improve the multi-modal transportation network in and around Grand Island.

Public input activities conducted as part of the 2050 LRTP focused on identifying the top transportation concerns and priorities from the public's perspective. The three main priorities identified were:

Safety

- Efforts to reduce the risk of harm to users of the Grand Island area transportation system are paramount. This includes measures to improve road safety, pedestrian safety, and overall user protection.

Accessibility

- Enhancing connectivity for people to access goods and services is crucial. This priority emphasizes increasing transportation options and choices, ensuring that different modes of transportation are available and accessible to all.

Equity

- Creating a transportation system that benefits all users and addresses the disproportionate impacts on neighborhoods with limited access to opportunities ensures all users can access the system as needed. This involves ensuring fair distribution of transportation resources and services to underserved communities.

The key findings from the current system performance analysis highlight conditions and gaps that will serve as a starting point for guiding future system improvements and identifying LRTP strategies. These findings, combined with the top transportation concerns identified through public input, will help shape the vision and actions for enhancing the transportation system in the Grand Island area.

Existing System Performance Analysis Key Findings

Factor	Key Findings
Safety	The severity of crashes and fatal injury crashes have been increasing despite total annual crashes decreasing since 2019. Top crash frequency intersections appear on highway system routes and major commercial corridors. Bicycle and pedestrian crashes are slightly more widespread but have a higher concentration in the urban core residential areas.
Traffic Operations	The existing Interstate and non-Interstate roadway systems are widely considered in the "reliable" ranges in the person-miles traveled and travel time reliability metrices. Peak hour traffic operations show that roadways operate at a high level of service and congestion is limited. Passenger vehicle and truck travel time reliability are considered highly reliable in the region with slight variations mainly due to winter weather or construction activities.
Asset Conditions	Nearly all Interstate and non-Interstate pavement is in good or fair condition. Local streets and roads are in worse condition with nearly 43 percent with condition ratings of poor and below. Bridges are kept in a good State of Repair with 98 percent in good or fair condition.
Multimodal System Performance	
Roads:	The region's location along Interstate-80 and intersecting highways, freight hub activities, growing transit operations, and airfield presence provide for a robust multimodal system.
Freight:	Interstate-80 and Highway 281/34 are essential corridors carrying truck freight through Grand Island, originating from the junction of Interstate-80 and Highway 281 and traveling northbound. A high volume of trains and numerous at-grade crossings periodically impacts traffic flow and increases congestion. At-grade crossings also pose both vehicle and pedestrian safety risks due to potential collisions. The Central Nebraska Regional Airport services 55 aircraft a day for mostly general aviation purposes and has the second-highest rate of air cargo activity in the state.
Bicycle and Pedestrian:	Grand Island has a robust network of bicycle and pedestrian facilities of existing and planned trails and sidewalk connections. Gaps in the existing active transportation network have been identified and the City continues to work toward a fully connected network.
Transit:	CRANE ridership steadily and substantially increased from 2019 to 2024, increasing by over 40 percent. Operating expenses per revenue mile increased during the COVID-19 pandemic due to decreased revenue hours. Revenue miles have since increased and operating expenses have stabilized commensurate with revenue miles.

Appendix C: Travel Demand Model Documentation

Grand Island Area Metropolitan Planning Organization

2050 Travel Demand Model Validation Report

2050 LONG RANGE TRANSPORTATION PLAN
GIAMPO
GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION

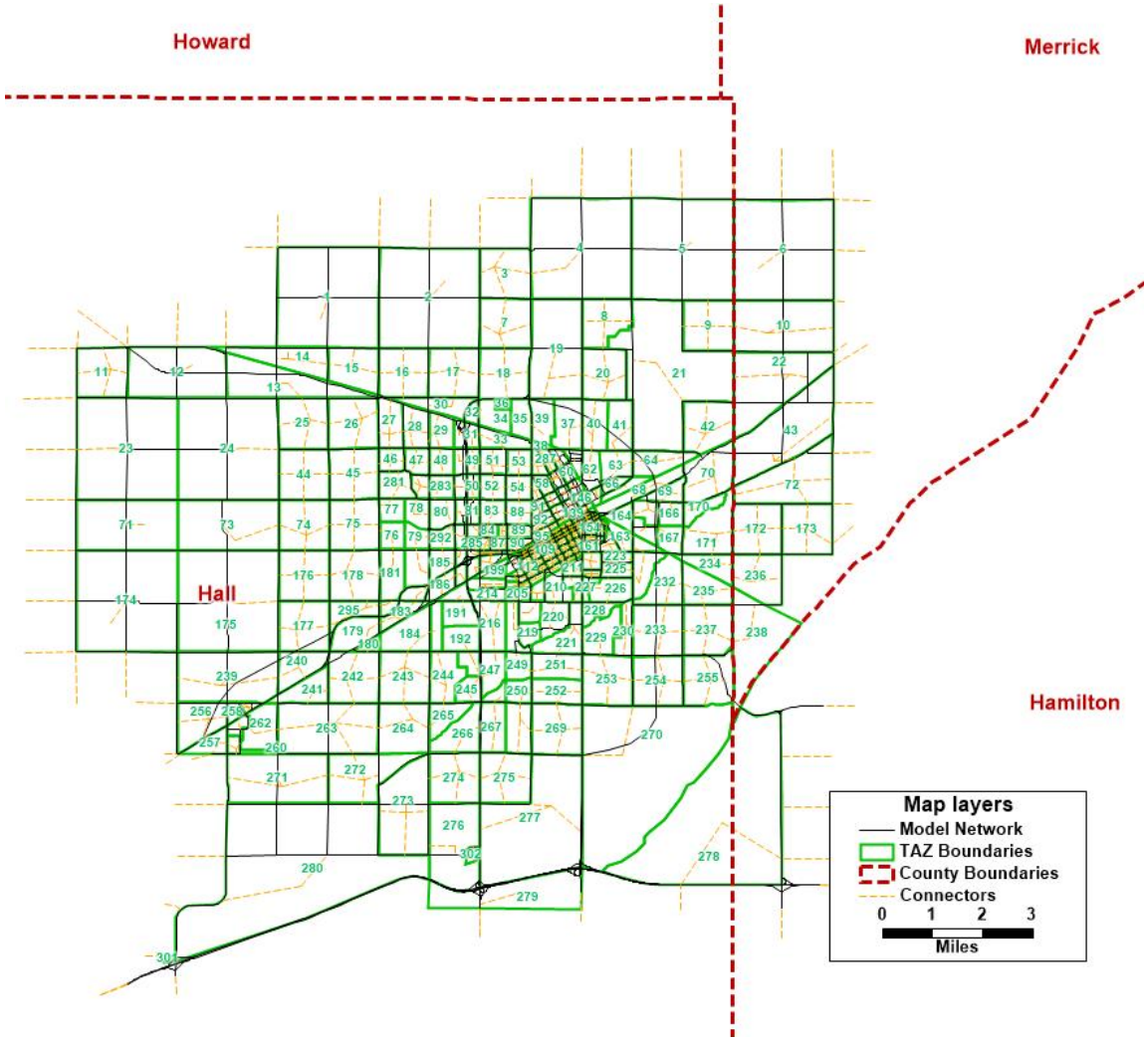
Introduction

This document provides a summary of the 2023 base Grand Island Area Metropolitan Planning Organization (GIAMPO) Travel Demand Model (TDM). A TDM is an important tool for transportation planning that estimates and distributes trips across the area transportation network. The modeling process attempts to replicate existing traffic patterns and forecast future traffic volumes based on anticipated population and employment growth. One of the primary purposes of the TDM is to support the development of the MPO's Long-Range Transportation Plan (LRTP). The model can be used to identify potential future deficiencies in the road network and used to estimate the impacts of various scenarios such as adding new roads, changing the number of lanes or speeds on existing roads, or removing roads from the network.

Data Updates

Current or base year traffic conditions are calibrated to year 2023 data. Using a single year of data to build and calibrate the base model allows the model to replicate known traffic conditions for that point in time. The major categories of inputs to the TDM are the transportation network and the locations of households and employment (termed "socioeconomic" data). Next, projections for the future year socioeconomic and road network information are placed in the model to predict traffic conditions in the future. The GIAMPO TDM is built to forecast traffic conditions to a 2050 horizon year. A map of the model area is shown in **Figure 1**.

Figure 1 - Study Area



Network Updates

The base year road network was updated from its previous 2017 base year to match 2023 year roadway alignments and attributes. Some updates were made to speed values, which were outdated or omitted in the 2017 model. Turn lane information was updated as well, using aerial photographs. Capacity parameters were kept the same as the 2017 base model.

AADT values for 2023 were provided by GIAMPO (Count_2023 field). These values represent not only actual count locations but also interpolated values in between count locations. In order to calibrate the model to only locations where traffic counts actually occurred, the ValCount field was produced. Using estimated (non-observed) counts can cause the use of the same count multiple times in validation statistics which can unreasonably skew results. Count_2023 values were compared with Nebraska Department of Transportation (NDOT) count point locations. ValCounts were filled in wherever the two datasets overlapped.

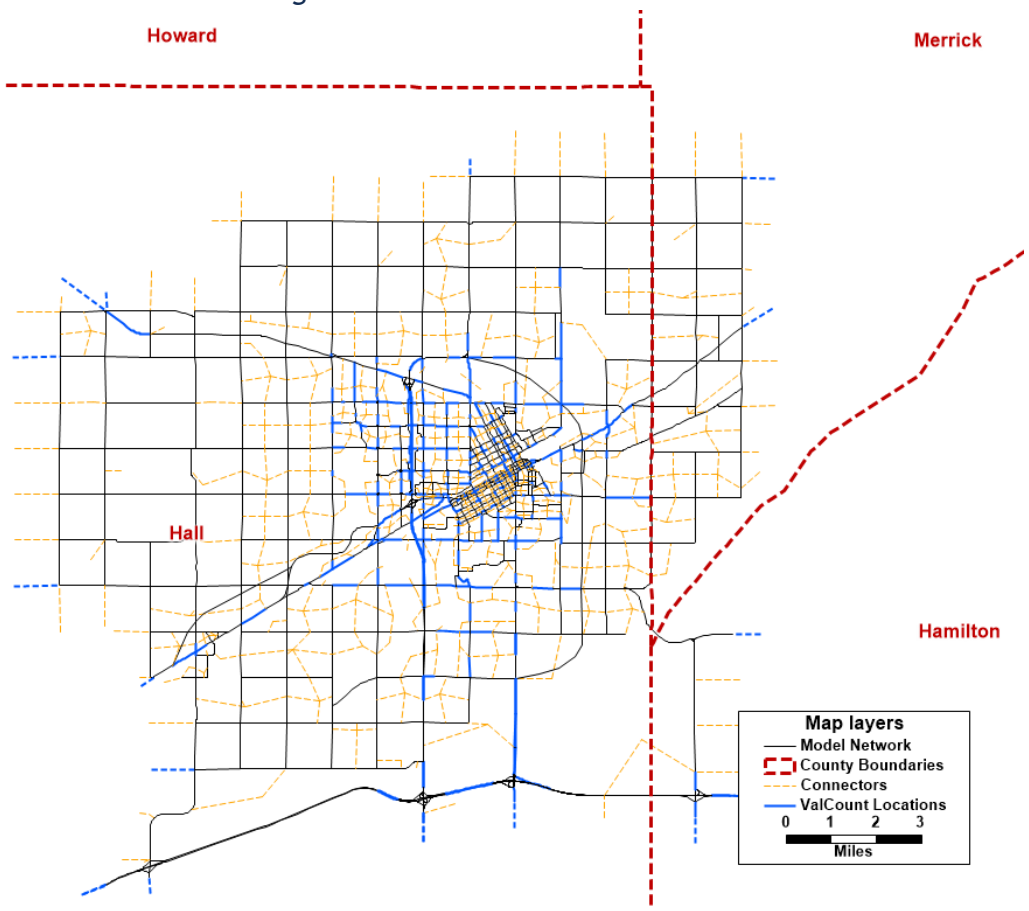
Additionally, where there was no overlap, a Count_2023 value from the middle of a corridor was used as the ValCount location, while matching count values up and downstream on the corridor were excluded. **Figure 2** shows the locations of ValCounts on the road network. A summary of the primary network inputs is listed in **Table 1.**

Table 1 - Road Network Input Fields

Field	Description
STREET	Street name
ID	Unique ID of link
Dir*	Link direction of flow
	0 = two-way
	1 = one-way in AB direction
	-1 = one-way in BA direction
Length	Link length in miles
FacType*	Facility type
	1 = Interstate
	2 = Expressway
	3 = Principal Arterial
	4 = Minor Arterial
	5 = Collector
	8 = Ramp
	9 = Gravel
	10 = Centroid Connector
Speed*	Free-flow travel speed
Spd_Adj*	Calibration-adjusted speed
AB_Lane* / BA_Lane*	Number of through lanes in AB or BA direction
LT_Lane*	Number of left or center turn lanes
RT_Lane*	Number of right turn lanes
Year*	Year roadway is opened (set to 2017 for all existing roads)
RRDelay*	Railroad crossing delay
ProjNum*	Project ID number for joining with project.bin
Count_2023	2023 synthetic count
ValCount	2023 Actual count locations used for validation statistics

*Fields with a 1 or 2 after the field name represent possible changes to the future network, as coordinated by the Projects.bin file

Figure 2 – Validation Count Locations



When the model is run, the input network is copied over to the scenario output folder. A master network approach is used in the GIAMPO model so that all existing, committed, and planned or other "illustrative" network projects are included in one master network. Attributes are coded that allow projects to be "turned on" or "turned off" as appropriate depending on the scenario being run. During a scenario, attributes are updated for the future road project if they have future year attributes and meet the scenario criteria in the Projects.bin input file. **Table 2** summarizes the attributes in the Projects.bin file. Attributes will be updated on the network if the project number has a year less than or equal to the year listed in the column representing the network set that is being run (Committed, Planned, or Illustrative). It is not necessary to repeat years in each column, because if a project meets criteria for an earlier network set, then it is assumed to meet criteria for a later network set. For example, committed projects will be included in Planned and Illustrative model runs, and planned projects will be included in Illustrative model runs.

Table 2 - Future Road Project Fields

Field	
ProjNum	Project ID number. This number matches the numbers in the road network ProjNum1 or ProjNum2 field.
Description	Short description of the project
Committed	Expected opening year of committed road projects
Planned	Expected opening year of fiscally-constrained road projects
Illustrative	Potential opening year of illustrative road projects

The output road network has several new fields added to it during the model runtime. **Table 3** summarizes the fields.

Traffic Analysis Zones (TAZ) Updates

The model area is divided into Traffic Analysis Zones (TAZs), geographical areas that represent groups of homes and employment locations with somewhat similar trip making behavior. The TAZ is the unit in which the model generates and distributes trips. The GIAMPO TDM has 352 TAZs, 12 more than the 2017 model. The TAZs are shown in **Figure 3**.

Socioeconomic data were updated to the year 2023 values.

- For trip productions, household data came from 2020 US Census data and updated to year 2023 by reviewing local building permit data with review by local planning staff. Census Transportation Planning Productions (CTPP) data was tagged to the TAZs to disaggregate households by auto ownership and household size groups.
- For trip attractions, employment data by North American Industry Classification System (NAICS) code came from Longitudinal Employer-Household Dynamics (LEHD) dataset and was refined through local planning staff review.

As noted, both datasets were reviewed and adjusted as necessary by local staff for accuracy. The employment data was further grouped from the original NAICS codes into several employment categories as shown in **Table 4**. Households by size and automobiles available were used to calculate trip productions, and the employment categories are used to calculate trip attractions when running the model.

Table 3 - Output Road Network Fields

Field	Description
AB_TT / BA_TT	Free-flow travel time
ABFTLNTL / BAFTLNTL	Capacity lookup value using the formula: FacType*100 + [AB or BA]_Lanes*10 + LT_Lane
AB_HRCAP / BA_HRCAP	Hourly directional lane capacity
ALPHA	BPR volume delay function alpha coefficient
BETA	BPR volume delay function beta coefficient
AB_AMCAP / BA_AMCAP	AM time period directional lane capacity
AB_MDCAP / BA_MDCAP	Mid-day time period directional lane capacity
AB_PMCAP / BA_PMCAP	PM time period directional lane capacity
AB_NTCAP / BA_NTCAP	Off-peak time period directional lane capacity
AB_VMT / BA_VMT	Daily directional vehicle miles traveled (VMT)
TOT_VMT	Daily total vehicle miles traveled (VMT)
AB_VHT / BA_VHT	Daily directional vehicle hours traveled (VHT)
TOT_VHT	Daily total vehicle hours traveled (VHT)
AB_FLOW_TRK / BA_FLOW_TRK	Daily directional model-estimated truck volume
TOT_FLOW_TRK	Daily total model-estimated truck volume
AB_FLOW_AUTO / BA_FLOW_AUTO	Daily directional model-estimated auto volume
TOT_FLOW_AUTO	Daily total model-estimated auto volume
AB_FLOW / BA_FLOW	Daily directional model-estimated volume
TOT_FLOW	Daily total model-estimated volume
TTI	Travel Time Index (ratio of congested travel time to free-flow travel time)
PTI	Planning Time Index (ratio of 95th percentile travel time to free-flow travel time
TTI_VMT	Vehicle Miles Traveled (VMT) of roadways with a Travel Time Index < 1.33. These roads are considered reliable, which is used in the reliability rating calculation.
RATIO	Adjusted model-estimated volume using NCHRP 255 Ratio Method for adjusting volumes based on base year model error.
DIFF	Adjusted model-estimated volume using NCHRP 255 Difference Method for adjusting volumes based on base year model error.
ADJ_FLOW	Adjusted model-estimated volume using NCHRP 255 process for adjusting volumes based on base year model error.

.

Figure 3 - GIAMPO TAZs

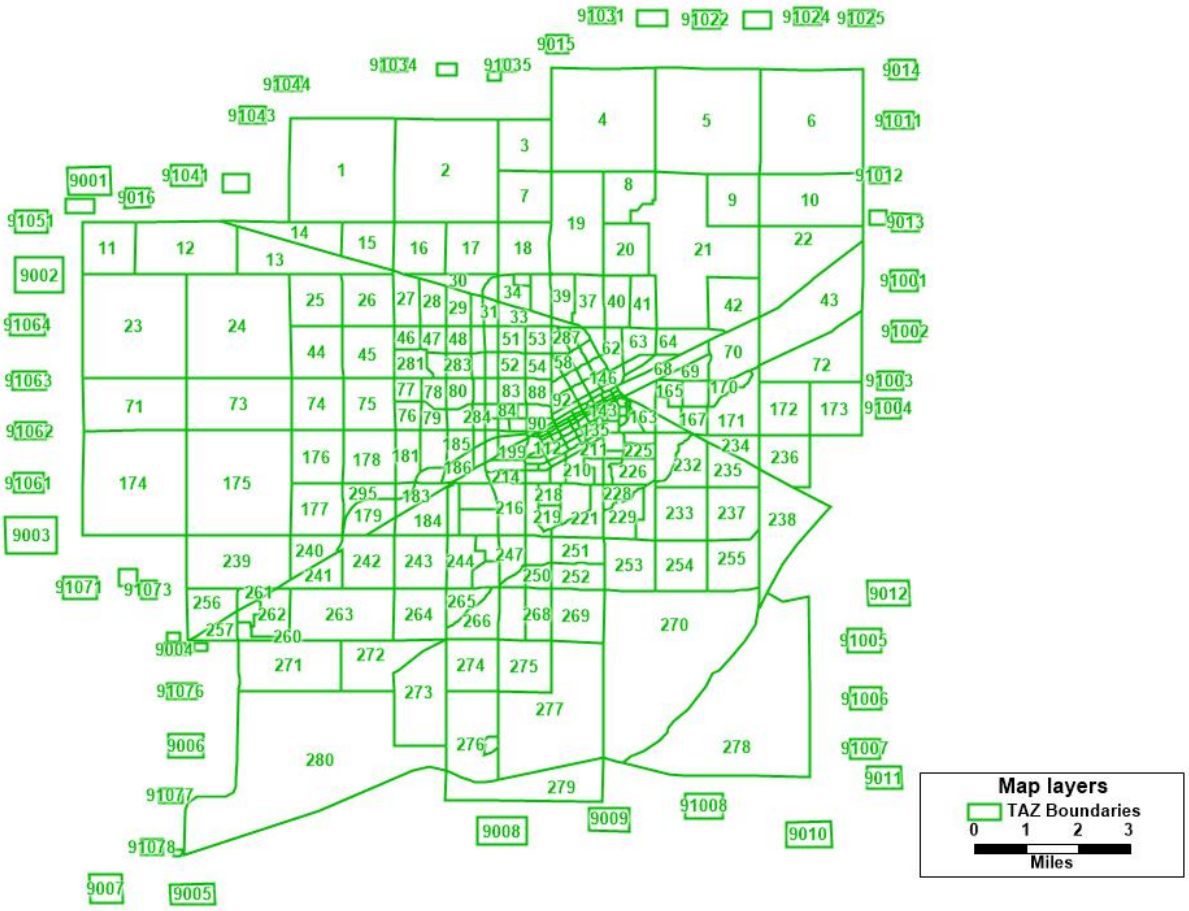


Table 4 – Traffic Analysis Zone (TAZ) Attributes

Field	Description
TAZ	TAZ number
HH_base/HH_fcst	Households for base/forecast year of analysis
RET_base/RET_fcst	Retail sector employment for base/forecast year of analysis
BAS_base/BAS_fcst	Basic sector employment for base/forecast year of analysis
SER_base/SER_fcst	Service sector employment for base/forecast year of analysis
GOV_base/GOV_fcst	Government employment for base/forecast year of analysis
SCH_base/SCH_fcst	School enrollment for base/forecast year of analysis
AT_base/AT_fcst	Area type for base/forecast year of analysis 1 = Urban 2 = Suburban 3 = Rural
EXTERNAL	External station TAZ

The area type is a descriptive measure of a TAZ's relative development density. **Figure 4** shows the input area types in the GIAMPO TDM. In the model area type is used to determine a terminal time, which is the access/egress time to/from a car or other mode of transportation (e.g., the amount of time it takes between a parked vehicle and the front door of your ultimate origin / destination). The amount of time added to each end of a trip based on area type is shown in **Table 5**. External stations all have 10 minutes added, reflecting an average time spent traveling beyond the model cordon. Terminal time values can be altered using the Terminal_Time.bin input file.

Figure 4 - Area Types

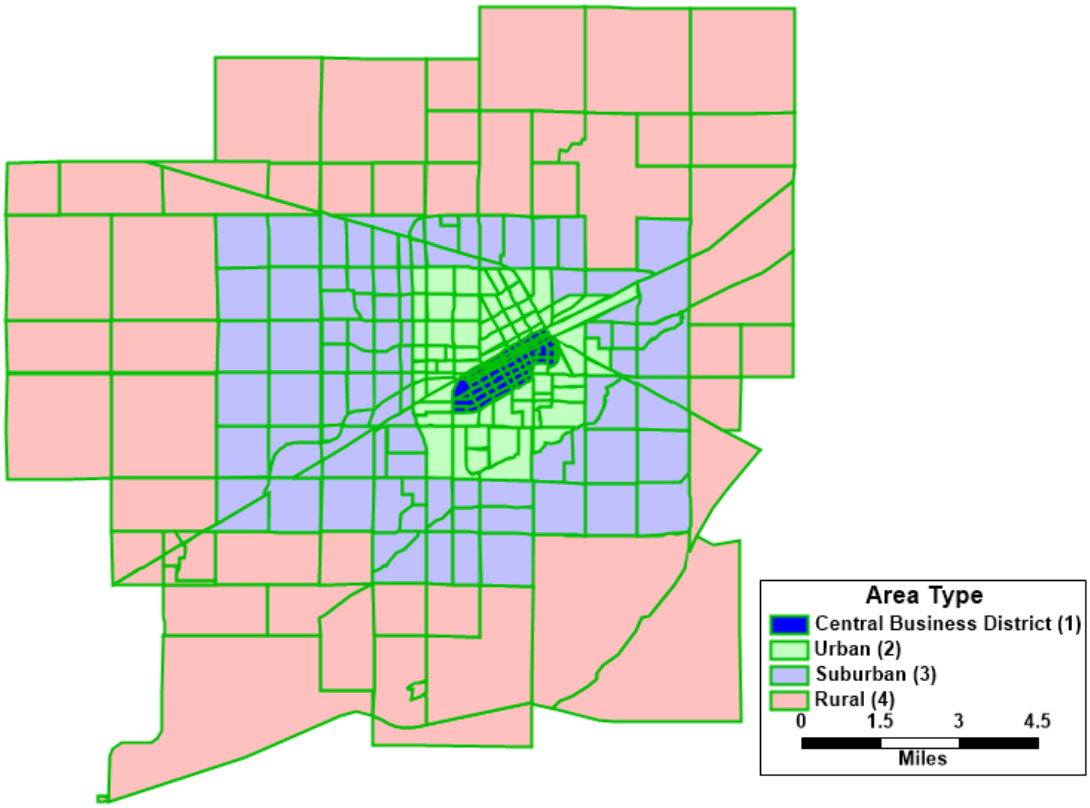


Table 5 - Terminal Times

Area Type	Terminal Time (Minutes per Trip End)
CBD	1.5
Urban	1.0
Suburban	1.0
Rural	0.5
External	10.0

External Analysis Updates

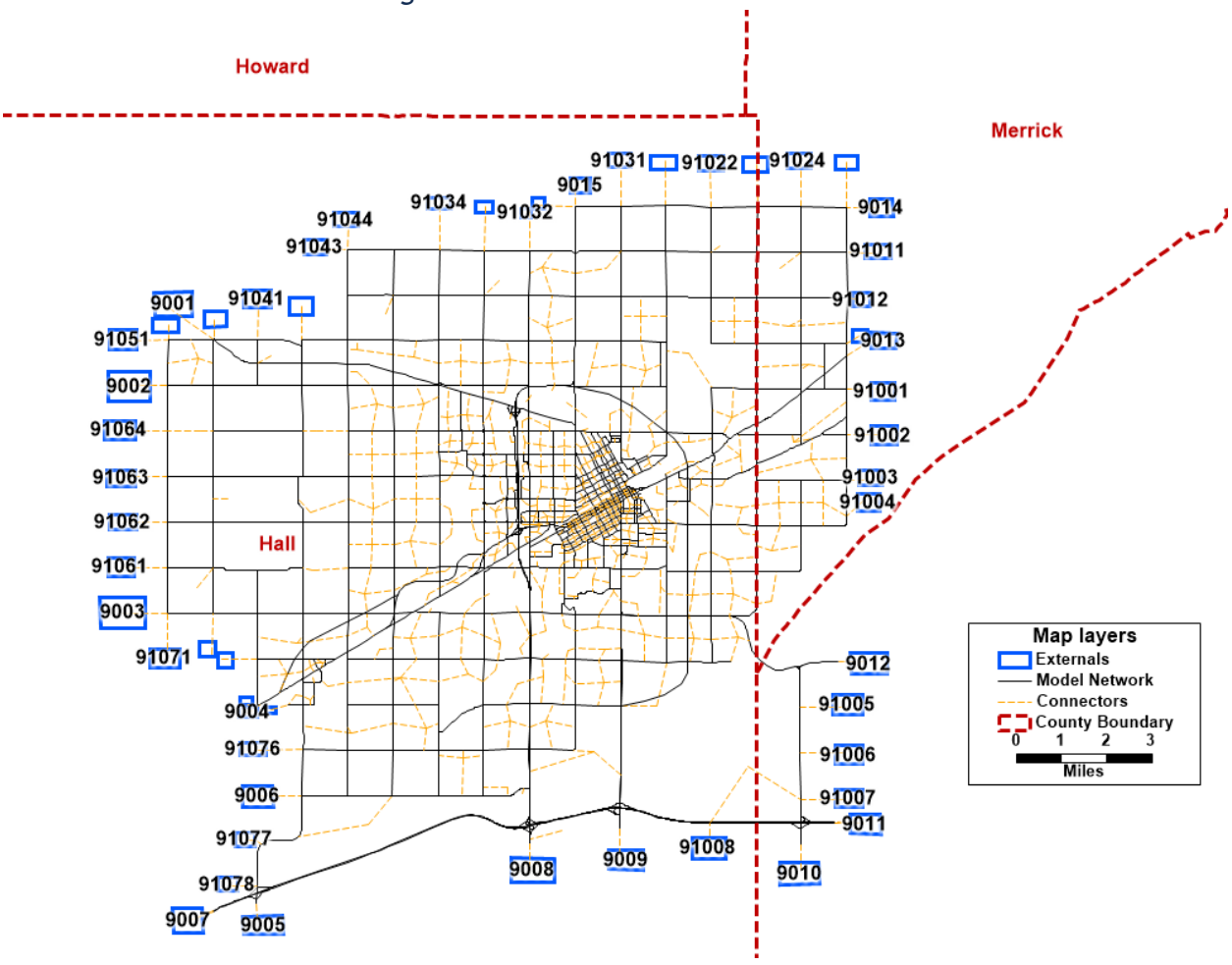
The GIAMPO TDM has 55 external stations shown in **Figure 5**. Trips both to and from external stations are External-External (E-E) trips. The trips that have one end at an external station and do not have the other trip end at another external station are External-Internal or Internal-External (E-I/I-E) trips.

GIAMPO invested in AirSage data prior to the 2015 base model update, which was used to determine external E-E and E-I/I-E inputs. While the traffic volumes at the external stations changed since the 2015 base year model development, it was assumed that the relative patterns in E-E and E-I/I-E trip distribution were steady, and the 2015 model patterns were only adjusted according to volume changes at each external station.

The trip purpose split for E-I/I-E trips was also kept the same as the 2015 and 2017 models. Counts were updated to the new model base year. E-E trips were then fratared (proportionally growth factored) for new input totals.

The forecast volume targets for the horizon year were provided by NDOT for the majority of the external stations[1]. For the remaining stations, which were all relatively low-volume corridors, a 10% growth assumption was made. A summary of the external stations, counts, and forecast volume targets are shown in **Table 6.**

Figure 5 - External Station Locations



[1] Per direction from NDOT staff, all non-interstate roads use linear growth extrapolation forecasts, but interstates use an average of linear and exponential growth extrapolation.

Table 6 - External Station Volumes

External Station	Base Year Volume	Forecast Target Volume	Forecast Method/Source
9001	4130	4665	TDPP*
9002	365	385	TDPP*
9003	605	486	TDPP*
9004	5535	5762	TDPP*
9005	990	2167	TDPP*
9006	495	403	TDPP*
9007	23450	30610	TDPP*
9008	13855	18803	TDPP*
9009	1735	2874	TDPP*
9010	360	488	TDPP*
9011	25390	32396	TDPP*
9012	4980	6018	TDPP*
9013	6555	7068	TDPP*
9014	325	454	TDPP*
9015	6035	6684	TDPP*
9016	320	223	TDPP*
91001	100	110	10% Growth
91002	100	110	10% Growth
91003	80	90	10% Growth
91004	20	20	10% Growth
91005	100	110	10% Growth
91006	100	110	10% Growth
91007	100	110	10% Growth
91008	200	220	10% Growth
91011	100	110	10% Growth
91012	75	85	10% Growth
91013	50	55	10% Growth
91021	100	110	10% Growth
91022	100	110	10% Growth
91023	100	110	10% Growth
91024	1009	1220	TDPP*
91025	100	110	10% Growth
91031	100	110	10% Growth
91032	100	110	10% Growth
91033	99	109	10% Growth
91034	100	110	10% Growth
91035	200	220	10% Growth
91041	100	110	10% Growth

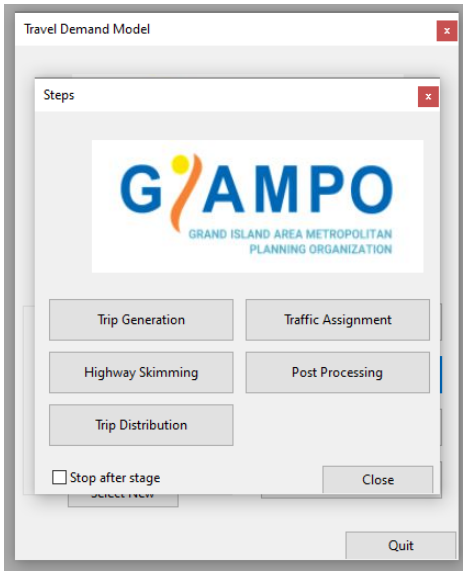
91042	10	10	10% Growth
91043	100	110	10% Growth
91044	100	110	10% Growth
91051	365	400	10% Growth
91052	100	110	10% Growth
91061	100	110	10% Growth
91062	100	110	10% Growth
91063	350	385	10% Growth
91064	100	110	10% Growth
91071	100	110	10% Growth
91072	100	110	10% Growth
91073	100	110	10% Growth
91074	250	275	10% Growth
91075	50	55	10% Growth
91076	100	110	10% Growth
91077	700	770	10% Growth
91078	200	220	10% Growth

*Linear trendline
**Average of linear and exponential trendlines

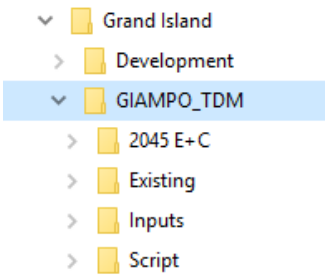
Script Updates

The GIAMPO script was updated to TransCAD version 9 and was revised to improve user-friendliness and flexibility, as well as to upgrade several specific processes. A new user interface was added to make managing files and running scenarios easier.

Figure 6 - User Interface



The GIAMPO_TDM model files are organized into three basic types of folders: Scenario folders, the Inputs folder, and the Script folder. The Script folder is where the GIAMPO.model file is housed, as well as some information about recent model runs that can be useful when troubleshooting errors.



The Inputs folder is where the default model inputs are located. These files will be used by default whenever a scenario is being run unless there are scenario-specific inputs.

The Scenario folder names are provided by the user when setting up a scenario. All outputs are put in an Output folder within each scenario folder. A Scenario folder can also have an Input folder. The Scenario Input folder can be used to test modified inputs for running scenarios without having to overwrite the default

inputs. During the model runtime, any scenario inputs will be used in place of a default input. For example, if a scenario is being run to test the impacts of a new road, the default input network can be copied to a new Scenario Input folder. The Scenario Input network can then be modified by adding the new road. This allows the user to have not only scenario-specific outputs, but also a record of any inputs that deviate from the default inputs.

Within the default Inputs folder there are numerous inputs. Many of these inputs are available as input BIN tables for ease of use rather than the user having to edit the script. **Table 7** summarizes the input files.

Table 7 - Input Files

Input	Description	Data Type
A_Rates	Trip attraction rates	BIN File
Auto_Occupancy	Auto occupancy factors	BIN File
Capacities	Hourly capacities	BIN File
CTPP	Household and auto ownership disaggregation file	BIN File
EE_base/EE_fcst	External-External trips input by year	Matrix File
EI_IE_base/EI_IE_fcst	External-Internal / Internal-External trips input by year	BIN File
Gravity_Coefficients	Gravity model *a, b,* and *c* input coefficients	BIN File
K_Factor	K-Factor input file	Matrix File
Network	Input road network	Standard Geographic File
P_Rates	Trip production rates	BIN File
Projects	Road project list	BIN File
Select_Link	Select link query file	QRY File
Special_Generators	Special generator inputs	BIN File
TAZ	Input Traffic Analysis Zones	Standard Geographic File
Terminal_Time	Terminal times by area	BIN File
Time_Periods	Different time periods	BIN File
Trip_Purposes	List of trip purposes, method for balancing, and whether trip purpose is for trucks.	BIN File
Turn_Penalty	Link-to-link turn penalties	BIN File

Calibration and Validation

The model development goal is to create a realistic picture of travel patterns in the study area. As such, models should be calibrated to reflect current travel conditions. Travel is unique in each community; therefore, results need to be reviewed in detail and adjustments made to inputs or parameters to match local conditions. Each adjustment needs to be made without unreasonably modifying inputs to unrealistic values, which might constrain the model in future scenario years.

Validation refers to the statistical and non-statistical reasonableness checks used to assess the accuracy of the model. The best practice is to perform validation checks on each major step of the model process. This helps to ensure that data and model structure errors are limited or completely omitted throughout the process, and that the model will be flexible enough to respond to transportation and land use scenarios to be effectively used as a forecasting tool. The main validation checks, and calibration adjustments are discussed below.

Location-Based Services Data

A primary validation dataset for the Grand Island TDM was Location-Based Services (LBS) data was provided by the Nebraska DOT. LBS data are mobile device or smart phone data from 2021 and heavy truck GPS data that was processed using traffic counts to create an “observed” trip table for the entire state of Nebraska. The portion of the data that represents Grand Island was used to compare with the GIAMPO model outputs. Although the data represents observed data, it is a sample that must be cleaned and processed in order to represent trips for the entire study area.

NDOT provided the LBS data through a process where the data were initially cleaned, scrubbed of noise, and used to identify spatial clustering and develop residence and workplace locations to build device trips.

The rest of the expansion procedure used four additional methods: VMT scaling, cordon factoring, Nebraska border origin-destination matrix estimation (ODME), and iterative screenline fitting. The resulting represents observed auto and heavy truck trips that are adjusted to daily trips and fitted to observed count data.

The model data was aggregated to match with the statewide model LBS data area. The original NSM zones would divide the Grand Island model into 12 zones, which was too detailed for a reasonable comparison. Therefore, the area was aggregated into a total of 6 zones, for the comparison. Both Auto and Truck trips were compared in a matrix form after aggregation. **Figure 7** shows the aggregated districts and **Table 8** - **11** shows the matrix comparison between different zones.

Figure 7 - Aggregation of Grand Island Zones to Match with NSM Zones

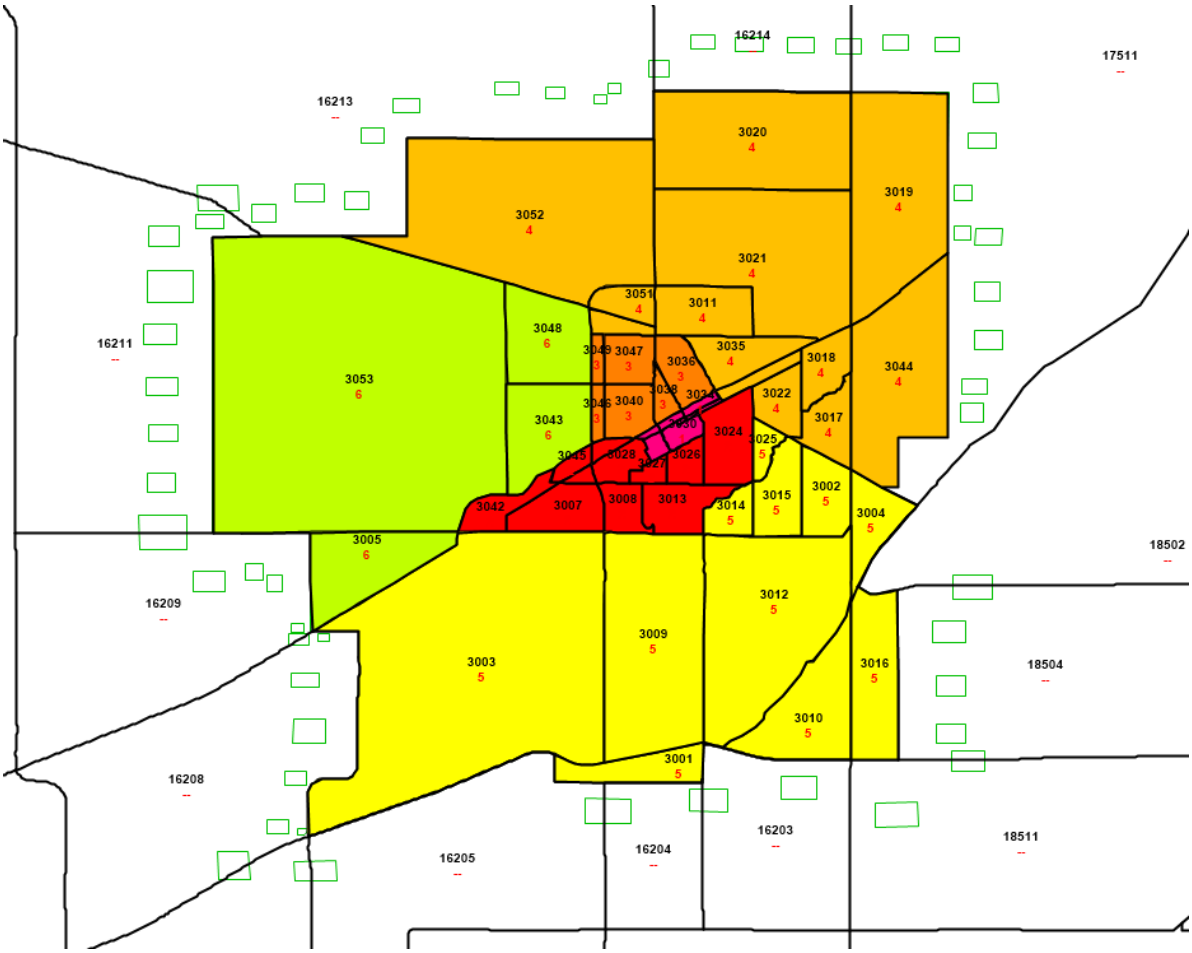


Table 8 - GI Aggregated Vehicle Trips (Auto)

Zones	1	2	3	4	5	6
1	--	4%	3%	1%	2%	3%
2	4%	--	6%	2%	4%	6%
3	3%	6%	--	2%	3%	6%
4	1%	2%	2%	--	1%	2%
5	2%	4%	4%	1%	--	5%
6	3%	6%	6%	2%	5%	--

Table 9 -NSM Aggregated Vehicle Trips (Auto)

Zones	1	2	3	4	5	6
1	--	4%	5%	1%	1%	1%
2	4%	--	9%	2%	2%	4%
3	4%	10%	--	4%	2%	11%
4	1%	2%	4%	--	1%	2%
5	1%	3%	2%	1%	--	1%
6	1%	4%	11%	2%	1%	--

Table 10 - GI Aggregated Vehicle Trips (Truck)

Zones	1	2	3	4	5	6
1	--	4%	2%	1%	1%	2%
2	4%	--	6%	4%	6%	9%
3	2%	6%	--	2%	2%	4%
4	1%	4%	2%	--	1%	2%
5	1%	6%	2%	1%	--	4%
6	2%	9%	4%	2%	4%	--

Table 11 -NSM Aggregated Vehicle Trips (Truck)

Zones	1	2	3	4	5	6
1	--	1%	1%	1%	1%	1%
2	1%	--	6%	3%	9%	6%
3	1%	6%	--	2%	4%	5%
4	1%	3%	2%	--	3%	2%
5	1%	9%	4%	4%	--	5%
6	1%	6%	4%	3%	5%	--

Trip Generation Validation Checks and Calibration Adjustments

Prior to checking trip generation outputs, it is worthwhile to confirm the accuracy of the input socioeconomic data. **Table 12** shows a comparison of the model input socioeconomic data compared to observed data.

Table 12 - Socioeconomic Input Data Control Totals

	Households	Employment
Model	21,724	34,341
Observed*	21,319	32,465

*CTPP 2020 for households, LEHD 2023 for employment

The trip purposes used by the GIAMPO TDM are listed in **Table 13**. Truck trip purposes represent a combination of both medium and heavy trucks. The Quick Response Freight Manual II was used for the truck trip rates by combining the medium and heavy truck trip rates.

Table 13 - Trip Purpose Summary

Trip Purpose	Description
PHBW	Home-Based Work Production
AHBW	Home-Based Work Attraction
PHBO	Home-Based Other Production
AHBO	Home-Based Other Attraction
PNHB	Non-Home Based Production
ANHB	Non-Home Based Attraction
PTRK	Truck Trip Production
ATRK	Truck Trip Attraction

Because of an absence of local travel survey information, NCHRP 716 was used for the initial auto trip purpose trip rates. However, when looking ahead to the initial traffic assignment results, the default NCHRP 716 trip rates resulted in the model being about 30% low when comparing model Vehicle Miles Traveled (VMT) and count VMT.

The previous version of the model encountered similar issues with the need for higher trip rates. To address this shortfall, a 35% trip rate increase, as well as a 20% increase over national default rates for 0-1 vehicle households, with additional 10% increase in HBO rates to match up with the expected outcome were implemented. This was consistent with higher trip rates for lower-income households in the 2017 model. Lower-income auto trips are somewhat expected in a place like the Grand Island area where transit ridership has limited availability and a relatively low percentage of travel compared to the national average.

The resulting trip rates are shown in **Tables 14 and 15.** Trip attraction rates were similarly factored up by 35% compared to NCHRP 716 rates, with the exception of HBW trips, which were factored up by 15%.

Table 14 - Trip Production Rates

HBW					
		Auto Ownership			
		0	1	2	3+
HH Size	1	0.32	0.95	0.95	1.22
	2	1.13	1.30	1.76	1.89
	3	1.62	1.94	2.70	3.51
	4+	1.62	2.59	2.90	4.19
HBO					
		Auto Ownership			
		0	1	2	3+
HH Size	1	1.88	2.97	2.97	2.97
	2	4.91	4.91	4.91	4.91
	3	7.58	9.96	9.96	9.96
	4+	14.91	16.04	16.04	17.97
NHB					
		Auto Ownership			
		0	1	2	3+
HH Size	1	1.13	2.16	2.16	2.16
	2	2.75	3.51	3.51	3.65
	3	3.24	5.27	5.30	6.08
	4+	6.16	6.32	7.49	8.71

Table 15 - Trip Attraction Rates

	Households	Retail	Basic	Service	Government	School
HBW	0	1.38	1.38	1.38	1.38	0
HBO	1.62	10.94	0.27	2.03	2.03	1.89
NHB	0.81	6.35	0.68	1.89	1.89	0
TRK	0.14	0.39	0.40	0.08	0.08	0

Special generators are used for large or unique land uses where typical trip rates and socioeconomic data do not fairly represent the amount or type of travel. The special generator trips are estimated outside of the model processes, and that value replaces the relevant TAZ's trip totals produced during trip generation. In the GIAMPO model, an input special generator table is available to use for hard-coding trips by purpose. The four special generators and the number of trips by purpose are shown in **Table 16**. The number of trips was determined using Institute of Transportation Engineers (ITE) Trip Generation Manual trip rates, previous model inputs, and nearby traffic counts.

Table 16 – Special Generators

TAZ	Special Generator	HBW_P	HBW_A	HBO_P	HBO_A	NHB_P	NHB_A	TRK_P	TRK_A
21	Airport	0	0	0	330.48	0	330.48	0	0
100	Library	0	38.47	0	818.87	0	764.28	0	0
301	Truck Generator	0	0	0	0	0	0	295.47	295.47
302	Truck Generator	0	0	0	0	0	0	719.58	719.58

Each trip has a beginning and an end, and it is necessary for the trip producing trips ends to be equal to the number trip attracting ends. The initial (unbalanced) productions and attractions in the model are never completely equal due to different data sources and trip rate sources, the ratios of productions and attractions by trip purpose should be reasonably close prior to balancing. If they are not, then it could be because of an input data error (either socioeconomic data or trip rates) or a model processing error.

The Travel Model Improvement Program (TMIP) *Travel Model Validation and Reasonableness Checking Manual*, 2nd Edition recommends a preferred ratio of between 0.90 – 1.10 for unbalanced productions and attractions before trip balancing. The unbalanced trip ratios by trip purpose for the GIAMPO TDM are shown in **Table 17** below. Overall, productions and attractions are very close to being balanced for each trip purpose, which suggests that there are not any obvious errors in the socioeconomic data or trip rates.

Table 17 - Unbalanced Production and Attraction Ratios

Trip Purpose	Unbalanced Trips	Unbalanced Ratio
PHBW	47,479	0.90
AHBW	53,273	
PHBO	187,350	0.99
AHBO	189,643	
PNHB	104,016	0.95
ANHB	108,972	
PTRK	15,317	1.03
ATRK	14,799	
All Ps	354,162	0.97
All As	366,687	

The final balanced trips per household are shown in **Table 18** and compared to Table 5.2 from The Travel Model Improvement Program (TMIP) *Travel Model Validation and Reasonableness Checking Manual* (Second Edition). The modeled number of trips per household is nearly 25% higher than the national average cited in the TMIP manual. Given the range of data sources available, and the later validation checks documented, it was determined that the modeled trips shown in **Table 18** should be used.

Table 18 - Balanced Trips Per Household

Source	Trips per Household
Model	15.01
Old Model	13.18
TMIP*	10.70

***Travel Model Improvement Program (Travel Model Validation and Reasonableness Checking Manual Second Edition)**

Trip Distribution Validation Checks and Calibration Adjustments

The trip distribution step takes the balanced trips and for each TAZ allocates them to other TAZs based on network travel times and friction factors. This is done using the gravity model within TransCAD.

Figures 8 - 11 below show the friction factor curves used for each trip purpose. The x-axis represents minutes of travel time, and the y-axis represents the friction factor, which is the utility or likelihood of making a certain distance trip. For example, the longer a trip is, the less desirable it becomes. Friction factors vary by trip purpose as people will typically travel farther for a work trip than other trip purposes. For instance, Home-Based Work trips are more likely to be longer trips, which is represented by the flatter curve in **Figure 8** relative to the other curves.

Figure 8 - HBW Friction Factor Curves

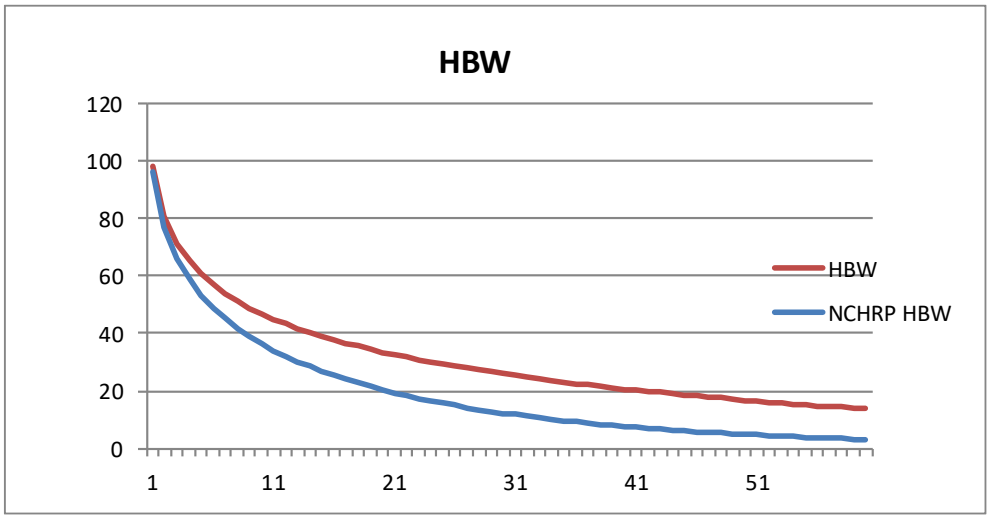


Figure 9 - HBO Friction Factor Curve

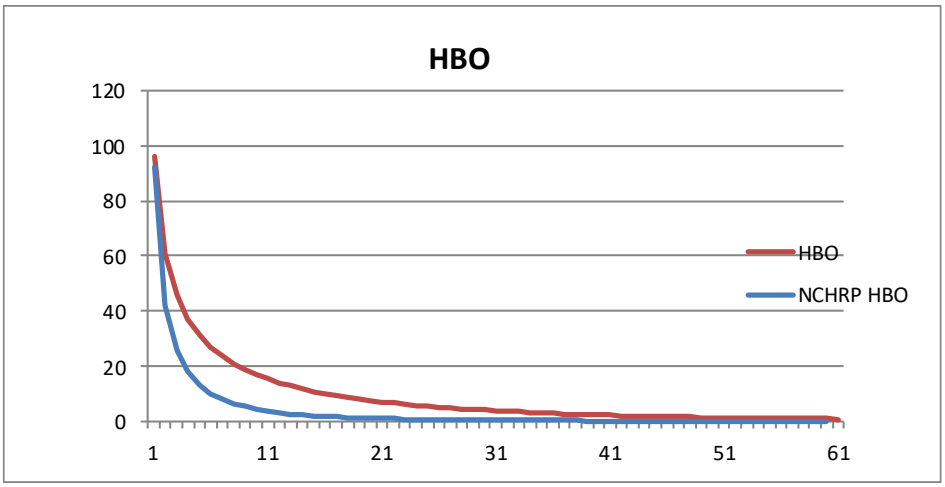


Figure 10 - NHB Friction Factor Curve

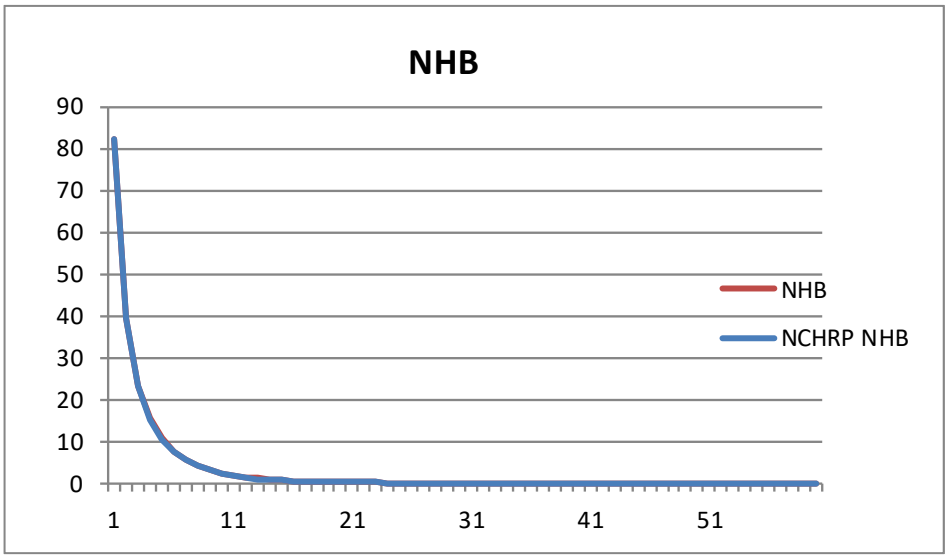
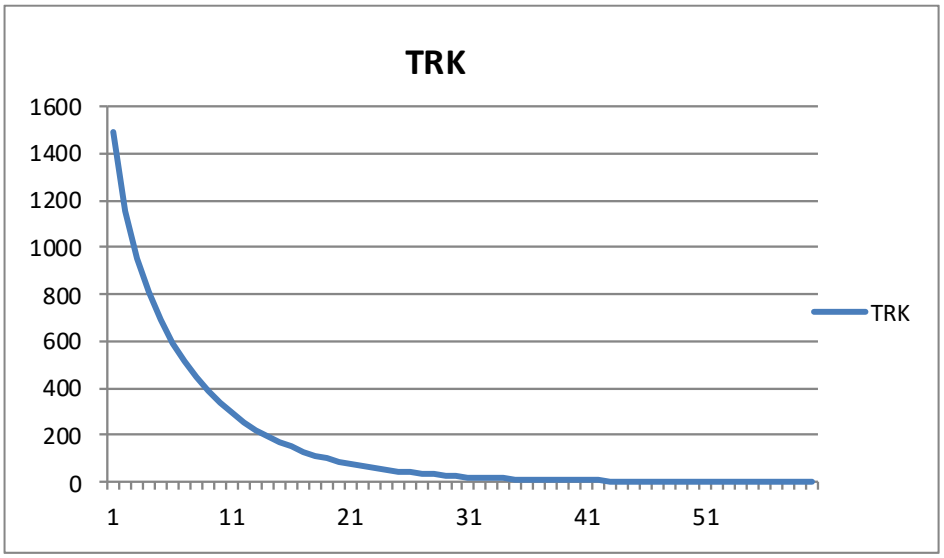


Figure 11 - TRK Friction Factor Curve



NCHRP 716 Small Area MPO gamma coefficients were used as a starting point during calibration and adjusted slightly to better fit the total amount of VMT in the sample of traffic counts that were used for calibration. The calculated coincidence ratios for home-based-work, home-based-other, and non-home-based were respectively 0.61, 0.77, and 0.70 which are reasonable.

During the trip distribution gravity model, K-Factors can be added to reduce or enhance origin and destination pairs that the gravity model does not represent accurately. K-Factors are often referred to as a "socioeconomic" factor to adjust travel propensity between origin-destination pairs that are not otherwise accounted for in the trip distribution model. In some situations, K factors may be warranted but ideally are not required (or desired) in a trip distribution model.

The GIAMPO TDM has one K-Factor for the truck special generators at the travel centers near the Alda Road interchange and the US 281 interchange on I-80. Originally, the model was linking truck trips from these special generators mostly within the model boundaries. In reality, the majority of these trips should start or end at an I-80 external station. A K-Factor value of 0.10 was used between the truck stop zones and all other internal zones to accomplish this.

Once trips are distributed, some conversions need to be made to the trip table including the conversion of person trips to vehicle trips. This is done by applying auto occupancy factors. Without a household travel survey, auto occupancy factors must be borrowed from another source or reasonable estimates must be made. The one exception is for the HBW trip purpose, in which Census Transportation Planning Products (CTPP) Journey-to-Work data was used to estimate. These are shown in **Table 19**.

Table 19 - Auto Occupancy Factors

Trip Purpose	Auto Occupancy
HBW	1.09
HBO	1.40
NHB	1.40
TRK	1.00

Traffic Assignment Validation Checks and Calibration Adjustments

The goal of a TDM is to replicate travel patterns as accurately as possible throughout each step of the model, without placing too many unreasonable constraints on its operation. Ultimately, the model-predicted volumes should have a strong correlation with observed traffic count data.

In the traffic assignment step the model attempts to minimize a trip's cost (in the GIAMPO TDM, this is travel time) between its origin and destination. Travel time is a function of congested speed and distance traveled.

Localized adjustments to centroid connectors were made during calibration to better represent how traffic flows in and out of neighborhoods. Minor, localized speed adjustments of +/- 5 miles per hour were applied to parts of the road network. One additional calibration adjustment was the introduction of a global speed adjustment to expressways of -5 miles per hour. Assignment results initially overrepresented these functional class roadways when compared to traffic count data. The five mile per hour speed adjustment slightly increased travel times and made travel on expressways slightly less attractive, reflecting observed patterns and balancing out traffic among all functional class roadways more evenly. This adjustment impacts the network shortest path travel times used to distribute trips, as well as the routes that traffic assignments assign to the road network.

A comparison of model-estimated Vehicle Miles Traveled (VMT) to counted VMT for locations with traffic counts shows that all functionally classified road categories are within the validation goals provided by FHWA in 1990 (**Table 20**). Volumes are slightly underestimated on lower functional class roads compared to count data in terms of VMT yet are still within validation guidelines.

Table 20 - Model-Estimated VMT by Functional Class Compared to Observed VMT

Functional Class	Number of Counts	Vehicle Miles Traveled (VMT)		Error		Validation Goal*
		Estimated	Observed	Difference	Percent	
Freeways	11	81,198	78,969	2,229	2.8%	+/-7%
Principal Arterials/Expressways	99	235,548	235,473	75	0.0%	+/-10%
Minor Arterials	138	145,332	135,640	9,692	7.1%	+/-15%
Collectors	109	56,175	59,978	-3,803	-6.3%	+/-20%
Total	357	518,254	510,060	8,194	1.6%	N/A

*FHWA-1990 goals

Percent Root Mean Squared Error (%RMSE) is a standard model validation check that measures the average error between the model-estimated and counted volumes. The lower the value, the less the difference there is between the model-estimated volumes and the counts. **Tables 21 and 22** show the %RMSE stratified in two different ways: by volume groups and by functional class. The %RMSE in the GIAMPO model is within the preferable validation target for most volume groups and well within the acceptable validation target for all volume groups. No validation guidelines are listed by functional class, but it is typical to expect a total model %RMSE to be at least under 35% and preferably under 30%. Given the amount of lower volume roads in the model area, an overall %RMSE of under 35% is very good.

Table 21 - Percent Root Mean Squared Error by Volume Groups

Volume Range	Number of Counts	% RMSE	Validation Goal*	
			Acceptable	Preferable
0 - 5,000	173	44.71%	100%	45%
5,000 - 10,000	125	24.02%	45%	35%
10,000 - 15,000	52	19.25%	35%	27%
15,000 - 20,000	11	13.58%	35%	27%
20,000 - 25,000	1	10.21%	35%	27%

*Florida Standard Urban Transportation Modeling Systems (FSUTMS)

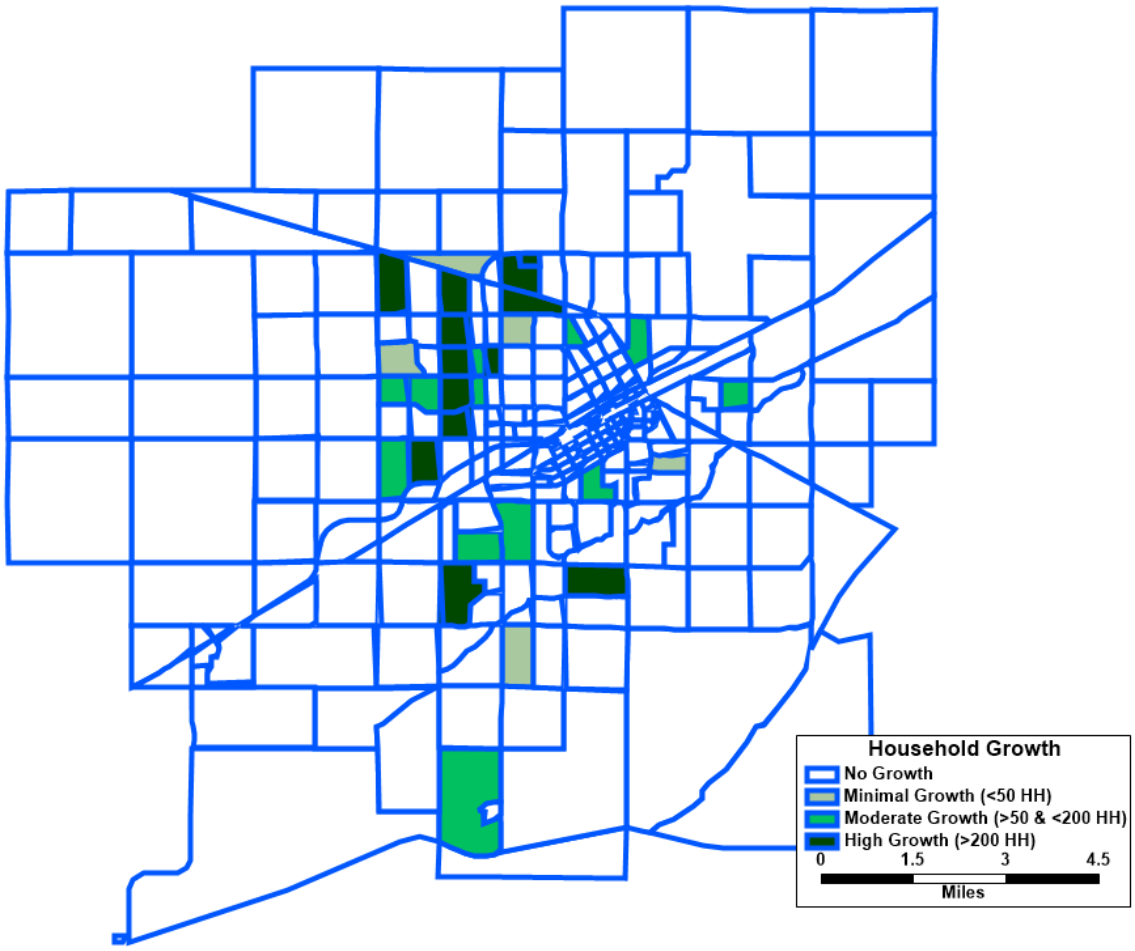
Table 22 - Percent Root Mean Squared Error by Functional Class

Link Type	Number of Counts	% RMSE
Freeway	11	5.42%
Principal Arterial	104	22.51%
Minor Arterial	138	28.24%
Collector	109	41.63%
Total	362	26.75%

While good base year model validation statistics are important, the ultimate goal of the model is to forecast traffic. Thus, the growth and future level-of-service can be reviewed for reasonableness to ensure the model is sensitive enough to be used as a forecasting tool. **Figures 12 and 13** show the growth (or decline) by TAZ in the GIAMPO TDM for households

and employment. Growth is focused on the urbanized area, with the most growth on the western periphery.

Figure 12 - Forecast Household Growth



Employment growth shows a different pattern than household growth, with the highest growth TAZs along major corridors, in particular US 281. Growth is also concentrated along Locust Street and US 30.

Figure 13 - Forecast Employment Growth

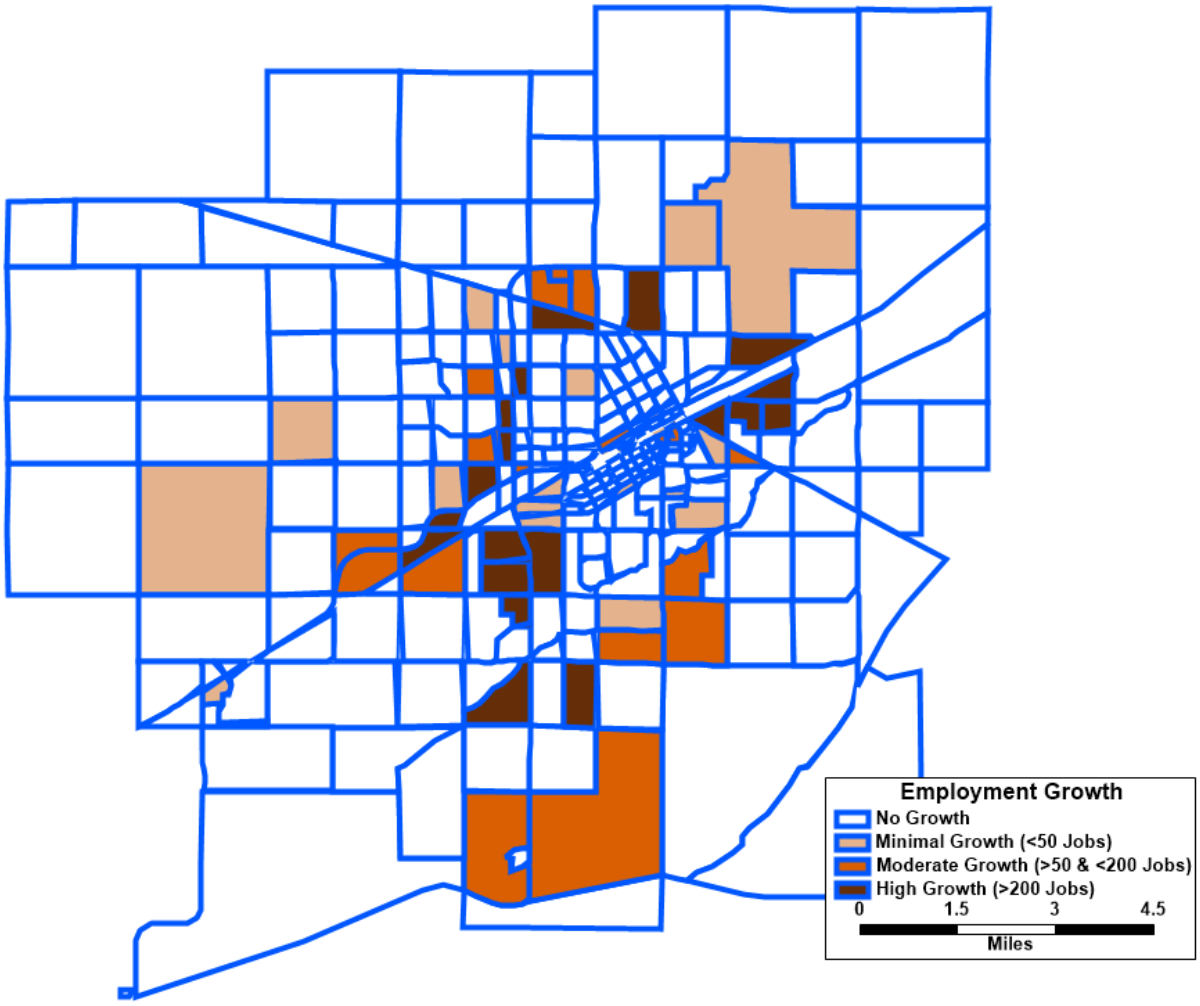
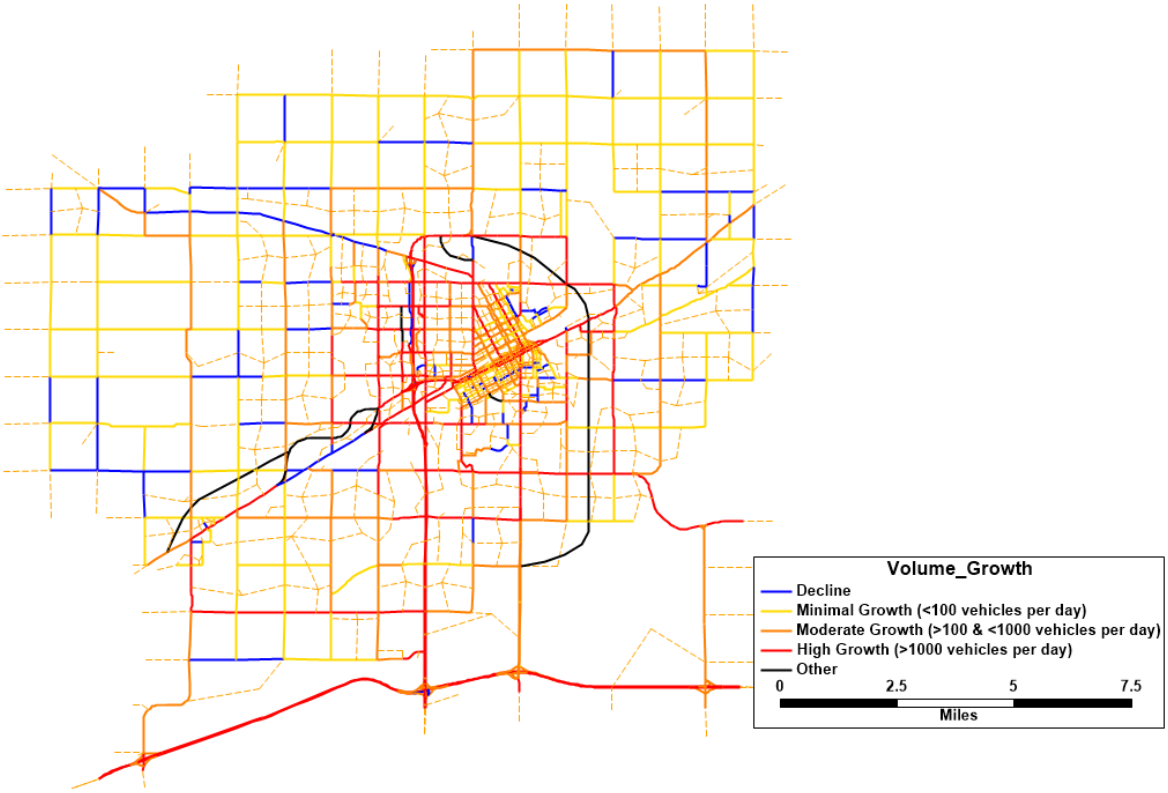


Figure 14 shows the magnitude of growth on the road network when comparing a base year 2023 model run to a 2050 forecast run with existing and committed projects (E+C) included on the network. The committed projects include those listed in the Transportation Improvement Program (TIP) and recently built road projects that were built after 2023.

Similar to the household and employment growth locations, growth tends to be concentrated on the periphery of the urbanized area and along major corridors. The highest growth roadways are the higher functional class roadways, including I-80, US 281, US 30 and Locust Street. Some roads show a decrease in traffic volumes compared to the 2023 base year. These are mostly rural, often gravel, roadways usually in more rural locations. Roads shown in black are future road alignments.

Figure 14 - 2050 E+C Compared to 2023 Base Magnitude of Growth



Figures 15 and **16** show the predicted level-of-service during the AM and PM time periods for 2050. The AM time period shows a little congestion. The PM time period shows slightly more congestion, yet mostly in spot locations rather than along entire corridors.

Figure 15 - 2050 Existing+Committed Network AM Predicted Level-of-Service

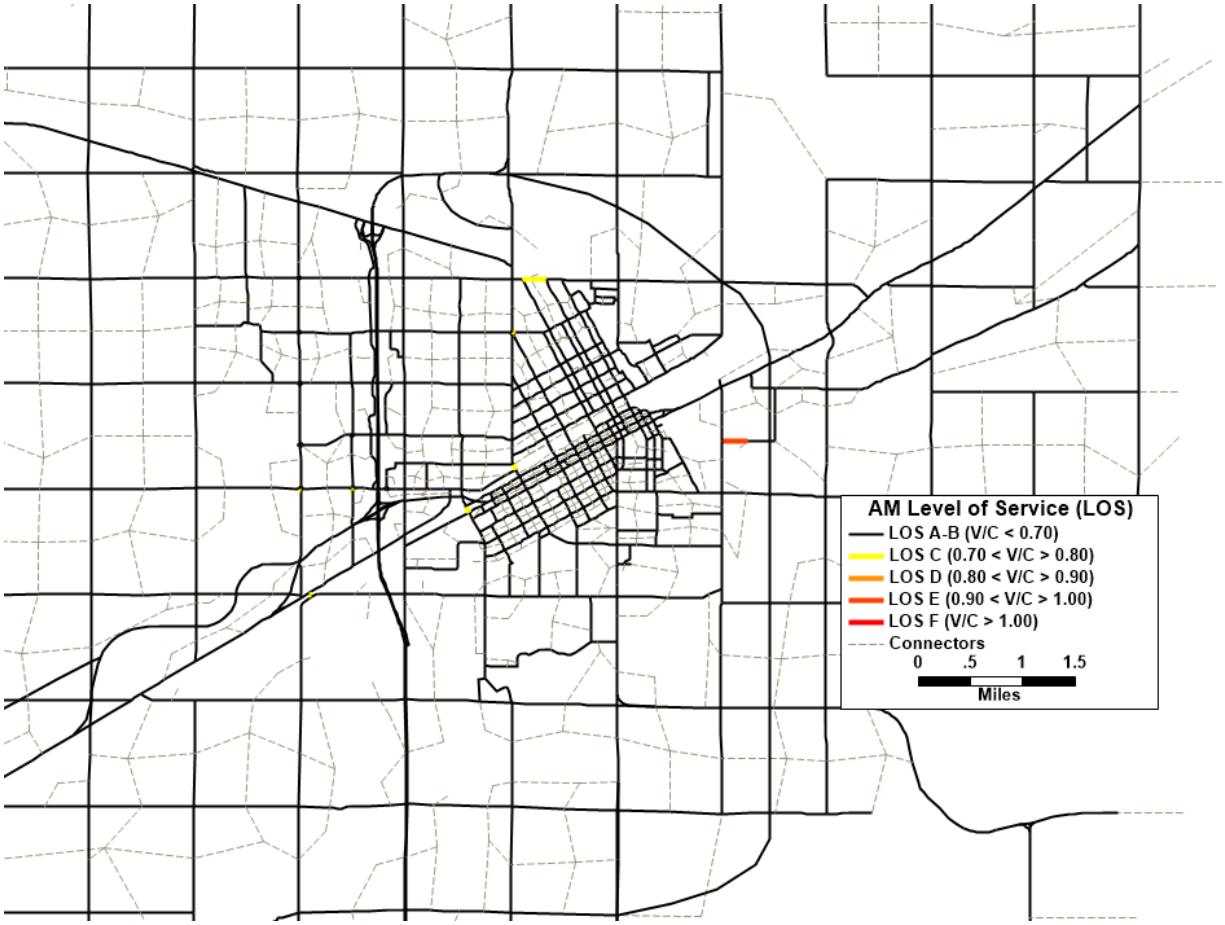


Figure 16 - 2050 Existing+Committed Network PM Predicted Level-of-Service

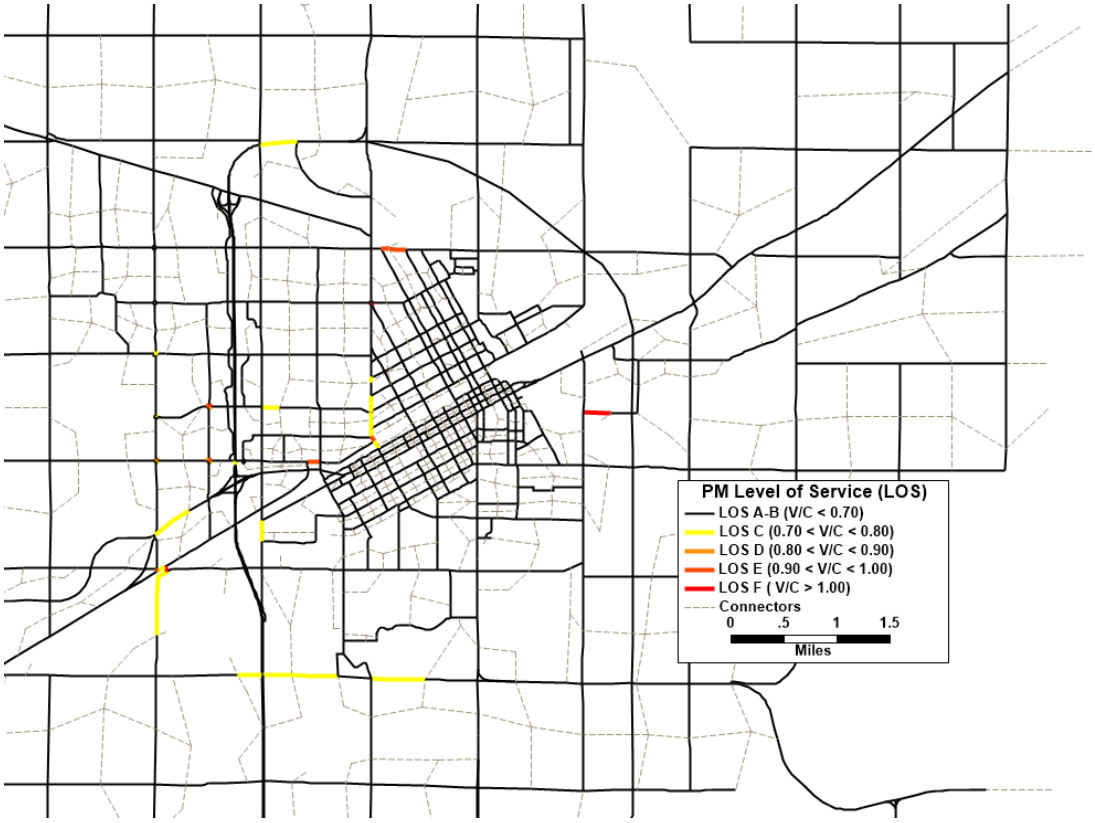


Table 23 shows a summary of the growth. Balanced trips grow by 33%, VMT and VHT grow by 32% and 33% respectively. Average trip speeds are expected to decrease slightly. This suggests that slightly more congestion is expected compared to the base year. Yet, the decrease is slight and the Reliability Rating, which is a measure of congestion, is expected to remain close to the maximum value of 1.00 by 2050.

Table 23 - Summary of Growth

	2023	2050 E+C	Growth
Households	21,724	29,080	34%
Employment	34,341	44,769	30%
Balanced Trips	326,069	433,731	33%
VMT (Mi)*	1,523,103	2,017,632	32%
VHT (Hrs)*	40,119	53,482	33%
Average Trip Length (Mi)	4.67	4.65	-
Average Trip Time (minutes)	7.38	7.40	-
Average Trip Speed (MPH)	37.97	37.73	-
Reliability Rating	0.99	0.91	-

*Centroid Connectors not included

Conclusions and Next Steps

The major edits, updates, and adjustments that were made to the GIAMPO TDM were discussed in this documentation. The calibration process and validation results were also discussed in detail. The validation results indicate that the GIAMPO TDM is sufficiently accurate and useable for a forecasting tool.

Appendix D: Project Alternatives and Strategies Development

Alternatives and Strategies Development

The development of the 2050 LRTP's project and policy alternatives was guided by public input received throughout the Plan's development, issues and needs identified during technical analysis of existing and future conditions, and findings and recommendations sourced from recently completed plans and studies. The plans and studies reviewed as part of the alternatives development process included:

- GIAMPO's 2045 Long Range Transportation Plan
- City of Grand Island's 2018 Bicycle and Pedestrian Plan
- CRANE's 2023 Transit Development Plan
- City of Grand Island's 2025 Parks and Recreation Master Plan

Prioritizing the 2050 LRTP Alternatives

Upon establishing the list of 2050 LRTP alternatives, these projects were evaluated to assess how consistent they were with the goal areas and objectives set forth in this Plan. This prioritization process was conducted via a desktop review that analyzed each individual alternative's ability to address the existing and future potential issues facing multi-modal transportation in the region. The prioritization evaluation also incorporated consultation with GIAMPO staff to refine the results. Prioritization criteria used to evaluate each of the 2050 LRTP streets and bicycle and pedestrian alternatives are detailed in **Table 1**.

It is noted that the prioritization evaluation aligns with the performance-based planning approach underlying the LRTP but does not reflect the feasibility or readiness of each project nor does it indicate the timing of each alternative's implementation.

Prioritization Results

The resulting prioritization scores for the 2050 LRTP streets and bicycle and pedestrian projects are detailed in **Table 2** and **Table 3** while **Figure 1** and **Figure 2** show the locations and corresponding prioritization scores for each alternative. **Table 2** and **Table 3** show combined objective scores by goal area for simplicity.

Table 1: Prioritization Scoring Criteria

Goal	Objective	Possible Points	How Projects Were Scored
Safety	Reduce fatal and serious injury crashes	5	Project includes an element that is typically an effective safety countermeasure for serious / fatal injury crashes
		5	Project is located in a high crash location
	Reduce the occurrences of total crashes	3	Project improves overall safety and would reduce the likelihood of crashes
	Reduce bicycle and pedestrian crashes	7	Project would improve safety for non-motorized users
	Total Points	**20**	
Accessibility	Provide improved connections to key destinations across the community	5	Project would create or expand multimodal connections between dense development and other important destinations
	Provide efficient freight connections	2	Project creates a direct connection to a freight generator
	Increase connectivity of the bicycle and pedestrian system	5	Project would connect to an existing high volume trail
		3	Project would connect to existing trail, not high volume
	Continue to provide quality public transit services	0	Policy objective
	Total Points	**15**	
Economic Development	Identify transportation strategies that support economic development	5	Project would improve access to existing or future development areas
	Identify transportation strategies that provide enhanced access to jobs, services, and educational opportunities for all residents	5	Project improves access to key employment or education destinations
	Provide active transportation options that promote the health and well-being of residents	5	Project includes new trail to recreational opportunities
	Total Points	**15**	

Table 1 continued

Goal	Objective	Possible Points	How to Score
System Efficiency and Reliability	Limit the emergence of recurring congestion	7	Project would improve peak hour flow on a corridor with a LOS D or worse
	Improve travel reliability on arterial roadways	5	Project would improve reliability on a corridor with a 1.25 or higher LOTTR
	Support high levels of freight reliability on the state highway system	8	Project would improve congestion in freight corridors
	Total Points	**20**	
Public and Active Transportation	Support safe and accessible active transportation infrastructure	2	Project fills an existing gap in active transportation network
	Improve the reliability and availability of public transit services in a sustainable manner	0	Transit policy objective
	Increase multimodal connectivity between bicycle and pedestrian networks	8	Project would add new connections between existing bicycle and pedestrian facilities
	Total Points	**10**	
Preservation and Sustainability	Identify sufficient financial resources to maintain all Federal-Aid streets and bridges in fair or good condition	0	Policy objective
	Invest in maintenance of existing biking and walking infrastructure	6	Project would improve an existing bicycle or pedestrian facility
	Transportation projects should limit impacts to the natural and built environment	6	Project is not located in a floodplain, adjacent to wetlands, or requires right-of-way within a historic district.
	Identify strategies to make transportation infrastructure more resilient to natural and man-made events	8	Project would improve resilience to events like flooding by raising infrastructure elevation.
	Total Points	**20**	

Table 2: Prioritization Results – Streets Projects

Project ID	Corridor	From	To	Description	Safety	Accessibility	Economic Development	System Efficiency and Reliability	Public and Active Transportation	Preservation and Sustainability	Priority
R-2	W 13th Street	North Road	Engleman Road	3-lane Urban Section	High	Medium	High	Low	Medium	Medium	High
R-8	N Broadwell Avenue	W Capital Avenue	W Roberts Street	Broadwell / BNSF grade separation/intersections	Medium	High	High	Low	Low	High	High
R-11	W 13th Street	W of Diers Avenue	Highway 281	Medians / access control at Diers / Driveways	High	Low	High	Low	Low	Medium	High
R-12	W Faidley Avenue	W of Diers Avenue	Highway 281	Medians / access control at Diers / Driveways	High	Low	High	Low	Low	Medium	High
R-14	S Broadwell Avenue	W Anna Street	W 1st Street	3-lane Urban Section	Medium	Medium	High	Low	Low	Medium	Medium
R-15	S Broadwell Avenue	S Adams Street	W Anna Street	Broadwell Avenue Extension, widen Fonner Park	Medium	Medium	High	Low	Low	Medium	Medium
R-16a	E Capital Avenue	N Wheeler Avenue	Saint Paul Road	3-Lane Urban Section	High	Medium	Medium	Low	Medium	Medium	High
R-16b	E Capital Avenue	Saint Paul Road	Sky Park Road	3-Lane Urban Section	High	Medium	Medium	Low	Medium	Medium	Medium
R-17	Highway 30	W of Johnstown Road	Highway 30 / Highway 281 Interchange	EB Advanced Warning	Medium	Low	High	Low	Low	Medium	Low
R-18a	S Stuhr Road	Highway 30	E Bismark Road	3-Lane Urban Section	High	High	High	High	Medium	Medium	High
R-18b	S Stuhr Road	E Bismark Road	E Stolley Park Road	3-Lane Urban Section	High	High	Medium	Medium	Medium	Low	Medium
R-18c	S Stuhr Road	E Stolley Park Road	Highway 34	3-Lane Urban Section	High	High	Medium	Low	Medium	Low	Low
R-20	Sky Park Road	Highway 30	E 7th Street	Stuhr Road / Sky Park grade separation from UPRR	Medium	High	High	Medium	Low	High	High
R-22	State Street	N Lafayette Avenue	N Huston Avenue	3-Lane Urban Section	Medium	Medium	High	Low	Low	Medium	Low
R-23	East Bypass			US 30 East Bypass	Medium	Medium	High	High	Low	High	High
R-24	W Capital Avenue	North Road	N Engleman Road	3-lane Urban Section	High	Medium	High	Low	Medium	Medium	High
R-25	Old Potash Highway	North Road	N Engleman Road	3-lane Urban Section	High	Medium	High	Medium	Medium	Medium	High
R-28	US 281	N Broadwell Avenue	Highway 2	4-Lane Divided Section	Low	High	High	Medium	Low	Low	Low
R-29	US 281	US 34	I-80	Intersection and safety improvements	High	Medium	High	Medium	Low	Low	Medium
R-30	Highway 34	S Locust Street	Highway 281	4-Lane Divided Section	Low	High	High	High	Low	Low	Medium
R-31	N Broadwell Avenue	W Capital Avenue	Airport Road	3-Lane Urban Section	High	High	High	Medium	Medium	Low	High
R-32	W Faidley Avenue	US 281	N Webb Road	4-Lane Divided or 5-Lane Urban Section	Medium	Medium	High	Low	Low	Medium	Low

Figure 1: Prioritization Results – Streets Projects

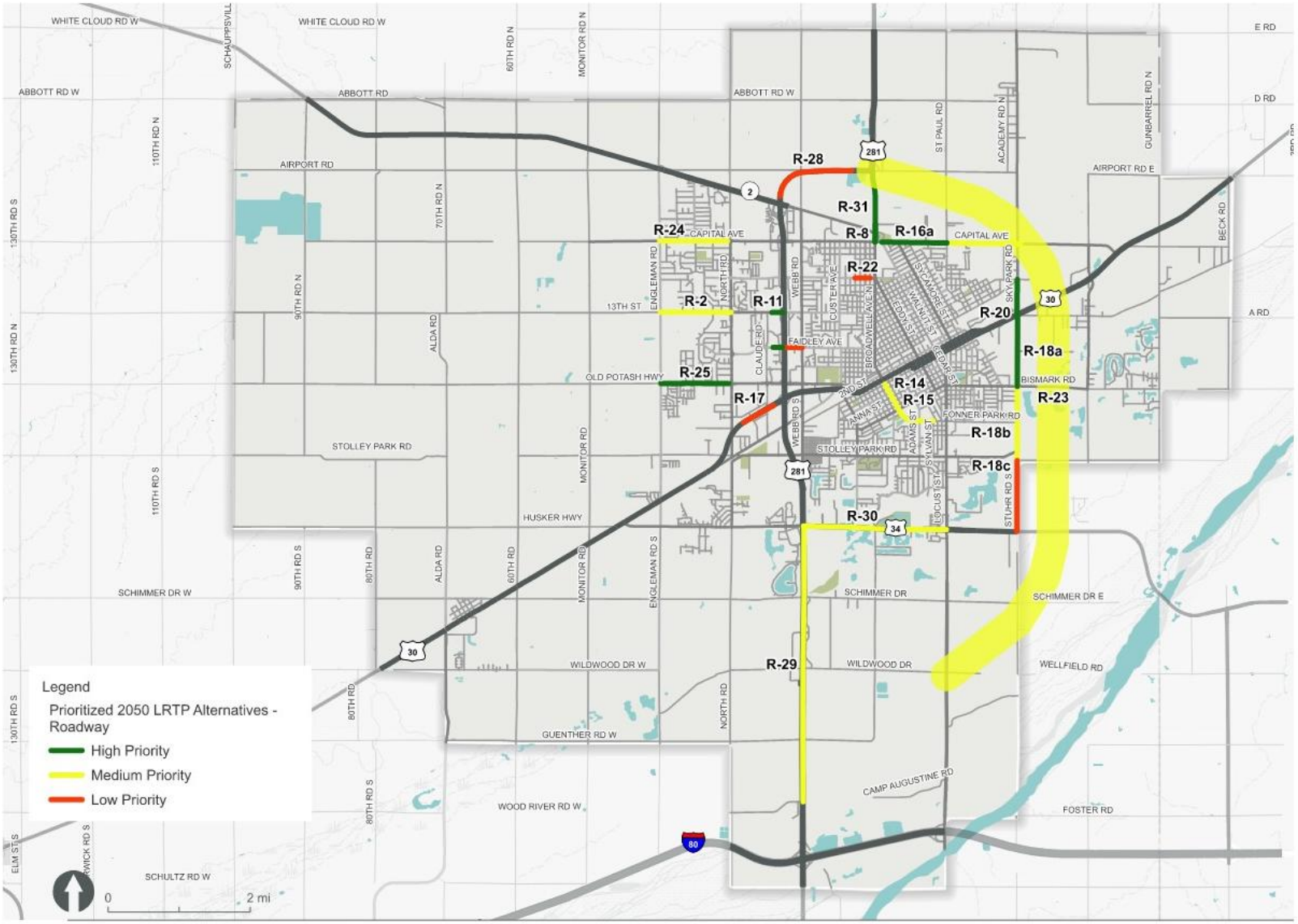


Table 3: Prioritization Results- Bicycle and Pedestrian Projects

Project ID	Corridor	From	To	Description	Safety	Accessibility	Economic Development	Public and Active Transportation	Preservation and Sustainability	Priority
B-1	S Locust Street	Wood River Diversion	Camp Augustine Entrance	S Locust Street Trail from Wood River Diversion to Camp Augustine Entrance	Low	Medium	High	Medium	Low	Medium
B-3	Eagle Scout Park Trail	Capital Avenue	Eagle Scout Park	Capital Ave Trail to Eagle Scout Park Connection	Low	High	Medium	Medium	Low	Medium
B-4	Stolley Park Road	Aiden Street	Highway 34	Shoemaker Trail to GI West Connector Trail	Low	High	Medium	High	Medium	High
B-5	Mormon Island Trail	S Locust Street	US 281	Morman Island Trail	Low	Low	Medium	Low	Low	Low
B-6	S Stuhr Road	E Swift Road	Riverway Trail	Stuhr Rd Connection	Low	Medium	Medium	High	Low	Medium
B-9	North Road Connector	W Capital Avenue	North Road	Independence to NWHS trail	Low	Medium	High	Low	Medium	Medium
B-10	US 281	W Schimmer Drive	Mormon Island State Park	Rural US 281 Trail	Low	Medium	High	Medium	Low	Medium
B-12	North Road Trail	W Capital Avenue	North Road	NW High School to State Street Trail Connection	Low	High	Medium	Low	Low	Low
B-13a	E Fonner Park Road	Sycamore Street	Suck's Lake Park	Fonner Park to Beltline Trail	Low	High	High	Medium	Low	High
B-13b	E Fonner Park Road	Sycamore Street	S Stuhr Road	Fonner Park to S Stuhr Road Trail	Low	Medium	Medium	Medium	Low	Medium
B-15	E 1st Street Connector	N Oak Street	S Plum Street	Extend John Brownell Trail into Downtown	Low	Medium	High	Low	Low	Low
B-18	Buechler Park Connector	Buechler Park	John Brownell Bike Trail	Augustine Park - Gates School – Buechler Park Trail	Low	High	High	High	Low	High
B-19	Aspen Circle	W State Street	W 13th Street	Claude Avenue Trail between Faidley and Capital	Low	Medium	Medium	Low	Medium	Low
B-21	W Faidley Avenue	North Road	Claude Road	Faidley to North Street Drainageway Trial	Low	Low	Medium	Low	Medium	Low
B-23	W Faidley Avenue	Claude Road	N Custer Avenue	Faidley Trail from Bike / Ped Plan	Medium	Low	Medium	Medium	Medium	Medium
B-24	E Stolley Park Road	S Locust Street	S Stuhr Road	Stolley Park Trail	Medium	Low	High	Low	Low	Low
B-25	Pioneer Boulevard Connector	W Stolley Park Road	Highway 34	Stolley Park to LE Ray Park Trail	Low	Medium	High	Low	Low	Medium
B-26	S Blaine Street	Highway 34	Riverway Bike Trail	LE Ray to Riverway Trail Connection	Low	Low	High	Low	Low	Low
B-30	Independence Avenue	Highway 2	Manchester Road	Independence Avenue Trails	Low	Medium	Medium	Medium	Medium	Medium
B-31	Lariat Lane Connector	N Engleman Road	Mansfield Road	Lariat Lane	Low	Medium	Medium	Low	Medium	Low
B-32	S Locust Street	Highway 34	W Stolley Park Road	South Locust Street Trails	Medium	High	Medium	High	Low	High
B-33	George Park Connector	Independence Avenue	North Road	Kay Avenue Trails	Low	Medium	Medium	Low	Medium	Low

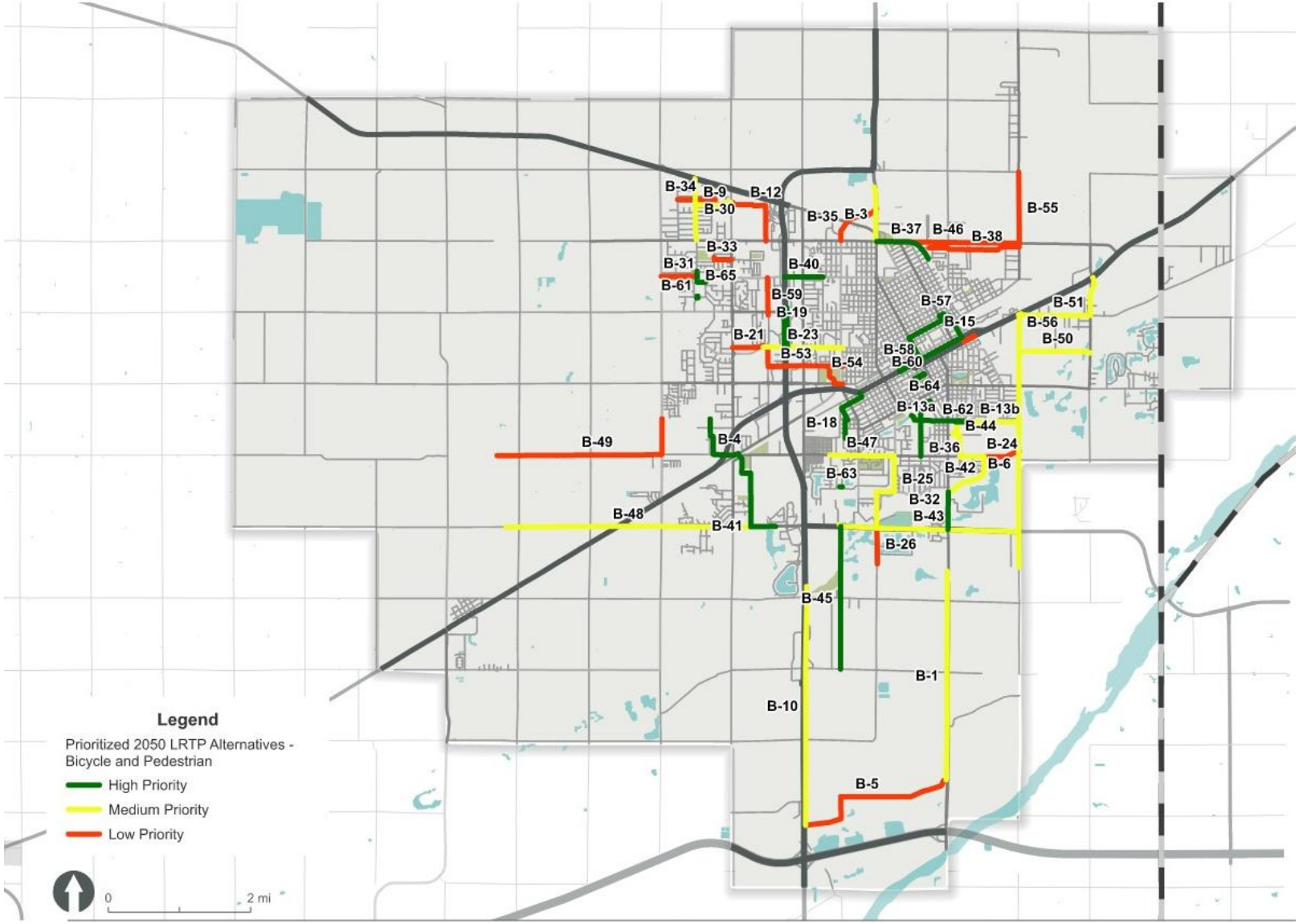
Table 3 continued

Project ID	Corridor	From	To	Description	Safety	Accessibility	Economic Development	Public and Active Transportation	Preservation and Sustainability	Priority
B-34	Arizona Avenue	Northwestern Avenue	Idaho Avenue	Nevada Avenue / Arizona Avenue Trails	Low	Low	Low	Low	Medium	Low
B-35	Veteran's Athletic Complex Connector	W Capital Avenue	N Broadwell Avenue	Custer Avenue Trails	Low	High	Low	Medium	Low	Low
B-36	S Adams Street	W Stolley Park Road	Phoenix Avenue	Adams Street Trails	Low	High	High	High	Medium	High
B-37	W Capital Avenue	N Broadwell Avenue	E 18th Street	Capital Avenue Trails	Low	High	High	High	Medium	High
B-38	E 20th Street Connector	Illinois Avenue	Sky Park Road	20th Street East Trails	Low	Medium	Medium	Low	Medium	Low
B-40	W State Street	US 281	Sheridan Avenue	State Street Trails	Medium	High	High	Medium	Low	High
B-41	Stolley Park Road	Hampton Road	Prairieview Street	Stuhr Musuem-Prairie Pioneer Trails	Low	High	Medium	High	Medium	High
B-42	Wood River Trail	S Locust Street	E Stolley Park Road	New Trail Along Wood River from Stagecoach Road at Locust Street to Stolley Park South at Bellwood Road	Low	Medium	Medium	Medium	Low	Medium
B-43	Highway 34	Wortman Drive	S Stuhr Road	Central Community College / Husker Highway Trails	Low	High	High	Medium	Low	High
B-44	Fonner Park Connector	E Stolley Park Road	E Fonner Park Road	State Fair Boulevard / Bellwood Drive Trails	Low	Medium	Medium	Medium	Medium	Medium
B-45	Gold Core Road	W Wildwood Drive	Highway 34	St. Joe Trail / Highway 34 to Wildwood Drive rail trail	Low	High	High	Medium	Low	High
B-46	W Capital Avenue	N Broadwell Avenue	Sky Park Road	Replace 5-foot sidewalk with 10-foot SUP	Low	Medium	Medium	Low	Medium	Low
B-47	W Stolley Park Road	Brentwood Boulevard	Pioneer Boulevard	Stolley Park Trail	Low	Medium	High	Medium	Low	Medium
B-48	W Husker Highway	Cedar Hill Trail	Cornhusker WMA	W Husker Highway Trail	Low	Medium	High	Low	Medium	Medium
B-49	S Engleman Road/Stolley Park Road	Aiden Street	Cornhusker WMA	S Engleman Road/Stolley Park Road Trail	Low	Low	Medium	Low	Medium	Low
B-50	E Swift Road	S Stuhr Road	S Shady Ben Road	E Swift Road Trail	Low	Medium	Medium	High	Low	Medium
B-51	E Seedling Mile Road/N Shady Bend Road	Highway 30	Highway 30	E Seedling Mile/N Shady Bend Road Trail	Low	Medium	Medium	Medium	Medium	Medium
B-53	North Front Street	North Road	N Custer Avenue	North Front Street Trail	Low	Low	Medium	Low	Medium	Low
B-54	Ryder Park Connector	Old Potash Highway	W North Front Street	Ryder Park Connector Trail	Low	Low	High	Low	Medium	Low
B-55	Sky Park Road	W Airport Road	E Capital Avenue	Sky Park Road Trail	Low	Low	Medium	Low	Medium	Low
B-56	S Stuhr Road	Wood River Trail	Highway 30	S Stuhr Road Trail	Low	Medium	Medium	Medium	Medium	Medium

Table 3 continued

Project ID	Corridor	From	To	Description	Safety	Accessibility	Economic Development	Public and Active Transportation	Preservation and Sustainability	Priority
B-57	Downtown Grand Island			Curb extensions at pedestrian crossings in Downtown Grand Island	High	Medium	Medium	Low	High	High
B-58	Highway 30	N Adams Street	N Lincoln Avenue	Mid-block crossing to improve access to Grand Island Public Library	Medium	Medium	High	Low	High	High
B-59	US 281	W Faidley Avenue	W 13th Street	Pedestrian visibility and safety for crossings along US 281	High	Medium	High	Low	High	High
B-60	W Koenig Street	S Lincoln Avenue	S Clark Street	Pedestrian crossing improvements near Wasmer Elementary School	Medium	Medium	High	Low	High	High
B-61	Independance Avenue	Shanna Street		Enhanced pedestrian crossings at Shoemaker Trail and Engleman Elementary School	Medium	Medium	Medium	Low	High	High
B-62	E Fonner Park Road	S Sycamore Street	S Oak Street	Enhanced pedestrian crossings for access to Island Oasis Water Park	Medium	Medium	Medium	Low	High	High
B-63	Pioneer Boulevard	St Joe Bike Trail		Crossing over spillway to St Joe Trail	Medium	Medium	Medium	Medium	High	High
B-64	S Lincoln Avenue	John Brownell Bike Trail		Warning signing on trail and street to improve bicyclist/pedestrian visibility	Medium	Low	Low	Low	High	Medium
B-65	Independence Avenue	Manchester Road	Mansfield Road	Engleman Elementary School Trail	Low	High	High	High	Low	High

Figure 2: Prioritization Results- Bicycle and Pedestrian Projects



Appendix E: Future Transportation Revenues

Future Transportation Revenues

Federal regulations related to the Metropolitan Transportation Planning process require MPOs to maintain a LRTP that is fiscally constrained, meaning that the LRTP is able to demonstrate that the MPO and its member jurisdictions will have the capacity to implement planned projects using committed and reasonable expected future revenues. These regulations further stipulate that the Federal-aid transportation system adequately operates and is maintained in a state of good repair.

This report summarizes the results of a financial analysis conducted for GIAMPO's historic transportation revenues sourced from key federal, state, and local funding programs, and the calculation of reasonably expected future transportation revenues that will be available to GIAMPO's member agencies for the implementation of future transportation improvements. These reasonably expected future transportation revenues form the basis of the 2050 LRTP's fiscal constraint.

Key Sources of GIAMPO's Transportation Revenues

GIAMPO's member agencies receive annual transportation revenues from a range of federal, state, and local sources. This section of the memorandum describes the main federal, state, and local programs that provide the revenues necessary to operate and maintain GIAMPO's multimodal transportation system.

Federal Funding Programs

Various sources of federal transportation revenues have been utilized for the implementation of multimodal transportation improvements in the GIAMPO region. The key federal funding sources that provide GIAMPO's member agencies with annual transportation revenues are described below.

Surface Transportation Block Grant Program (STBG)

The STBG program provides States and Local Public Agencies (LPAs) with funds that improve the performance and/or condition of the Federal-aid highway's roads, bridges, tunnels, pedestrian, bicycle, and transit capital assets. GIAMPO does not receive STBG funds directly, they are used in the area at NDOT's discretion.

Surface Transportation Block Grant Program funding for Transportation Alternatives (STBG-TA)

The STBG-TA program provides States and LPAs with funds for small-scale active transportation projects such as bicycle and pedestrian facilities, recreational trails, safe routes to schools projects, historic preservation, vegetation management, and environmental mitigation. NDOT administers a portion of its annual STBG-TA funding to the state's LPAs on a competitive basis. GIAMPO does not receive

STBG-TA funds directly from NDOT but can apply to use them on active transportation projects in the area.

Highway Safety Improvement Program (HSIP)

The HSIP program provides funds for highway safety projects that achieve a significant reduction in traffic fatalities and serious injuries. In addition to Federal-aid roads, non-state owned and tribal roads are eligible for HSIP funding. NDOT administers a portion of its annual HSIP funds to LPAs on a competitive basis while directing a portion of its HSIP allocation to safety projects on the state system.

National Highway Performance Program (NHPP)

The NHPP provides funds for improvements that support the condition and performance of the National Highway System (NHS) and further state and MPO progress towards federal performance measure targets. NDOT directs all NHPP funding across the state.

National Highway Freight Program (NHFP)

The NHFP provides funds for improvements that support the efficient movement of freight on the National Highway Freight Network (NHFN). NDOT directs all NHFP funding across the state.

In addition to the federal funding programs described above, several funding programs administered by the Federal Transit Administration (FTA) are used to support transit operations, maintenance, and capital expenditures in the GIAMPO region.

FTA Section 5307 Urbanized Area Formula Program

Section 5307 provides funds to urbanized areas to support transit capital investments and operating assistance.

FTA Section 5339 Bus and Bus Related Facilities

Section 5339 provides funds to states and direct recipients of FTA funds to replace, rehabilitate, and purchase transit buses and equipment, and construct bus facilities that incorporate innovative technologies.

FTA Section 5311 Formula Grant Program for Rural Areas

Section 5311 provides formula-based funds to public transit agencies operating transit services in rural areas with populations below 50,000 for capital, planning, and operating assistance.

State Funding Programs

The main sources of annual state funding received by GIAMPO's member agencies are provided by the Nebraska Department of Transportation (NDOT). Key NDOT funding programs include:

State Highway Trust Fund

The State Highway Trust Fund is the main source of transportation funds in Nebraska. This program distributes funds received by NDOT from federal and local sources that are then allocated to Nebraska's counties and municipalities.

Build Nebraska Act

The Build Nebraska Act (BNA) was signed into legislation by the state of Nebraska in 2011 with the intent to capture one-quarter (1/4th) of one cent of existing state sales tax to fund state and local highway, road, and street improvements over a 20-year sunset horizon; the passage of LB 727 in 2023 extended the BNA sunset date from 2033 to 2042. NDOT receives 85% of annual BNA revenue receipts for expansion and construction of the state's expressways and High Priority Corridors. The remaining 15% is allocated to Nebraska's counties and municipalities on a formula basis.

Motor Vehicle Fees

Motor vehicle fees collected by each of Nebraska's counties are distributed as 50% to the county treasurer of each county as a proportion of the most recent amount paid by that county into the Highway Allocation fund, and 50% to the treasurer of each municipality as a proportion of the most recent amount paid by that municipality into the Highway Allocation Fund.

Federal Funds Purchase Program (FFPP)

NDOT began the FFPP in 2013 as means of providing localities with more flexible transportation funds to meet their transportation needs. Counties and municipalities can trade their STBG and Highway Bridge Program funds to NDOT in exchange for state funding for highway and bridge projects. Since 2022, a portion of the FFPP-STP allocations have included Carbon Reduction Program (CRP) funds whose creation was authorized under the Infrastructure Investment and Jobs Act of 2021. NDOT's Carbon Reduction Strategy indicates that the agency will leverage the FFPP to purchase GIAMPO's CRP funding at a discounted rate and apply the purchased funds to state projects within the region.[1]

Local Funding Programs

Local revenues for multimodal transportation improvements within the GIAMPO region play two roles- the first is to serve as matching funds for federally-funded projects, which typically is 20% of total project costs while the remaining 80% is comprised of the federal funds. The second role local revenues play is to fully fund local, non-federally funded projects, whether these are considered regionally significant or not.

[1] Nebraska Department of Transportation, *NDOT Carbon Reduction Strategy*.

The city of Grand Island has the largest amount of local transportation revenues within the GIAMPO region. The village of Alda and Hall and Merrick Counties provide some additional local revenues for multimodal improvements programmed within their jurisdictional boundaries.

Past city of Grand Island's historic Capital Projects listings for the years 2021 through 2025 were reviewed to understand how local revenues have been programmed for multimodal transportation improvements. These historic CIP documents highlight the city's General Fund, Gas Tax Fund, and Sales Tax Fund as the main sources of revenues leveraged for capital improvements.

Regionally Significant Projects

The Federal Highway Administration (FHWA) defines regionally significant projects as those on a facility that serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network.

Historic Funding Trends

Historic funding trends provide the baseline information that feed into forecasting the estimated levels of reasonably expected future transportation revenues for GIAMPO's member agencies. This section of the memorandum details historic federal, state, and local transportation revenues received by GIAMPO's partner agencies between 2020 and 2026. The sources of historic transportation revenue data include GIAMPO's Transportation Improvement Programs (TIPs), Nebraska Department of Transportation, and local budgets and Capital Improvement Programs (CIPs).

Historic Federal Funding

Historic federal funds programmed in the GIAMPO region between 2020 and 2026 are summarized in **Table 1** and **Table 2**.

Table 1 illustrates historic federal transportation revenues received for GIAMPO's key highway revenue sources while **Table 2** details federal transit revenues received during the analysis timeframe. These revenue levels reflect federal funding amounts included in each of GIAMPO's annual TIP fiscal constraint tables for highway and transit programs.

Future Transportation Revenues

As **Table 1** shows, GIAMPO did not program any STBG funds between 2020 and 2026 and only received discretionary STBG-TA funds in the year 2024, which accounts for the low annual average amounts show in the table. HSIP funding averaged just over $1.3 million per year between 2020 and 2026 while almost $9.2 million per year in NHPP funding was programmed for improvements to the region's Interstate and NHS routes. A substantial portion of highway revenues were received each year from NDOT and the city of Grand Island. Total federal, state, and city funding for highway improvements across the region averaged nearly $26.9 million per year during this time period.

Table 1: Historic Federal, State, and Local Highway Funding Levels from Past GIAMPO TIPs, 2020-2025

Funding Program	2020	2021	2022	2023	2024	2025	2026	Average
STBG	$0	$0	$0	$0	$0	$0	$0	**$0**
STBG-TA	$0	$0	$0	$0	$1,146,000*	$0	$0	**$182,500***
HSIP – Local System	$406,000	$4,003,000**	$2,164,000	$2,552,000	$0	$0	$240,000	**$1,337,857**
NHPP	$0	$15,343,000	$9,715,000	$6,017,000	$254,000	$4,595,000	$28,171,000	**$9,156,429**
NDOT	$2,824,000	$3,460,000	$5,492,000	$6,199,000	$32,157,000	$2,013,000	$4,774,000	**$8,131,286**
City of Grand Island	$2,372,000	$16,754,000	$11,945,000	$4,383,000	$8,870,000	$5,500,000	$10,326,000	**$8,592,857**
Total	**$5,602,000**	**$36,100,000**	**$29,316,000**	**$19,151,000**	**$42,427,000**	**$12,108,000**	**$43,511,000**	**$26,887,857**

*The TAP funding shown for the year 2024 reflects preliminary engineering activities in 2024 and associated construction funds programmed for 2027. The average amount reflects an 8-year average rather than a 7-year average.
**For 2021, $1,585,000 of the $4,0003,000 relates to a NDOT project.
Source: Grand Island Metropolitan Planning Organization, *Transportation Improvement Programs FY2019-FY2026*

Future Transportation Revenues

Table 2 details federal transit funding received by CRANE Public Transit between 2020 and 2026. The main federal program providing transit revenues was Section 5307, which provided an average of $2.2 million per year. Section 5339 provided another bulk of federal transit funds, averaging $312,000 each year between 2020 and 2026. Section 5311 funding, which provides transit revenues for rural areas, was programmed each year in the region at an annual average of $124,429. The remainder of historic transit funding was provided by NDOT, the city of Grand Island, and Hall County. Total average annual transit funding levels was just under $3.5 million.

The city of Grand Island is eligible to receive state funds for public transit from the Nebraska Public Transportation Assistance Program, which provides funding for operating assistance related to the matching requirements of the Section 5307 program.

Table 2: Historic Federal Transit Funding from Past GIAMPO TIPS

Funding Program	2020	2021	2022	2023	2024	2025	2026	Average
Section 5307	$498,000	$2,097,000	$4,248,000	$2,829,000	$3,013,000	$1,362,000	$1,318,000	**$2,195,00**
Section 5339	$0	$90,000	$590,000	$564,000	$470,000	$470,000	$0	**$312,000**
Section 5311	$21,000	$20,000	$32,000	$50,000	$78,000	$130,000	$540,000	**$124,429**
NDOT	$9,000	$9,000	$14,000	$22,000	$36,000	$55,000	$70,000	**$30,714**
City of Grand Island	$360,000	$392,000	$813,000	$895,000	$1,099,000	$1,081,000	$979,000	**$802,714**
Hall County	$9,000	$9,000	$14,000	$22,000	$36,000	$55,000	$79,000	**$32,000**
Total	**$897,000**	**$2,617,000**	**$5,711,000**	**$4,382,000**	**$4,732,000**	**$3,153,000**	**$2,986,000**	**$3,496,857**

Source: Grand Island Metropolitan Planning Organization, *Transportation Improvement Programs FY2019-FY2026*

Historic State Funding

Historic state funding levels received by GIAMPO's partner agencies are detailed in **Table 3**. Annual NDOT publications, including the Highway User Revenue Distribution and FFPP Funding Allocations, comprise the sources of historic state funding revenues:

- Highway User Revenue Distribution publication: These funds are from the State Highway Trust Fund – Highway Allocations, Build Nebraska Act, and Motor Vehicle Fees for the city of Grand Island and the village of Alda, and Hall and Merrick Counties. NDOT allocates 46.6 percent of annual State Highway Trust Fund revenues to the state's cities and counties while retaining 53.3 percent for use in the state Highway Cash Fund.[2]
- Federal Funds Purchase Program Funding Allocations: These funds are from the STP and Bridge allocation amounts for the city of Grand Island and Hall and Merrick Counties. FFPP STP funds include a portion of federal CRP revenues for the years 2022 through 2024. The historic FFPP revenues are shown in **Table 4**.

It is noted that NDOT publications for the year 2025 were not available so the historic revenue levels shown in **Table 3** represent amounts received between 2020 and 2024.

Table 3: Historical Highway User Revenue Levels

Year	Grand Island		Hall County		Merrick County		Alda	
	Highway Allocation	Motor Vehicle Fee Payments	Highway Allocation	Motor Vehicle Fee Payments	Highway Allocation	Motor Vehicle Fee Payments	Highway Allocation	Motor Vehicle Fee Payments
2020	$5,497,211.07	$409,980.22	$3,022,507.55	$228,470.78	$1,433,168.85	$117,094.79	$79,710.26	$5,948.16
2021	$6,318,257.52	$428,449.48	$3,152,032.75	$232,390.29	$1,546,835.50	$118,316.47	$94,494.56	$6,384.80
2022	$6,251,945.56	$458,897.19	$3,279,293.26	$222,487.85	$1,601,463.94	$111,598.22	$93,705.37	$6,918.96
2023	$6,858,328.01	$467,248.77	$3,417,847.14	$237,924.55	$1,640,104.90	$118,716.33	$102,211.44	$6,969.20
2024	$7,178,061.56	$513,216.36	$3,672,184.23	$263,164.18	$1,704,016.89	$131,736.11	$106,417.77	$7,608.45
2025	$7,327,407.00	-	$3,737,253.00	-	$1,834,299.10	-	$107,711.00	-

*2025 Amounts for Highway Allocations are projections sourced from NDOT. NDOT does not project funds for Build Nebraska Act or Motor Vehicle Fees.
**The Highway allocation includes Build Nebraska Act funds.
Source: Nebraska Department of Transportation

[2] Nebraska Department of Transportation, *Nebraska Transportation Financing.*

Future Transportation Revenues

Table 4: Historical Federal Funds Purchase Program Levels

Year	Grand Island			Hall County			Merrick County		
	STP	Bridge	CRP*	STP	Bridge	CRP*	STP	Bridge	CRP*
2020	$1,012,467	$25,747		$142,310	$52,642		$124,816	$133,249	
2021	$1,050,647	$0		$139,345	$49,863		$121,644	$164,267	
2022	$1,324,137	$0	$143,139	$175,803	$78,515	$19,004.30	$153,253	$241,948	$16,566.57
2023	$1,298,844	$0	$140,405	$157,898	$108,995	$17,068.79	$151,021	$160,198	$16,325.30
2024	$1,240,933	$0	$134,145	$161,829	$78,893	$17,493.71	$141,545	$225,368	$15,300.94
2025	$1,283,251	$0	$138,719	$168,026	$84,760	$18,163.56	$146,143	$242,127	$15,798.00

*CRP funds were not distributed in the years 2020 and 2021, average amount reflects the years 2022-2025.
Source: Nebraska Department of Transportation

Historic Local Funding

Historic local funds programmed for the city of Grand Island's Sales and Gas Tax and General Funds between 2020 and 2025 are shown in **Table 5**. These historic funding trends were identified based on a review of the city's historic annual public works capital improvement program; it is noted that the Sales Tax and Gas Tax are administered by the city as separate funds but are reported in one lump sum in the historic public works capital improvement program documents.

Table 5: Historic City of Grand Island Transportation Funding, 2020 - 2024

Year	2020	2021	2022	2023	2024	2025	Total
Sales and Gas Tax	$11,906,981	$13,734,000	$19,348,850	$13,449,350	$12,677,250	$16,653,958	**$87,770,389**
General Fund	$0	$1,585,500	$1,610,000	$955,000	$1,275,000	$2,975,000	**$8,400,500**
Total	**$11,906,981**	**$15,319,500**	**$20,958,850**	**$14,404,350**	**$13,952,250**	**$19,628,958**	**$96,170,889**

Source: City of Grand Island

Future Year Revenue Forecasts

Federal Metropolitan Transportation Planning regulations require the identification of reasonably expected future revenues to be received by an MPO and its member agencies through the life of its LRTP. To establish these reasonably expected future revenues, forecasted revenues for key federal, state, and local programs were calculated through the year 2050 based on historic revenue levels received by GIAMPO's member agencies. This section of the memorandum discusses the forecasted future revenue levels for GIAMPO's key funding programs and the underlying forecast assumptions.

Figure 1 summarizes the process for developing the 2050 LRTP funding plan.

Figure 1: GIAMPO 2050 LRTP Funding Plan Process

Baseline Revenue and Growth Factor Assumptions

Baseline Revenues

Baseline revenues represent the starting point for forecasting future revenues through the life of the 2050 LRTP. These baseline amounts were identified based on the annual average historic funding level received for each key funding program between 2020 and 2026 and refined based on input from MPO staff. **Table 6** shows the baseline revenue level used as the launch point for each of the key funding program forecasts. The amounts for each respective program represent aggregated amounts for their associated agency.

As noted, CRP funds have been distributed to GIAMPO's member agencies through the FFPP-STP since 2022. CRP funds were excluded from future FFPP-STP forecasts given uncertainty over future allocations of this program, thus the baseline revenue level used for forecasting future FFPP-STP revenues excludes the CRP breakout amounts in its calculation.

Future Transportation Revenues

Table 6: Baseline Levels for Forecasting Future Revenue Levels

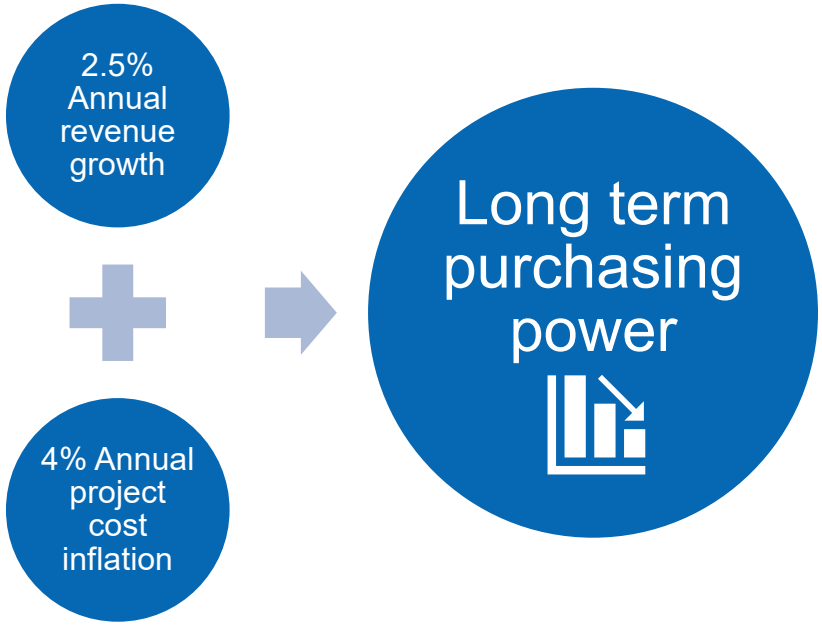
Funding Program	Baseline Revenue
FFPP-STP	$1,383,630
FFPP-Bridge	$274,429
Transportation Alternatives	$300,000
STBG – State	$1,110,000
National Highway Performance Program	$9,150,000
Highway Safety Improvement Program – Local System	$1,337,857
Highway Safety Improvement Program – State System	$2,600,000
County Highway Trust Fund Allocation	$5,506,483
County Motor Vehicle Fees	$394,900
Municipal Highway Trust Fund Allocation	$7,284,479
Municipal Motor Vehicle Fees	$520,825
Local Transportation Revenues	$2,828,000*
Section 5307	$2,195,000
Section 5311	$540,000
Section 5339	$312,000
NDOT (Transit Match)	$70,700
City of Grand Island (Transit Match)	$800,000
Hall County (Transit Match)	$79,000

* Note that the Local Revenues used for forecasts are more conservative than recent history. The increased sales tax passed by voters in 2018 will end in 2029 and additional sales tax funding beyond then is uncertain.

Growth Factor Assumptions

Growth Assumptions

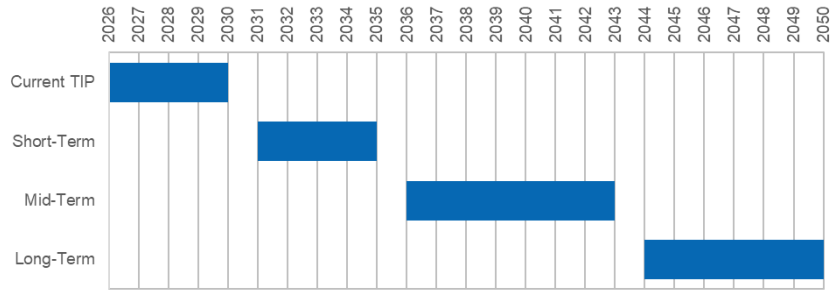
The development of the future revenue forecasts was grounded in the growth assumption of a 2.5% annual increase in revenues received for each federal, state, and local program between 2026 and 2050; for transit revenues, an annual growth rate of 2.0% was assumed. This growth factor represents a conservative annual growth estimate reflective of recent trends at the federal, state, and local level in fiscal planning and management.



Additional assumptions were made related to the forecasting of future TA and local system HSIP revenues. TA revenue forecasts were assumed to remain static at $300,000 per year through the current TIP period before the 2.5 percent growth rate was applied beginning in 2031. Receipt of local system HSIP revenues were assumed on a five-year cycle beginning in 2031; every fifth year after 2031, the 2.5 percent growth rate was applied to the previous level of forecasted HSIP revenues. This approach assumed receipt of local system HSIP revenues in the years:

- 2031 (Short-Term)
- 2036 (Mid-Term)
- 2041 (Mid-Term)
- 2046 (Long-Term)
- LRTP Time Bands

Future year revenues for key federal, state, and local funding programs are organized into time bands for the purpose of developing Year-of-Expenditure (YOE) values that comprise the basis for developing the 2050 LRTP's fiscally constrained plan. The time bands established are:



Future Revenue Capacities

Future forecasts for key sources of federal, state, and local transportation revenues were developed based on the historic trends identified through review of GIAMPO's recent TIP publications and GIAMPO's partner agencies budget and CIP documents. The underlying assumptions outlined in the preceding section of this memorandum were applied to the historic revenue trends to provide the resulting forecasts detailed below.

GIAMPO Local Future Revenues

Future revenue capacities for GIAMPO were identified through forecasting FFPP-STP, FFPP-Bridge, TA, and local system HSIP revenues through the year 2050 based on the historic trends analysis previously discussed. The totals shown in this section summarize funding for all jurisdictions combined. While several additional revenue sources fund multimodal transportation improvements within the region, GIAMPO's member agencies direct how FFPP, TA, and local system HSIP funds are programmed whereas funding from other sources such as NHPP and HSIP-funded projects on the state system are directed by NDOT. Thus, GIAMPO's fiscal constraint for the 2050 LRTP is grounded in reasonably expected future revenues associated with FFPP, TA, and local system HSIP dollars.

Table 7 summarizes revenue forecasts for the FFPP-STP, FFPP-Bridge, TA, and local system HSIP programs through the year 2050, and organizes these forecasts by LRTP time band.

NDOT Highways Program Revenues

NDOT's Highway Program funds improvements on the state-owned system, primarily for asset preservation, using revenues made available from a variety of sources, including STBG, NHPP, and HSIP. NDOT generally provides funding from state sources for preliminary engineering and to meet local match requirements for federally funded projects.

Table 8 summarizes federal revenue, representing STBG, NHPP, and HSIP funds, and state revenue forecasts by LRTP time band for the state highway system. These state-directed Federal funds available for NDOT's Highway Program are anticipated to total $381 million through 2050 while state revenues are anticipated to total $77.9 million through the same time frame.

State Revenue Capacity

Future funding levels revenues from state funding sources, which include State Highway Trust Fund Allocations and Motor Vehicles Fees are shown in **Table 9**Error! Reference source not found.**.** This funding can also be used by GIAMPO's member agencies towards local projects, similar the GIAMPO local future revenues previously discussed.

Future Transportation Revenues

Table 7: Revenue Capacity Forecasts for GIAMPO by Time Band (All Communities)

Time Band	FFPP – STP	FFPP – Bridge	Transportation Alternatives	HSIP – Local System	Total
Short-Term (2031-2035)	$8,425,000	$1,671,000	$1,620,000	$7,570,000	**$19,286,000**
Mid-Term (2036-2043)	$15,836,000	$3,142,000	$3,050,000	$18,723,000	**$40,751,000**
Long-Term (2044-2050)	$16,671,000	$3,307,000	$3,209,000	$11,242,000	**$34,429,000**
Total	**$40,932,000**	**$8,120,000**	**$7,879,000**	**$37,535,000**	**$94,466,000**

Table 8: Revenue Capacity Forecasts for NDOT's Highway Program by Time Band

Time Band	Federal Funds	State Funds	Total
Short-Term (2031-2035)	$78,399,000	$16,040,000	**$94,439,000**
Mid-Term (2036-2043)	$147,426,000	$30,154,000	**$177,580,000**
Long-Term (2044-2050)	$155,177,000	$31,742,000	**$186,919,000**
Total	**$381,002,000**	**$77,936,000**	**$458,938,000**

Table 9: Revenue Forecasts for State Funding Program by Time Band

Time Band	County Highway Trust Fund Allocation	County Motor Vehicle Fees	Municipal Highway Trust Fund Allocation	Municipal Motor Vehicle Fee	Total
Short-Term (2031-2035)	$34,948,000	$2,481,000	$46,234,000	$3,286,000	**$86,949,000**
Mid-Term (2036-2043)	$65,720,000	$4,663,000	$86,944,000	$6,182,000	**$163,509,000**
Long-Term (2044-2050)	$69,188,000	$4,907,000	$91,532,000	$6,516,000	**$172,143,000**
Total	**$169,856,000**	**$12,051,000**	**$224,710,000**	**$15,984,000**	**$422,601,000**

City of Grand Island Local Revenue Capacity

Future City of Grand Island transportation funds for street projects were forecasted to establish which projects could be included in the 2050 LRTP. A conservative approach to future local transportation revenues was taken assuming that the additional city sales tax revenues passed in 2018 would sunset in 2029 and not continue into the LRTP's 2030-2050 planning period. **Table 10** summarizes the local revenue forecasts by time band, assuming that $2.83 million in 2025 dollars annually was the local funding baseline for projecting future revenues.

It is anticipated that other local partners like Hall County and Alda will spend revenues in the GIAMPO study area on system maintenance activities.

Table 10: Revenue Forecasts for Local Funding Sources by Time Band

Time Band	Local Funding Sources (City of Grand Island)
Short-Term (2031-2035)	$17,230,000
Mid-Term (2036-2043)	$32,440,000
Long-Term (2044-2050)	$34,200,000
Total	**$83,870,000**

Future Transit Revenues

Future revenues for federal sources of transit funds were forecasted through 2050 to establish revenue constraints for transit investments through the life of the 2050 LRTP. **Table 11** summarizes the transit revenue forecasts by time band.

Forecasted future transit revenues, including match funds from NDOT, city of Grand Island, and Hall County, were calculated to be $23.3 million in the short-term, with most of these funds made up of Section 5307 dollars. Mid-term transit revenues were forecasted to equal $42.5 million while long-term transit revenues were forecasted to equal $43.2 million. Overall, a total of $109 million in federal transit revenues are anticipated to be available for transit revenues through 2050.

Table 11: Revenue Forecasts for Federal Transit Programs and Transit Match Funds

Time Band	Section 5307	Section 5311	Section 5339	NDOT	City of Grand Island	Hall County	Total
Short-Term (2031-2035)	$12,870,000	$3,101,000	$1,825,000	$395,000	$4,688,000	$465,000	**$23,344,000**
Mid-Term (2036-2043)	$23,437,000	$5,646,000	$3,323,000	$736,000	$8,541,000	$848,000	**$42,531,000**
Long-Term (2044-2050)	$23,790,000	$5,730,000	$3,373,000	$749,000	$8,667,000	$848,000	**$43,157,000**
Total	**$60,097,000**	**$14,477,000**	**$8,521,000**	**$1,880,000**	**$21,896,000**	**$2,161,000**	**$109,032,000**

Operations and Maintenance

The city of Grand Island incurs regular daily expenditures related to operating and maintaining the region's multi-modal transportation system. This routine servicing and repair of the regional transportation system is referred to as operations and maintenance (O&M); the LRTP is federally required to address future O&M needs as part of fiscal constraint and demonstrate a reasonable level of future transportation revenues will be available through the life of the 2050 LRTP for the purposes of operating and maintaining the future multi-modal transportation system.

Historic O&M Expenditures

The establishment of a baseline O&M expenditure level for forecasting future anticipated O&M obligations was based on a review of the city of Grand Island's historic budget documents for the years 2020 through 2025. Historic O&M levels analyzed reflect budget amounts for O&M-related line items reported for the city's Streets Fund. These line items include:

- Personnel Services
- Office Operating Expenses
- Snow Removal
- Street Maintenance Operating Expenses
- Drainage Maintenance
- Traffic and Safety Operating Expenses
- Non-Capital Projects – Streets

The historic expenditure levels for each of these line items for the years 2020 through 2025 are detailed in **Table 12**. As the table shows, historic annual O&M expenditures saw a steady increase each year between 2020 and 2025, with a substantial increase between 2022 and 2022. Given these historic budgeted O&M expenditure levels, the calculated rate of annual growth was 4.3 percent while the average annual O&M expenditure amount equaled roughly $7 million.

Forecasted O&M Expenditures

Forecasted O&M expenditures refer to anticipated future needs to be incurred by the city of Grand Island to operate and maintain the existing multi-modal transportation system through the year 2050. The future forecasted O&M expenditures were calculated through the application of the observed annual growth rate of 3.4 percent for historic O&M levels to a baseline O&M expenditure level that reflects the average annual O&M expenditure level observed for the years 2020 through 2025. This baseline amount is $7,623,000 in 2025.

Table 13 shows forecasted O&M expenditures organized in the LRTP's short-, mid-, and long-term time bands. Forecasted O&M expenditures for the short-term, reflecting the years 2031 through 2035, were calculated as $46.4 million. Mid-term O&M expenditures were calculated as $96.0 million while long-term O&M expenditure forecasts totaled $112.72 million. Overall, total forecasted O&M expenditures through the life of the 2050 LRTP are anticipated to be just under $255.1 million.

Future Local Program Funding Levels

Future funding levels for Grand Island's locally directed transportation projects is shown in **Table 14**. The analysis focuses on funding for Grand Island, as all of the city is within the MPO area. As previously noted, the other jurisdictions have minimal transportation networks within the MPO area and future revenues are assumed to be predominantly used for preservation activities. The table also shows anticipated outlays for operations and maintenance budgets for each time band.

As shown in **Table 31**, after system O&M needs Grand Island is anticipated to have nearly $80M in revenues for transportation capital projects between 2031 and 2050.

Table 12: Historic Operations and Maintenance Expenditures, 2020-2025

Category	2020	2021	2022	2023	2024	2025
Personnel Services	$2,380,233	$2,470,808	$2,582,200	$3,047,215	$2,824,402	$2,766,586
Office Operating Expenses	$231,850	$371,611	$401,001	$447,369	$456,984	$610,542
Snow Removal	$168,500	$168,500	$183,500	$195,900	$207,928	$215,000
Street Maintenance Operating Expenses	$1,341,200	$1,357,200	$1,457,925	$1,607,803	$1,685,465	$1,714,752
Drainage Maintenance	$85,000	$81,500	$90,000	$103,200	$123,392	$128,232
Traffic and Safety Operating Expenses	$253,000	$259,500	$291,000	$326,280	$358,111	$358,577
Non-Capital Projects - Streets	$1,725,000	$1,755,000	$1,771,000	$1,934,800	$1,842,400	$1,830,080
Total	**$6,184,783**	**$6,464,119**	**$6,776,626**	**$7,662,567**	**$7,498,682**	**$7,623,769**

Source: City of Grand Island, *Adopted Budget Books 2020-2025*

Table 13: Forecasted O&M Expenditures by Time Band

Time Band	Operations and Maintenance Funds
Short-Term (2031-2035)	$46,370,000
Mid-Term (2036-2043)	$96,030,000
Long-Term (2044-2050)	$112,690,000
Total	**$255,090,000**

Future Transportation Revenues

Table 14: Projected Grand Island Transportation Revenues and O&M Outlays by Year of Expenditure

	Grand Island FFPP Funds	Grand Island Local Funding	Grand Island Municipal Highway Allocation	Total Grand Island Funds for Transportation	Grand Island O&M Outlays	Remaining Local Funds for Projects
Short-Term (2031-2035)	$6,990,000	$17,230,000	$44,662,000	$68,882,000	$46,370,000	$22,512,000
Mid-Term (2036-2043)	$13,160,000	$32,440,000	$83,974,000	$129,574,000	$96,030,000	$33,544,000
Long-Term (2044-2050)	$13,863,000	$34,200,000	$88,396,000	$136,459,000	$112,690,000	$23,769,000
Total	**$34,013,000**	**$83,870,000**	**$217,032,000**	**$334,915,000**	**$255,090,000**	**$79,825,000**

Appendix F: Current Transportation Improvement Program, 2026-2030

Transportation Improvement Program
Fiscal Years 2026 – 2030
Grand Island Area Metropolitan Planning Organization

Approved on May 27, 2025 by the GIAMPO Policy Board (Resolution 2025-8)

May 27, 2025

GIAMPO
GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION

May 2025

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Title VI Notice: Grand Island Area Metropolitan Planning Organization (GIAMPO) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI complaint form, call the Title VI coordinator which is the City of Grand Island Administrator at 308-385-5444.

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City of Grand Island
Public Works Department
City Hall
100 East First Street
Grand Island, NE. 68802

Contents

Appendix Contents

Abbreviations and Acronyms

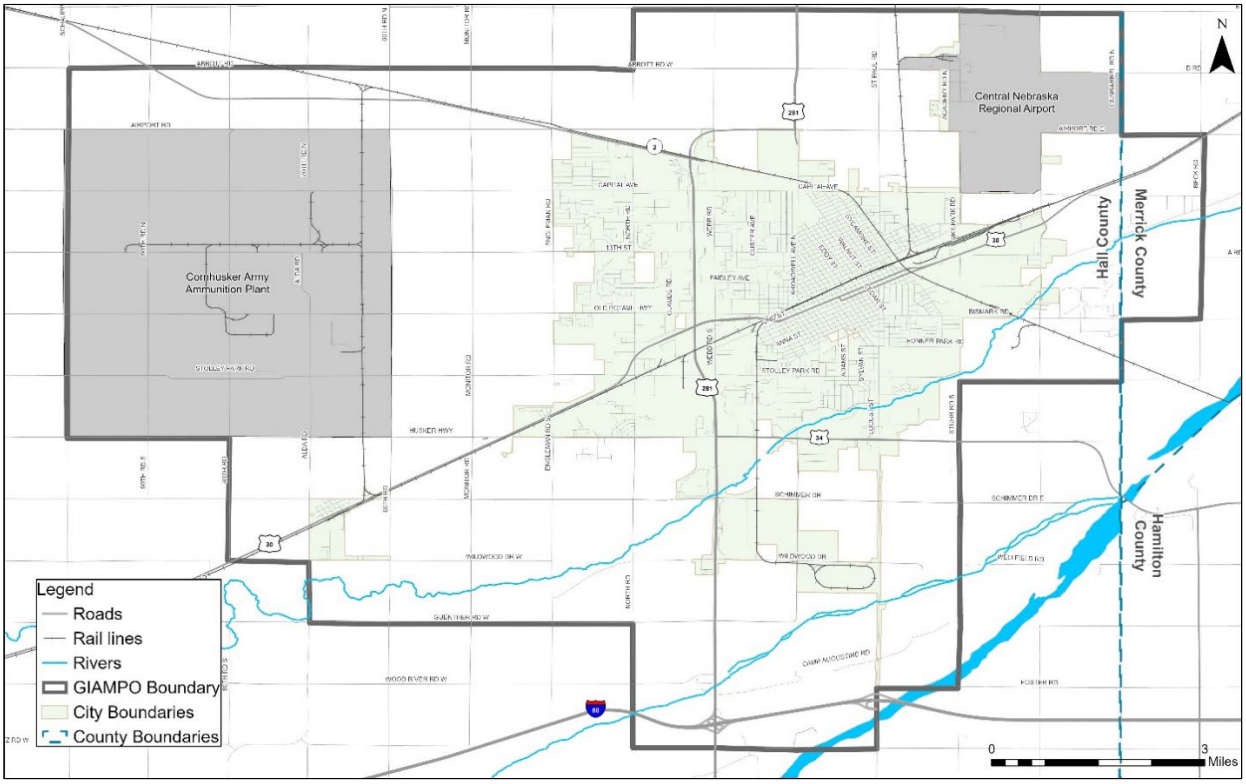
AC	Advanced Construction
CMAQ	Congestion Mitigation and Air Quality Program
CO2	Carbon Dioxide
CY	Calendar Year
DOT	Department of Transportation
EA	Earmark
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FR	Federal Register
FTA	Federal Transit Administration
FY	Fiscal Year
GIAMPO	Grand Island Area Metropolitan Planning Organization
IIJA	Infrastructure Investment and Jobs Act
MPO	Metropolitan Planning Organization
NDOT	Nebraska Department of Transportation
NHPP	National Highway Performance Program
NHS	National Highway System
PM	Performance Management
PTASP	Public Transportation Agency Safety Plan
SFTY	Highway Safety Improvement Program (includes Rail Safety)
SMS	Safety Management Systems
STIP	Statewide Transportation Improvement Program
STPG	Surface Transportation Block Grant Program
TAM	Transit Asset Management
TERM	Transit Economic Requirements Model
TIP	Transportation Improvement Program
TPM	Transportation Performance Management
ULB	Useful Life Benchmark

USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled
VRM	Vehicle Revenue Mile
YOE	Year of Expenditure
3-C	Continuing, Cooperative, and Comprehensive

Introduction

The Transportation Improvement Program (TIP) for the Grand Island Area Metropolitan Planning Organization (GIAMPO) Metropolitan Planning Area is a staged, five-year schedule of transportation improvements using (or expected to use) Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funding, state funds, and other projects that have significant system impacts. The TIP is developed cooperatively by the GIAMPO Technical Advisory Committee and agencies within the GIAMPO Metropolitan Planning Area including City of Grand Island Public Works Department, Hall County Public Works Department, Merrick County Highway Department, Village of Alda, Nebraska Department of Transportation (NDOT), and others agencies as transportation related projects are developed. The GIAMPO Metropolitan Planning Area (MPA) is illustrated in **Figure 1**.

Figure 1 – GIAMPO Metropolitan Planning Area



Federal regulations require that each urbanized area, as a condition to receive federal capital or operating assistance, have a continuing, cooperative, and comprehensive (3-C) transportation planning process. The Metropolitan Planning Organization (MPO) is the organization designated to carry out the 3-C process which results in plans and programs that are consistent with the comprehensively planned development of the urbanized area. The TIP, along with the Long Range Transportation Plan, is a key element of this process. The Fixing America's Surface Transportation Act or "FAST Act" became law in 2015 which authorizes surface transportation programs and continues the basic planning requirements. The Infrastructure Investment and Jobs Act (IIJA) (also known as the “Bipartisan Infrastructure Law”), became law in 2021 and continues the Metropolitan Planning programs. These programs continue the requirement for a cooperative, continuous, and comprehensive framework for making transportation investment decisions in

metropolitan areas and the joint oversight by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). In order to remain eligible for federal transportation funding, the planning process must demonstrate that the GIAMPO Metropolitan Planning Area is in compliance with all federal requirements for metropolitan transportation planning.

Purpose of the TIP

The primary purpose of this document is to provide information to FHWA, FTA, NDOT, transportation agencies, and citizens regarding the TIP development process which:

- Depicts the GIAMPO priorities for the expenditure of federal funds for all transportation funding categories by federal fiscal year including highway and public transportation projects;
- Provides assurance to the FHWA that the project selection process has been carried out in accordance with federal requirements, Section 134 of Title 23, U.S. Code, as amended; and
- Demonstrates that the TIP is financially feasible.

Federal Requirements for Transportation Improvement Programs

The planning and programming regulations include specific requirements for development and content of TIPs which are summarized below and addressed within this document.

Time Period

The TIP is to cover at least a four-year period and be updated at least every four years. The financial and project tables included in this document cover FY 2026–2030. NDOT and the MPOs have established an annual update cycle for the TIP. GIAMPO on an annual basis must submit an approved TIP to NDOT prior to June 15.

Public Comments

The TIP process is to provide opportunity for public review and comment on the TIP. GIAMPO's transportation planning process allows for public involvement at various points within the transportation plan and program development. GIAMPO's Public Participation Plan Update 2024 was adopted on February 27, 2024.

Specific Project Information

The TIP is to list capital and non-capital surface transportation projects to use a variety of federal funds or regionally significant projects requiring FHWA or FTA action. For each project or project phase the TIP shall include sufficient descriptive material including description, location, length, total cost, amount of federal funds, and responsible agency. Line items may be used for projects that are not considered to be of appropriate scale for individual identification. A complete detailed project listing is organized by project type for each project.

Consistency with the Long Range Transportation Plan

Each project or project phase in the TIP is to be consistent with the Long Range Transportation Plan, its goals, and performance measures. For each project included in the detailed project listing, GIAMPO staff cross-checks with the Long Range Transportation Plan to ensure consistency.

Financial Constraint

The TIP is to include a financial plan including system level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation. The financial plan is shown on page 17, which summarizes the TIP financial resources.

Process for Including Projects in the TIP

The TIP should specify the process to identify projects for inclusion in the TIP in coordination with the Long Range Transportation Plan. GIAMPO's process annually coordinates with NDOT and local agencies to program projects in the TIP.

Status of Projects from the previous TIP

The TIP should list major projects from the previous TIP that were implemented or delayed. Each section lists projects under construction, completed, delayed, or moved out of the current programming period.

Transportation Control Measures and Air Quality

The Grand Island Area Metropolitan Planning Area is in conformance for air quality and the state does not require a State Implementation Plan for meeting Clean Air Act requirements.

The Metropolitan Planning Organization Structure

The governor designates the MPOs for urban areas in the state to be responsible for carrying out the urban transportation planning process through the development of a Long Range Transportation Plan and TIP. GIAMPO is the designated MPO for the Metropolitan Planning Area which includes the City of Grand Island, Village of Alda, and portions of Hall and Merrick Counties. The MPO is composed of elected and appointed officials representing local, state, and federal governments and agencies having interest or responsibility in land use planning, the quality and the location of transportation facilities, transportation safety issues on all roads, and better planning and designs.

The Mayor of the City of Grand Island Area is the "Chair" of the GIAMPO Policy Board. Under the Mayor, the MPO functions through a committee structure consisting of the GIAMPO Policy Board, GIAMPO Technical Advisory Committee, subcommittees which may be created to assist the Technical Advisory Committee on various local transportation issues, and MPO administrative staff to establish and approve the Long Range Transportation Plan, TIP, and other work of the MPO. The GIAMPO Policy Board is composed of elected and appointed officials representing local, state, and federal governments or agencies having interest or responsibility in the comprehensive transportation planning process. Below is the current membership of the GIAMPO Policy Board and Technical Advisory Committee.

Current Membership of the Policy Board

Roger G. Steele, Mayor	City of Grand Island
Doug Brown, Councilman	City of Grand Island
Ryan O'Neil, Councilman	City of Grand Island
Jack Sheard, Councilman	City of Grand Island
Ron Peterson, District 7 Commissioner	Hall County Board of Commissioners
Gary Quandt, District 6 Commissioner	Hall County Board of Commissioners
Pat O'Neill, Chairman	Hall County Planning Commission
Vicki Kramer, Director	Nebraska Department of Transportation
Wayne Fedora, Division Administrator	FHWA Nebraska Division (Ex-Facto)
Carrie Butler, Regional Administrator	FTA Region VII (Ex-Facto)

Current Membership of the Technical Advisory Committee

Voting

Laura McAloon, City Administrator	City of Grand Island
Chad Nabity, Director	Hall County Regional Planning Dept.
Keith Kurz, City Engineer/Public Works Director	City of Grand Island
Vacant, Director of Engineering Services	City of Grand Island
Charley Falmlen, Transit Program Manager	City of Grand Island
Jarrod Walker, Highway Planning Manager	Nebraska Department of Transportation
Wes Wahlgren, District 4 Engineer	Nebraska Department of Transportation
Don Robb, Public Works Director	Hall County
Brent Kunze, Highway Superintendent	Merrick County
Romana Schafer, Clerk/Treasurer	Village of Alda
Mike Olson, Executive Director	Central Nebraska Regional Airport

Non-Voting

Vacant, Transportation Planner	Federal Highway Administration
Gerri Doyle, Community Planner	Federal Transit Administration - VII
Jodi Gibson, Local Projects Engineer	Nebraska Department of Transportation
Curtis Nosal, Assistant Planning Engineer	Nebraska Department of Transportation
David Black	Union Pacific Railroad
Jeremy Wegner	Burlington Northern Santa Fe Railroad
Vacant	Grand Island Chamber of Commerce
Mary Berlie	Grand Island Area Economic Development Corporation
Matthew Gleason, Finance Director	City of Grand Island
Shannon Callahan, Street Superintendent	City of Grand Island

Geographic Area the TIP Covers

The Metropolitan Planning Area is the geographic area in which the metropolitan transportation planning process must be carried out. The boundaries of the Metropolitan Planning Area are determined by agreement between the Governor and the MPO. The GIAMPO Metropolitan Planning Area encompasses the City of Grand Island, Village of Alda, and portions of Hall and Merrick Counties.

Transportation Improvement Program (TIP)

The TIP is a programming document that identifies the timing and funding of all highway, bridge, transit, bicycle, and pedestrian transportation projects scheduled for implementation in the MPO planning area over a four-year period using federal transportation funds and is annually coordinated with the State-TIP process. According to federal regulations governing transportation planning, the TIP is to be a staged multi-year program of transportation improvement projects that "shall cover a period of not less than four years and be consistent with the urban area transportation plan."

The TIP is directly related to the City's, County's, and State's Capital Improvement Programs which are brought forward at this time each year. The TIP identifies funding amounts by source of funding, jurisdictional responsibility, type of project, and year of funding for these projects. This program is a listing of priority projects which are to be carried out within the next five fiscal years which include FY 2025-2026, 2026-2027, 2027-2028, 2028-2029, and 2029-2030. Projects planned for implementation beyond this time frame are not listed in this program since local funding may be tentative and federal funds for these projects cannot be obligated.

The TIP reflects the priorities and direction of the region and its state and federal partners in the transportation planning process. Projects identified in the TIP must be consistent with the projects or goals and objectives identified in the current Long Range Transportation Plan for the Grand Island metropolitan region. The TIP is part of the MPO's effort to establish and maintain the planning process required by the federal government as a condition for receipt of federal transportation funding. This program of projects depicts the MPO's priorities for the expenditure of federal funds for all transportation funding categories by federal fiscal year including highway and public transportation projects. The TIP document may also include, for informational purposes, non-federally funded projects occurring in the planning area. The federal government regulations require the TIP to be updated and adopted by the local MPO at least every four years.

Statewide Transportation Improvement Program (STIP)

The TIP becomes part of the State Transportation Improvement Program (STIP) by reference and the frequency and cycle for updating the TIP is compatible with STIP development and approval process. NDOT and the Nebraska MPOs have established an annual update cycle.

The STIP begins as a compilation of the regional TIPs that have been adopted by the MPOs and develops into a comprehensive list of all highway (state or local) and all transit (capital or operating) projects in urban and rural areas that propose to use federal funds. All federally funded projects proposed to begin between October 1st and September 30th from all of the regional TIPs across the state are included in this STIP including federally funded projects in rural areas. The STIP is updated every year and is to include a minimum four year listing of federal-aid projects for approval by FHWA and FTA.

Conformance with Long Range Transportation Plan

All projects were drawn from, or are consistent with, the GIAMPO 2045 Long Range Transportation Plan, Grand Island Transit Development Plan, State Transportation Plans and Needs Studies, and the recommendations of local governments and citizens for the TIP. The projects reflect community goals and objectives and are assigned to the appropriate staging period based on the area's priorities, the individual project urgency, and the anticipated funding capabilities of the participating governments.

The TIP document was developed in conformance with the Long Range Transportation Plan for GIAMPO. A review was undertaken to ensure transportation projects programmed in the TIP were found to be consistent with the Long Range Transportation Plan.

The Long Range Transportation Plan was adopted by GIAMPO on February 23, 2021. The development of the Long Range Transportation Plan included a needs assessment and financial analysis and discussed the social, economic, and environmental impacts to consider when developing new transportation projects, and where environmentally sensitive areas are located in relation to projects identified in the horizon years or 2026 and 2045. The Long Range Transportation Plan was transmitted to NDOT and to FHWA and FTA.

Types of Projects included in the TIP

Federal regulations require that any transportation project within the Metropolitan Planning Area that is to be funded with U.S. Department of Transportation funds must be included in the TIP. The types of projects listed below are eligible for federal funding:

a. Projects on the federal-aid system (road and bridge construction, reconstruction, resurfacing, restoration, rehabilitation, etc.).

b. Public transportation (vehicle maintenance and operations, capital improvement projects, public transit system construction, etc.).

c. Projects that are not on the federal-aid system, but may be eligible for federal funding for other reasons (e.g., bridge projects, bicycle and pedestrian facilities, etc.). The projects, however, must be linked to the transportation network.

d. Regional projects requiring FHWA or FTA action or projects having significant regional impacts.

Project Selection

GIAMPO's process for including projects in the TIP is the means by which projects move from the current Long Range Transportation Plan (LRTP) into the TIP for implementation. This process entails annual coordination with NDOT and local agencies to identify projects for programming in the TIP. Projects listed in the TIP typically originate in the LRTP developed by the MPO in cooperation with the respective implementing agencies involved in the planning process. Implementing agencies carry out the LRTP's specific elements through the TIP process. As a result, the TIP serves as a strategic management tool to accomplish the objectives of the Long Range Transportation Plan.

Project prioritization is an important element of the TIP, especially since the demand for federal-aid transportation projects usually exceeds the level of federal funds available for use. State highway projects in the TIP have been prioritized by NDOT. Local federal-aid improvement projects programmed by the City of Grand Island, Hall County, Merrick County Village of Alda, and coordinating agencies have been dependent on the availability of competitive funding using the federal Highway Safety Improvement Program, Set Aside from Surface Transportation Block Grant Program (Transportation Alternatives), and FTA funds. Other selected projects are accomplished through a coordinated effort among all parties to advance projects which preserve the existing system, increase safety and efficiency of the transportation system, improve vehicle mobility and connectivity, protect and enhance the environment, and support quality of life. Readiness to proceed and financial capacity is also considered in project selection.

Maintenance and Operation of Current Transportation Systems

The highest priority in the selection of projects for the TIP is to ensure the adequate reconstruction, maintenance, and operation of the current transportation system. NDOT is programming one (1) project for resurfacing, three (3) projects for resurfacing and bridge repair, one (1) project for resurfacing and lighting, one (1) project for maintenance, one (1) project for cable median guardrail, one (1) project for constructing turn lane, one (1) project for installing dynamic message signs, and one (1) project for installing variable speed advisory displays. The City of Grand Island is programming one (1) project to reconstruct a section of Locust Street, one (1) project to construct a grade separated viaduct on Broadwell Avenue over the Union Pacific Railroad, one (1) project for median improvements for a section of State Street, one (1) project to propose the replacing of existing asphalt and other improvements for a section of Stolley Park Road, and one (1) project to improve intersections for a section of US-281.

Public Transportation Project Prioritization Process

Public transportation projects are funded with a mix of local, state, and federal funds. The public transportation element of the TIP includes projects for the City of Grand Island's Transit Program that collectively constitutes the Program of Projects (POP) for the City of Grand Island's Transit Program. Approval of the TIP includes the approval of the POP for the City of Grand Island's Transit Program. The public involvement procedures used for TIP development and amendments are used to satisfy the POP requirements for FTA Section 5307 (urban) funding.

In 2012, the City of Grand Island became the designated recipient to receive FTA Section 5307 funds. In 2013, the City of Grand Island and Hall County entered into an interlocal agreement for Hall County to continue to provide public transit services using unexpended FTA Section 5311(rural) funds during a transitional period. In April 2016, the City of Grand Island approved an interlocal agreement where the City of Grand Island would provide public transit services within the City of Grand Island and Hall County through a contract with a public transportation services provider up to a three year period. This interlocal agreement was renewed in April 2019 for a term of one year with an automatic renewal thereafter for successive terms of one year each unless either the City of Grand Island or Hall County provides written notice not less than 90 days prior to the termination of the then current term. The City of Grand Island sent notification of termination in November 2023, in accordance with the terms of the Interlocal Agreement. This resulted in the City of Grand Island and Hall County no longer providing public transit services under a single operating contract beginning April 1, 2024.

The City of Grand Island in coordination with GIAMPO began the process to develop the Transit Development Plan (TDP), also known as GO GI Transit, in October 2021, and the GIAMPO Policy Board adopted the TDP in February 2023. The TDP addresses transit and mobility needs, cost and revenue projections, community transit goals and objectives, and potential future transit service options. It includes an implementation plan for the preferred option over the next 20 years and a financial analysis of this option to capture both funded and unmet needs. The TDP will be used by the City of Grand Island Transit Program to plan and program transit projects in the TIP.

Financial Plan Statement

The projects identified in the TIP are financially constrained, meaning they can be implemented using current and proposed revenue sources based on the programs contained in the TIP. The

expected and anticipated revenue sources are, therefore, reasonably expected to be in place when needed. Revenues for federally funded projects during each year are shown in the Financial Plan on page 17.

Public Involvement Process

The transportation planning process allows for public involvement at various points within the transportation plan and program development. This involves a series of steps from the adoption of the MPO Long Range Transportation Plan that is coordinated with the programming of projects and again for the actual construction of the transportation facilities. The critical decision points in the transportation planning process are: 1) the development of at least a 20 year transportation plan, 2) the street improvement program which identifies priorities for planned projects, 3) the development of capital improvement programs for a period of four to six years, 4) project design and project construction. The first two steps are included in the long range planning process, the third step consolidates the capital improvement programs of the City of Grand Island, Hall County, Merrick County, Village of Alda, and NDOT with the MPO TIP and the last step is the specific project design and development.

The City of Grand Island, Hall County, Merrick County, and Village of Alda each have an established procedure for adopting improvement programs. Their processes include review by the County Planning Commission for compliance with the Comprehensive Plan and formal advertised public hearings before the Planning Commission and City Council or County Board. The consolidation of these improvement programs is coordinated in the TIP as reviewed by the GIAMPO Technical Advisory Committee before it is released for the public review and comment period. The public comments are summarized, including how the comments were addressed, and incorporated in the TIP. The GIAMPO Policy Board reviews, approves, and submits the TIP to NDOT for inclusion in the STIP.

Annual Listing of Projects

Pursuant to the provisions of 23 U.S.C. 134(j)(7)(B) and 49 U.S.C. 5303(c)(5)(B), the MPO has published an annual listing of projects for which federal funds have been obligated in the preceding year. These are listed in the TIP by jurisdiction within each section. The published document is available for public review from the MPO and on the MPO website under the TIP Section.

Congestion Mitigation and Air Quality (CMAQ)

Federal legislation provides funds to be utilized in the Clean Air Act for non-attainment and maintenance areas for transportation programs and projects that contribute to attainment of National Ambient Air Quality Standards. Since the GIAMPO Metropolitan Planning Area is in compliance with the latest air quality standards, the MPO does not specifically program for CMAQ funding.

National Performance Management Measures

With the passing of the FAST Act transportation bill, and continuing in the Infrastructure Investment and Jobs Act, State departments of transportations (State DOT) and MPOs are required to use a performance based planning and programming approach as part of the Transportation Performance Management (TPM) program. TPM is defined as a strategic

approach that uses system information to make investment and policy decisions to achieve national performance goals.

As part of TPM, FHWA and FTA 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 applicable National Performance Management Measures to MPOs include the following:

- **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]
- **Transit Asset Management (TAM)** is established to evaluate the state of good repair of transit provider capital assets for safety and operations [49 CFR § 625, 630].
- **Transit Safety** is established to focus on improving transit safety performance for all modes of public transportation through the reduction of safety events, fatalities and injuries [49 CFR § 673].

Each of the above National Performance Management Measures consists of a series of performance measures and corresponding target setting requirements. When State DOTs and/or transit providers have set targets, MPOs must establish performance targets at the regional level within 180 days. MPOs have the option to set its own regional targets, or to support the targets established by State DOTs and/or transit providers.

Safety

FHWA published the Highway Safety Improvement Program and Safety Performance Management Measures (PM-1) Final Rules in the Federal Register on March 15, 2016 (81 FR 13881). The Safety Performance Management Measures 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. State DOTs are required to establish safety (HSIP) targets for all five performance measures by August 31 of each year.

GIAMPO has agreed to support the state's annual (CY 2024) safety performance targets set in August 2025. The targets are:

Performance Measure	Baseline (2018-2023)*	Target (2020-2025)*
Number of Fatalities	234.6	233.0
Fatality Rate (per 100 million VMT)**	1.120	1.120
Number of Serious Injuries	1,275.2	1,155.0
Serious Injury Rate (per 100 million VMT)**	6.084	5.487
Number of Non-motorized Fatalities and Serious Injuries	111.6	106.0

Source: Nebraska Department of Transportation

**Statewide baseline performance and calendar year target are recorded as a 5-year rolling average*

***VMT is vehicles miles traveled*

GIAMPO supports these targets by reviewing and programming HSIP projects within the Metropolitan Planning Area. Working in partnership with local agencies, NDOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. NDOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present.

Infrastructure Condition

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 six performance measures to assess the condition of pavement and bridges on the National Highway System (NHS) to carry out the National Highway Performance Program. State DOTs are required to establish pavement and bridge condition targets every four years.

GIAMPO has agreed to support the statewide targets for infrastructure condition performance measures for the 4-year performance period (CY 2022-2025) set in October 2022. NDOT adopted adjustments to their established 4-year performance period in September 2024. GIAMPO has agreed to support the adjustments by the State. The targets are:

Performance Measure	Baseline	2-Year Target	4-Year Target	4-Year Adjustment
% of Interstate Pavements in Good Condition	77.5%	65.0%	65.0%	50.0%
% of Interstate Pavements in Poor Condition	0.1%	5.0%	5.0%	
% of Non-Interstate NHS Pavements in Good Condition	56.0%	40.0%	40.0%	
% of Non-Interstate NHS Pavements in Poor Condition	2.3%	10.0%	10.0%	
% of NHS Bridges by Deck Area Classified as in Good Condition	57.7%	55.0%	55.0%	
% of NHS Bridges by Deck Area Classified as in Poor Condition	2.0%	10.0%	10.0%	

Source: Nebraska Department of Transportation

GIAMPO will review and program pavement and bridge projects within the Metropolitan Planning Area to contribute toward the accomplishment of these targets.

System Operations 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. State DOTs are required to establish system performance, freight, and CMAQ targets every four years.

GIAMPO has agreed to support the statewide targets for system operations performance measures for the 4-year performance period (CY 2022-2025) set in October 2022 (Nebraska exempt from CMAQ measures this performance period). NDOT adopted adjustments to their established 4-year performance period in September 2024. GIAMPO has agreed to support the adjustments by the State. The targets are:

Performance Measure	Baseline	2-Year Target	4-Year Target	4-Year Adjustment
% of the Person-Miles Traveled on the Interstate That Are Reliable	98.8%	98.5%	98.5%	96.0%
% of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	96.2%	92.0%	92.0%	85.0%
Truck Travel Time Reliability (TTTR) Index (the Freight Reliability measure)	1.14	1.20	1.20	1.25

Source: Nebraska Department of Transportation

GIAMPO will review and program system performance and freight projects within the Metropolitan Planning Area to contribute toward the accomplishment of these targets.

Transit Asset Management

On July 26, 2016, FTA published the final Transit Asset Management rule in the Federal Register (81 FR 48890). This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair” (SGR), requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes performance measures for transit asset categories: revenue vehicles, equipment, and facilities. The rule became effective on October 1, 2016. All TAM Plans operate under default useful life benchmarks (ULB) established by FTA for all assets, provided on the FTA ULB Cheat Sheet (updated 2021). The default useful life is sufficient to ensure service is able to be maintained by the agency without exceeding funding capacity for capital replacement at the end of the asset’s useful life.

The City of Grand Island participated in NDOT’s Group TAM Plan, until December 2023. The City of Grand Island is now responsible for creating and maintaining its own individual TAM Plan, which has identified the following performance measures and targets:

Category	Class	Default ULB	Target	Performance Measure
Revenue Vehicles	Cutaway bus	10 years	66%	% of revenue vehicles that have met or exceeded the ULB
	Minivan	8 years	66%	
	Sport Utility Vehicle	8 years	0%	
	Van	8 years	0%	
Equipment	Automobile	8 years	0%	% of non-revenue vehicles that have met or exceeded the ULB
Facilities	Admin/Storage	40 years	0%	% of facilities that are rated less than 3.0 on the TERM scale*

Source: City of Grand Island TAM Plan

**TERM is Transit Economics Requirements Model.*

Note: The City of Grand Island does not own/operate any non-revenue vehicles or equipment, nor does it own/operate any facilities.

The City of Grand Island's TAM Plan considers the age of the asset for performance measurement. Generally, no more than one third of assets should exceed the useful life benchmark. However, current market conditions make this general goal difficult to achieve.

GIAMPO supports these targets by reviewing and programming transit projects relating to capital assets within the urban area.

Transit Safety

Under the Public Transportation Agency Safety Plan (PTASP) Final Rule, public transit agencies receiving federal funds under the FTA's Urbanized Area Formula Grants are required to publish safety plans that include processes and procedures to implement Safety Management Systems (SMS). As part of these PTASP plans, public transit agencies must include performance targets based on the safety performance measures established in the National Public Transportation Safety Plan for their operations. Public transit agencies are required to have their PTASP plans in place by December 31, 2020 and share the safety performance targets with their MPO and State.

The CRANE Public Transportation Agency Safety Plan was revised in October 2024, and GIAMPO has agreed to support the City of Grand Island targets for transit safety performance measures as identified in this plan. The targets are:

Safety Performance Category		July 1, 2021-June 30, 2022 Baseline	July 1, 2022-June 30, 2023 Baseline	July 1, 2023-June 30, 2024 Baseline	Average	Target
Total Revenue Miles		114,167	215,662	206,413	187,747	N/A
Fatalities	Rate per 100,000 VRM*	0	0	0	0	0
Injuries (Rate per 100,000 VRM)	Major	0	0	0	0	0
	Minor	4.25	0	1.45	1.60	1.5

Safety Events (Rate per 100,000 VRM)	Major	0.71	0.93	0	0.53	0.50
	Minor	7.08	2.78	3.39	4.08	4.0
System Reliability (Mean VRM between failure)	Major	47,055	107,831	33,402	51,204	50,000
	Minor	20,166	**See Note	34,002	26,736	25,000

Source: Crane Public Transportation Agency Safety Plan, 2024

**VRM is Vehicle Revenue Mile*

***Data regarding minor System Reliability (Mean VRM between failure) was not correctly gathered for the July 1, 2022-June, 30, 2023 Baseline, therefore data from Year 1 and Year 3 will be averaged for the creation of future target goals.*

GIAMPO supports these targets by reviewing and programing transit projects relating to safety within the Metropolitan Planning Area.

Revising an Approved TIP/STIP

Revisions are changes to a TIP/STIP that occur between their annual publications. There are two types of changes that occur under the umbrella of revision. The first is a major revision or "Amendment". The second is a minor revision or "Administrative Modification".

Amendments

An amendment is a revision to a TIP/STIP that involves a major change to a project included in the TIP/STIP. Amendments require public review and comment and demonstration of fiscal constraint.

There are three main components that can be used to determine whether a project change rises to the level of an amendment:

- Project costs: Amendments are required whenever the federal-aid amount changes by 20% or $5 million, whichever is greater. For computing the % change, standard rounding procedures will be used; 19.50% and greater is considered to be 20% and therefore would require an amendment.
- Additions/Deletions: Projects or phases of projects which are added or deleted from the first four years of the TIP/STIP will be processed as amendments (excluding grouped projects).
- Scope and termini changes: Substantial changes to project scope shown in the approved STIP will require an amendment. For MPO areas, project termini not consistent with the Long Range Transportation Plan will require an amendment.

Administrative Modifications

A minor revision to a TIP or STIP is an administrative modification. It includes minor changes to projects, including projects using advanced construction (AC) procedures, already included in the TIP. Administrative modifications may be made at any time and do not require public review or Policy Board action. However, GIAMPO must demonstrate financial constraint. This includes

changes such as clarifying project descriptions, reducing project costs, minor adjustments to project budgets or clerical mistakes.

The following components should be used to determine if a change can be processed as an administrative modification:

- Project costs: Projects in which the federal-aid and/or AC amount has been changed by less than 20% or $5 million, whichever is greater, can be processed with an administrative modification. For purposes of this calculation federal-aid and AC amounts will be combined.
- Schedule changes: Changes in schedules to projects which are included in the first four years of the TIP/STIP will be considered administrative modifications
- Funding sources: Adding federal funding or changing from one federal funding category to another (including converting advanced construction) will be considered administrative modification. Redistribution of federal funding or AC among funding sources already listed with the project can be done with an administrative modification.
- Scope and termini changes: Minor changes to project scope and termini as shown in the approved TIP/STIP will be processed with an administrative modification. Termini may change as long as it does not significantly affect the Scope.

Financial Constraint Summary

Grand Island Area Metropolitan Planning Organization (GIAMPO)
Transportation Improvement Program
Fiscal Years 2026-2030
Financial Constraint Projects
($1,000's)

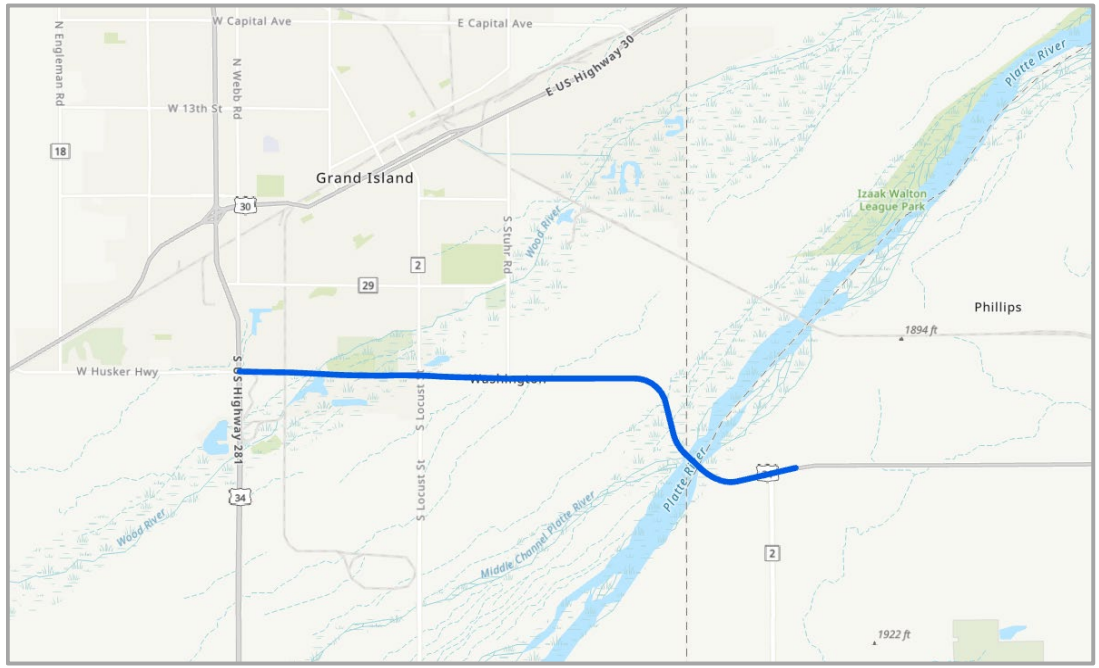
Federal Highway Administration	2026	2027	2028	2029	2030	Total
National Highway Performance Program (NHPP)	$28,171	$5,556	$7,168	$0	$0	$40,895
Highway Safety Improvement Program, includes Rail Safety (SFTY)	$240	$10,081	$23,488	$4,010	$0	$37,819
Surface Transportation Block Grant Program (STBG)	$0	$475	$3,950	$0	$0	$4,425
Surface Transportation Block Grant Program Set-Aside for Transportation Alternatives (TA)	$40	$1,199	$0	$0	$0	$1,239
Nebraska Department of Transportation	$4,774	$2,364	$1,790	$0	$0	$8,928
City of Grand Island	$10,326	$654	$5,860	$1,003	$0	$17,843
	$43,551	$20,329	$42,256	$5,013	$0	$111,149

Federal Transit Administration	2026	2027	2028	2029	2030	Total
Section 5307	$1,318	$1,172	$1,229	$1,288	$0	$5,007
Section 5311	$540	$428	$485	$474	$0	$1,927
Section 5339	$0	$120	$80	$144	$0	$344
Nebraska Department of Transportation	$70	$62	$67	$67	$0	$266
City of Grand Island	$979	$983	$1,020	$1,086	$0	$4,068
Hall County	$79	$66	$73	$73	$0	$291
	$2,986	$2,831	$2,954	$3,132	$0	$11,903

NOTE: The financial table above illustrates the identified funding for the projects included in the tables for FY 2026-2030.

A State Highway Projects

TIP #: 2022-002 **State ID:** 42933 **Project #:** STP-HSIP-34-4(135) **Project Name:** Grand Island - Phillips



Description: Resurface, Bridge Repair

HWY: US-34

Location: US-281/US-34 to east of N-2. Begin RP - 231.16

Length (SLM): 6.8

Project Sponsor: NDOT

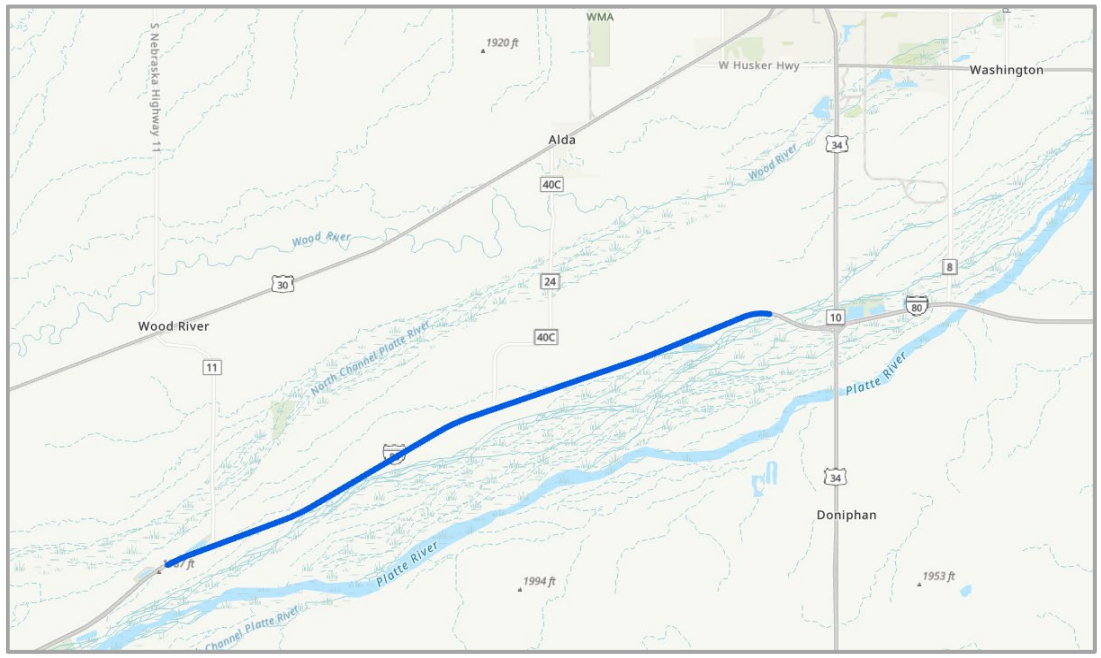
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate ($1,000)
2026	PE	State	NDOT	$165
2027	ROW	State	NDOT	$5
2028	CONST/CE	State	NDOT	$993
2028	CONST/CE	Federal	SFTY	$48
2028	CONST/CE	Federal	STBG*	$3,950
			Total Project Estimate	**$5,161**

Notes: * This is also known as STP or STPG.

TIP #: 2022-005 **State ID:** 42921 **Project #:** NH-80-6(119) **Project Name:** Wood River - Platte River



Description: Crack Seal

HWY: I-80

Location: I-80 from approx 0.9 mi W. of N-11 to approx 1.2 mi W. of US-281/US-34. RP 299.25 - RP 310.88

Length (SLM): 11.63

Project Sponsor: NDOT

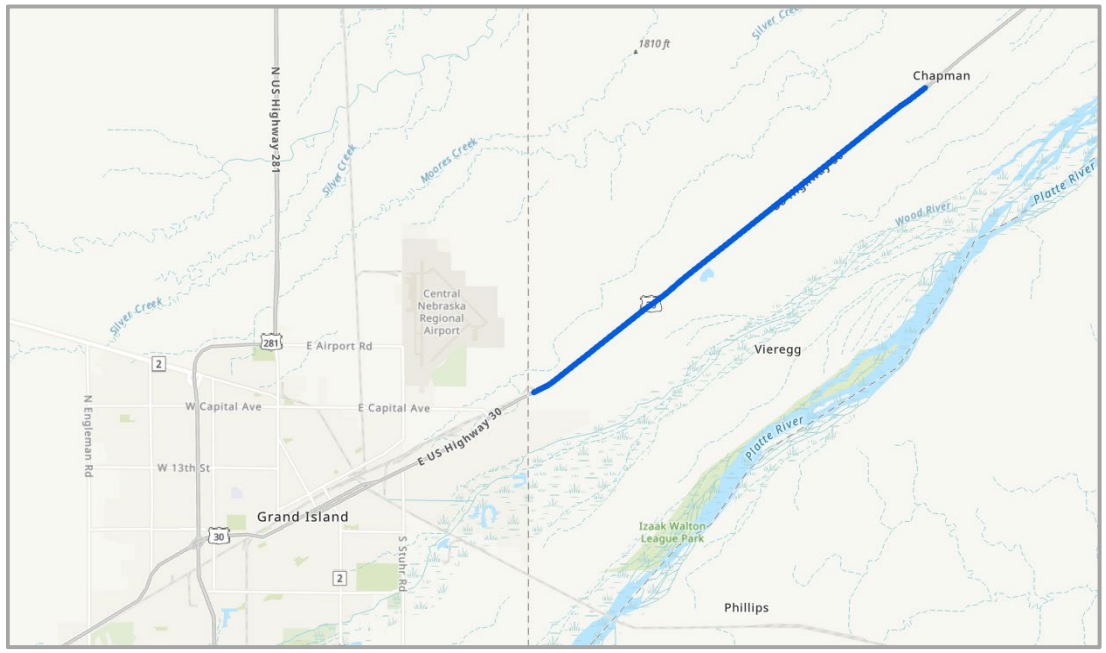
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate ($1,000)
2024	PE	State	NDOT	$1
2026	CONST/CE	State	NDOT	$28
2026	CONST/CE	Federal	NHPP	$252
			Total Project Estimate	**$281**

Notes: PE in YOE 2024 is not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2022-006 **State ID:** 42929 **Project #:** NH-30-5(139) **Project Name:** Chapman West



Description: Resurface, Lighting

HWY: US-30

Location: US-30 from the Merrick Co Line to Chapman. RP 319.02 - RP 327.06

Length (SLM): 8.04

Project Sponsor: NDOT

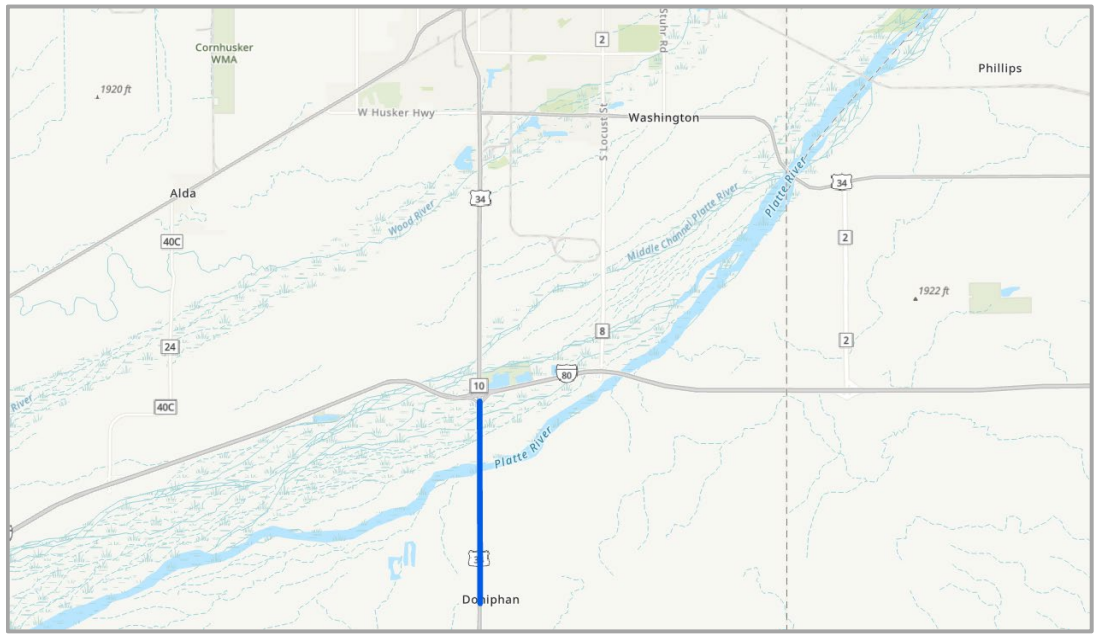
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate ($1,000)
2024	PE	State	NDOT	$414
2025	ROW	State	NDOT	$26
2026	CONST/CE	State	NDOT	$1,086
2026	CONST/CE	Federal	NHPP	$4,343
			Total Project Estimate	**$5,869**

Notes: PE in YOE 2024 and ROW in YOE 2025 are not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2022-007 **State ID:** 42944 **Project #:** NH-34-4(136) **Project Name:** Doniphan - I-80



Description: Resurface, Bridge Repair

HWY: US-34

Location: US-34 from Doniphan to I-80. RP 222.87 - RP 226.23

Length (SLM): 3.36

Project Sponsor: NDOT

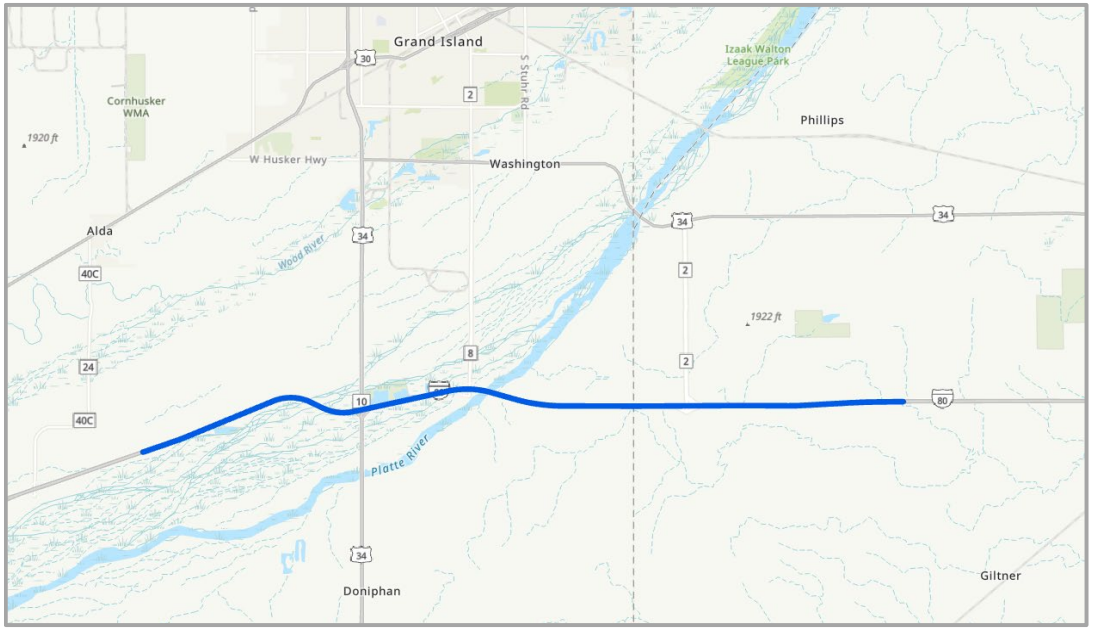
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate ($1,000)
2025	PE	State	NDOT	$627
2026	CONST/CE	State	NDOT	$1,551
2026	CONST/CE	Federal	NHPP	$6,203
			Total Project Estimate	**$8,381**

Notes: PE in YOE 2024 is not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2024-002 **State ID:** 42988 **Project #:** HSIP-80-6(125) **Project Name:** Alda - Giltner



Description: Cable Median Guardrail

HWY: I-80

Location: Hall and Hamilton County on I-80 from RP 307.81 to RP 322.19

Length (SLM): 14.38

Project Sponsor: NDOT

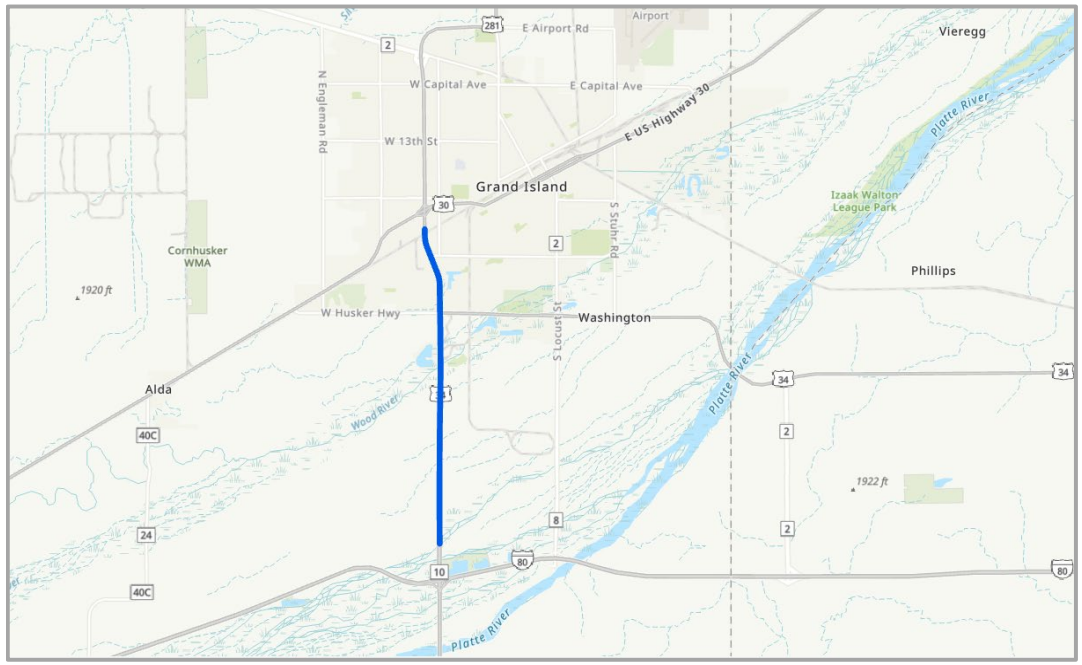
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate ($1,000)
2026	PE	State	NDOT	$1
2027	CONST/CE	State	NDOT	$875
2027	CONST/CE	Federal	SFTY	$7,874
			Total Project Estimate	**$8,750**

Notes:

TIP #: 2025-001 **State ID:** 43025 **Project #:** NH-34-4(138) **Project Name:** In Grand Island & South (NB)



Description: Resurface, Bridge Repair

HWY: US-34

Location: Hall County on US-281 and US-34. Begin RP - 227.11

Length (SLM): 5.95

Project Sponsor: NDOT

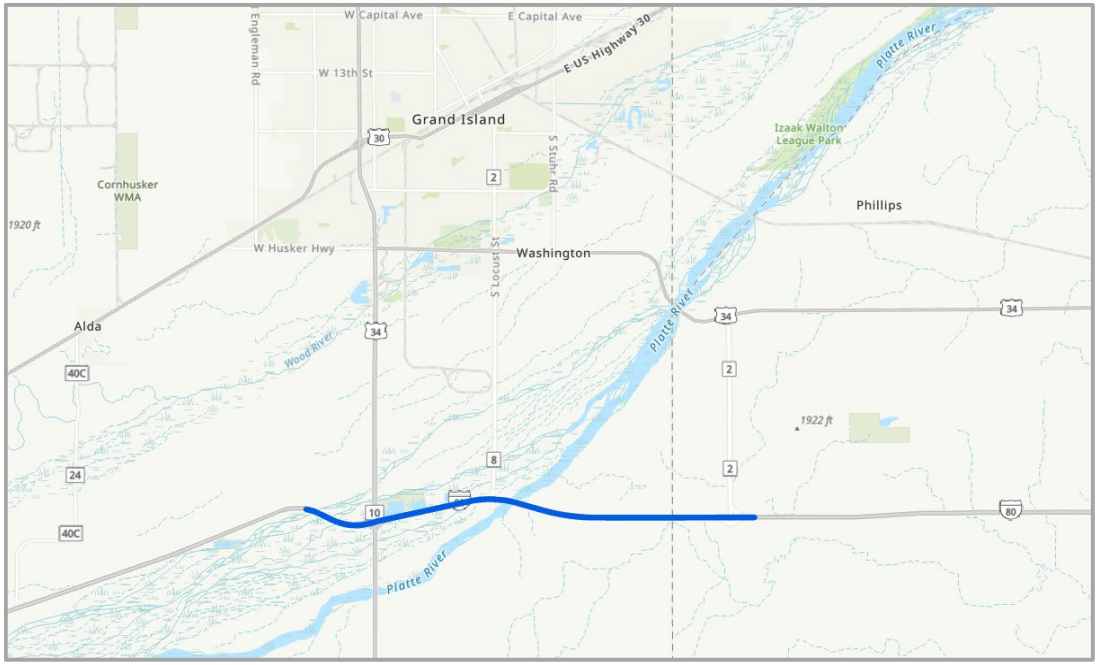
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate ($1,000)
2025	PE	State	NDOT	$215
2026	ROW	State	NDOT	$10
2027	CONST/CE	State	NDOT	$1,188
2027	CONST/CE	Federal	NHPP	$4,754
			Total Project Estimate	**$6,167**

Notes: PE in YOE 2025 is not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2025-002 **State ID:** 43023 **Project #:** NH-80-7(178) **Project Name:** Platte River - Phillips (Resurf.)



Description: Resurface

HWY: I-80

Location: I-80 from Platte River to east of N-2/B Road. Begin RP - 310.88

Length (SLM): 7.7

Project Sponsor: NDOT

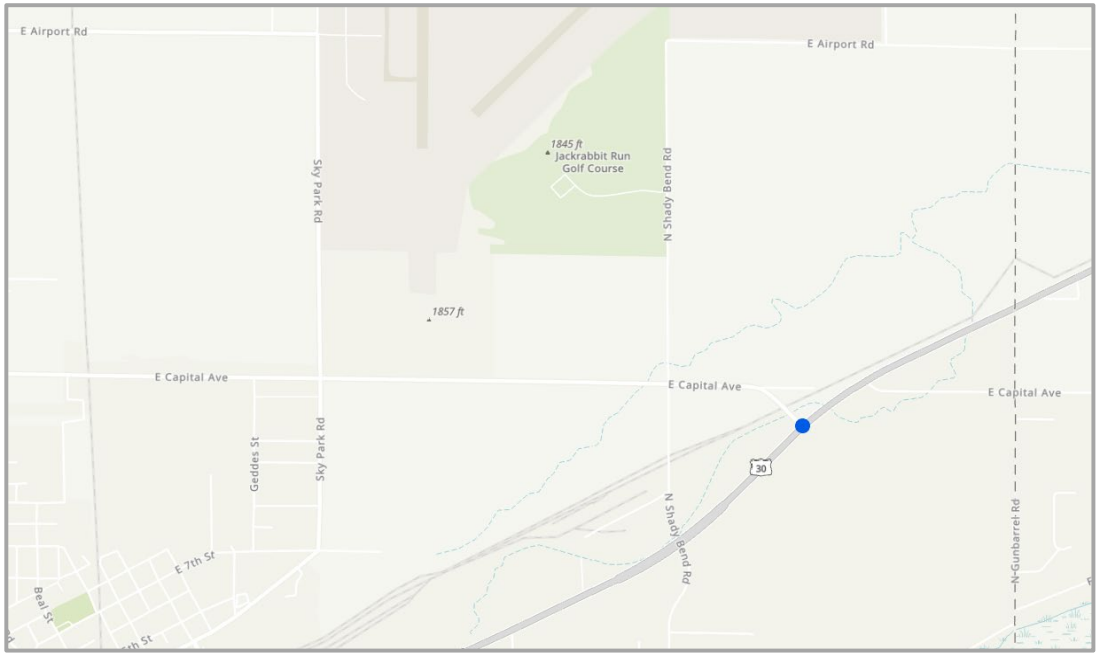
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate ($1,000)
2025	PE	State	NDOT	$720
2026	CONST/CE	State	NDOT	$1,930
2026	CONST/CE	Federal	NHPP	$17,373
			Total Project Estimate	**$20,023**

Notes:

TIP #: 2026-004 **State ID:** 43048 **Project #:** HSIP-30-4(169) **Project Name:** US-30 & Capital Ave



Description: Construct Turn Lane

HWY: US-30

Location: US-30 and Capital Avenue. Begin RP - 318.22

Length (SLM): 0.2

Project Sponsor: NDOT

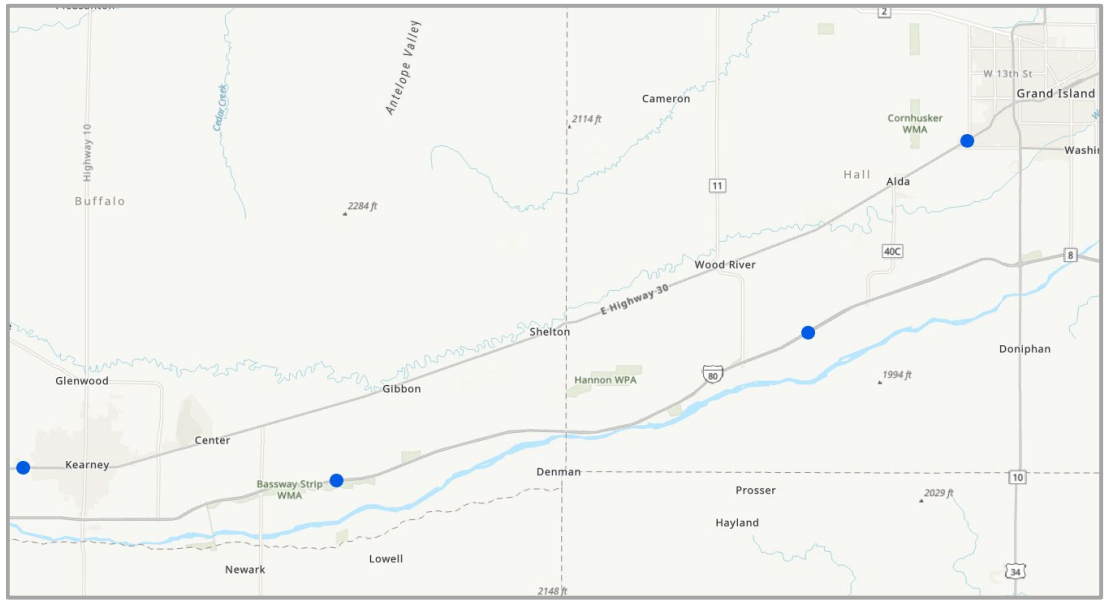
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate ($1,000)
2026	PE	State	NDOT	$2
2027	CONST/CE	State	NDOT	$88
2027	CONST/CE	Federal	SFTY	$791
			Total Project Estimate	**$881**

Notes:

TIP #: 2026-005 **State ID:** 43049 **Project #:** ITS-NH-STP-D4(110) **Project Name:** District 4 Dynamic Message Signs



Description: Install DMS

HWY: I-80

Location: District 4 - US-30, Begin RP - 270.5; US-30, Begin RP - 310.5; I-80, Begin RP - 283.0; I-80, Begin RP - 303.0

Length (SLM): 0

Project Sponsor: NDOT

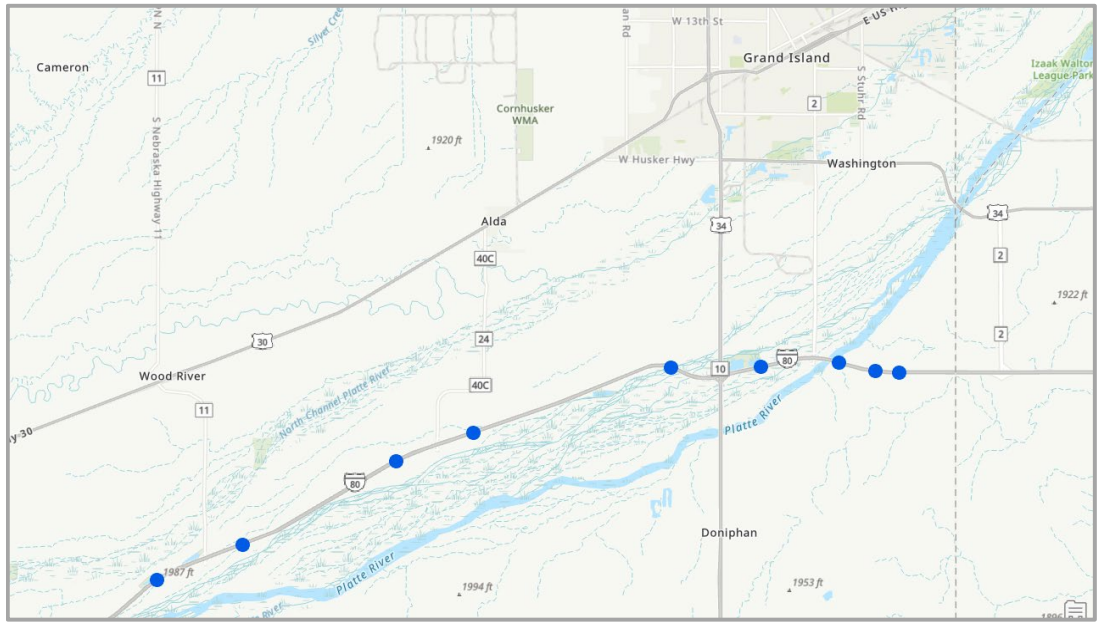
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate ($1,000)
2026	PE	State	NDOT	$1
2027	CONST/CE	State	NDOT	$208
2027	CONST/CE	Federal	STBG*	$475
2027	CONST/CE	Federal	NHPP	$802
			Total Project Estimate	**$1,486**

Notes: * This is also known as STP or STPG.

TIP #: 2026-006 **State ID:** 43051 **Project #:** ITS-NH-D4(112) **Project Name:** D4 Variable Speed Advisory Displays



Description: Install VSA displays

HWY: I-80

Location: District 4 - I-80, Begin RP - 299.0; I-80, Begin RP - 301.0; I-80, Begin RP - 304.75; I-80, Begin RP - 306.5; I-80, Begin RP - 311.0; I-80, Begin RP - 313.0; I-80 , Begin RP - 314.7; I-80, Begin RP - 315.5; I-80, Begin RP - 316.0

Length (SLM): 0

Project Sponsor: NDOT

District #: 4

YOE	Phase	Fund Type	Fund Description	Estimate ($1,000)
2028	PE	State	NDOT	$1
2028	CONST/CE	State	NDOT	$796
2028	CONST/CE	Federal	NHPP	$7,168
			Total Project Estimate	**$7,965**

A/Q Status: Exempt

Notes:

Status of Previous Years for State Agency Sponsored Projects

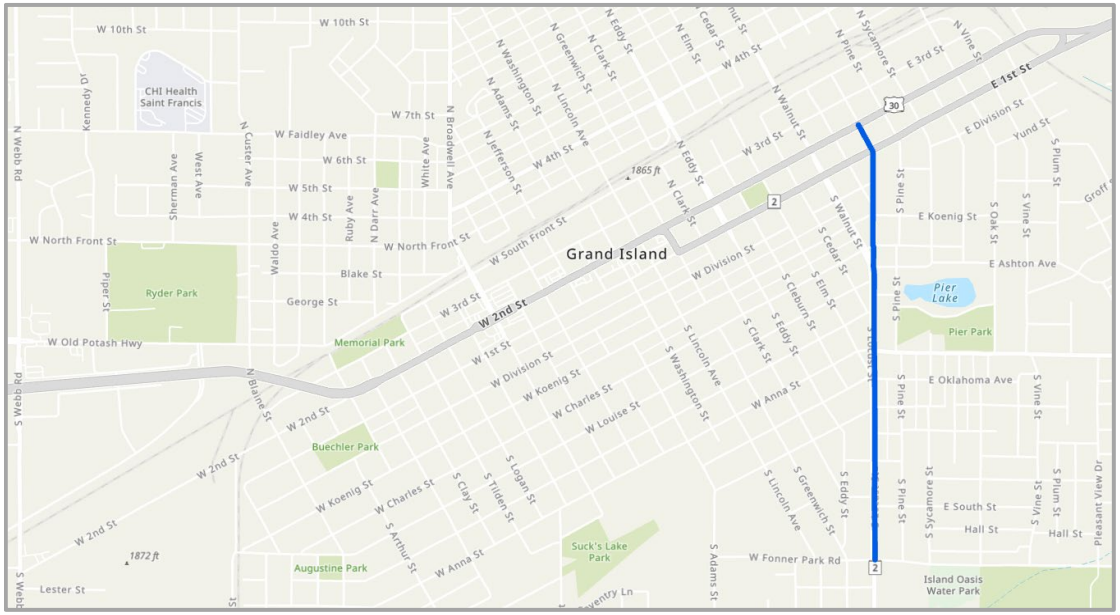
Project Sponsor	TIP ID	Project Name	Location	Description	YOE	Phase	Funding Description	Estimate ($1,000)	Status
NDOT	2020-002	District 4 Wetland Bank	Adjacent to existing Mormon Island Mitigation Bank, RP - 0.00	Survey, design, construct and monitor a wetland mitigation site	2021	PE	NDOT	$230	This project is not included in the FY 2026-2030 TIP, since it's State funds only and not regionally significant. Change Const/CE from FY 2025 to FY 2026.
					2026	CONST/CE	NDOT	$898	
NDOT	2022-002	Grand Island - Phillips	US-281/US-34 to east of N-2. Begin 231.16	Resurface, Bridge Repair	2026	PE	NDOT	$165	Change PE from FY 2024 to FY 2026 and Const/CE from FY 2026 to FY 2028. Add ROW for FY 2027. Revise location and estimate
					2027	ROW	NDOT	$5	
					2028	CONST/CE	NDOT	$993	
					2028	CONST/CE	SFTY	$48	
					2028	CONST/CE	STBG	$3,950	
NDOT	2022-005	Wood River - Platte River	I-80 from approx 0.9 mi W. of N-11 to approx 1.2 mi W. of US-281/US-34. RP 299.25 - RP 310.88	Crack Seal	2024	PE	NDOT	$1	Change Const/CE from FY 2025 to FY 2026. Revise location
					2026	CONST/CE	NDOT	$28	
					2026	CONST/CE	NHPP	$252	
NDOT	2022-006	Chapman West	US-30 from the Merrick Co Line to Chapman. RP 319.02 - RP 327.06	Resurfacing, Lighting	2024	PE	NDOT	$414	Change PE from FY 2023 to FY 2024, ROW from FY 2024 to FY 2025, and Const/CE from FY 2025 to FY 2026
					2025	ROW	NDOT	$26	
					2026	CONST/CE	NDOT	$1,086	
					2026	CONST/CE	NHPP	$4,343	
NDOT	2022-007	Doniphan - I-80	US-34 from Doniphan to I-80. RP 222.87 - RP 226.23	Resurface, Bridge Repair	2025	PE	NDOT	$627	Change PE from FY 2023 to FY 2024. Revise estimate
					2026	CONST/CE	NDOT	$1,551	
					2026	CONST/CE	NHPP	$6,203	
NDOT	2024-002	Alda - Giltner	Hall and Hamilton County on I-80 from RP 307.81 to RP 322.19	Cable Median Guardrail	2026	PE	NDOT	$1	Change PE from FY 2024 to FY 2026 and Const/CE from FY 2026 to FY 2027. Revise description
					2027	CONST/CE	NDOT	$875	
					2027	CONST/CE	SFTY	$7,874	

Status of Previous Years for State Agency Sponsored Projects

Project Sponsor	TIP ID	Project Name	Location	Description	YOE	Phase	Funding Description	Estimate ($1,000)	Status
NDOT	2025-001	In Grand Island & South (NB)	Hall County on US-281 and US-34. Begin RP - 227.11	Resurface, Bridge Repair	2025	PE	NDOT	$215	Change PE from FY 2024 to FY 2025 and Const/CE from FY 2026 to FY 2027. Add ROW for FY 2026. Revise description and estimate
					2026	ROW	NDOT	$10	
					2027	CONST/CE	NDOT	$1,188	
					2027	CONST/CE	NHPP	$4,754	
NDOT	2025-002	Platte River - Phillips (Resurf.)	I-80 from Platte River to east of N-2/B Road. Begin RP - 310.88	Resurface	2025	PE	NDOT	$720	Revise location and estimate
					2026	CONST/CE	NDOT	$1,930	
					2026	CONST/CE	NHPP	$17,373	

B Local Roadway & Bike/Ped Projects

TIP #: 2022-008 **State ID:** **Project #:** **Project Name:** Locust Street Improvements



Description: Reconstruction

HWY: Locust St./Walnut St.

Location: Locust St./Walnut St. - 2nd St. to Fonner Park Rd.

Length (SLM): 1.0

Project Sponsor: Grand Island

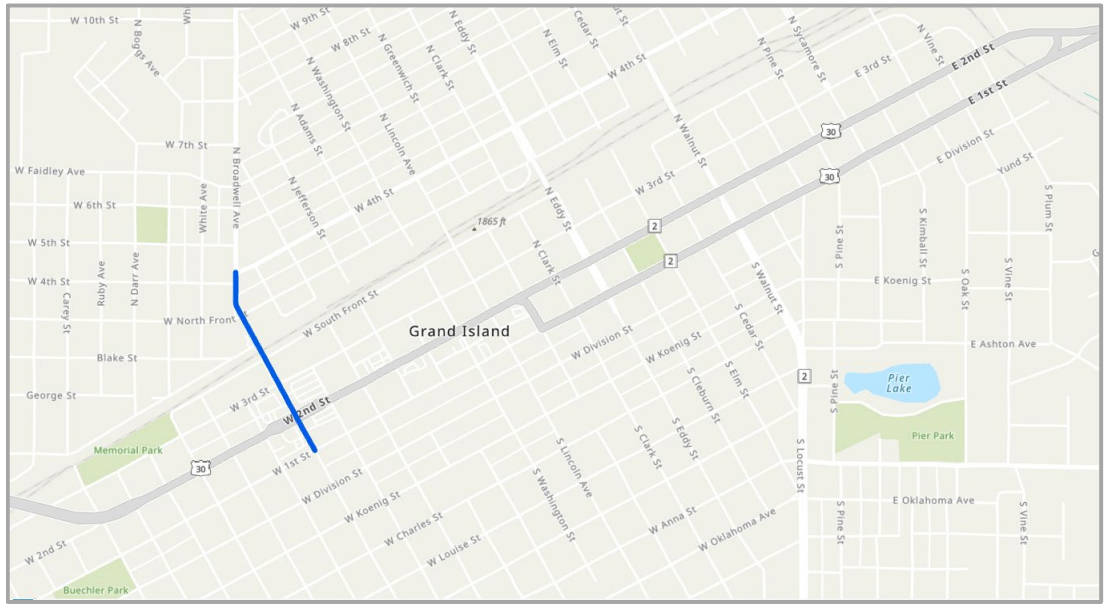
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate ($1,000)
2022	PE	Local	Grand Island	$450
2023	PE	Local	Grand Island	$450
2024	PE/ROW	Local	Grand Island	$500
2025	CONST/CE	Local	Grand Island	$5,500
2026	CONST/CE	Local	Grand Island	$5,500
			Total Project Estimate	**$12,400**

Notes: YOEs 2022, 2023, 2024, and 2025 are not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2023-002 **State ID:** 43009 **Project #:** RRZ-40(68) **Project Name:** Broadwell Avenue Viaduct



Description: Construct grade separated viaduct over the UPRR. This includes the intersection at Broadwell Avenue and US-30/2nd Street being reconstructed to accommodate the grade change associated with the structure.

HWY: Broadwell Avenue

Location: Broadwell Avenue from 1st Street, approx. 300 feet southeast of US-30/2nd Street, to 4th Street, approx. 1,500 feet north of US-30/2nd Street

Length (SLM): 1.0

Project Sponsor: Grand Island

YOE	Phase	Fund Type	Fund Description	Estimate ($1,000)*
2023	PE	Federal	SFTY	$2,552
2023	PE	Local	Grand Island	$638
2027	ROW	Federal	SFTY	$1,376
2027	ROW	Local	Grand Island	$344
2028	UTILITIES	Federal	SFTY	$384
2028	UTILITIES	Local	Grand Island	$96
2028	CONST/CE	Federal	SFTY	$23,056
2028	CONST/CE	Local	Grand Island	$5,764
			Total Project Estimate	**$34,210**

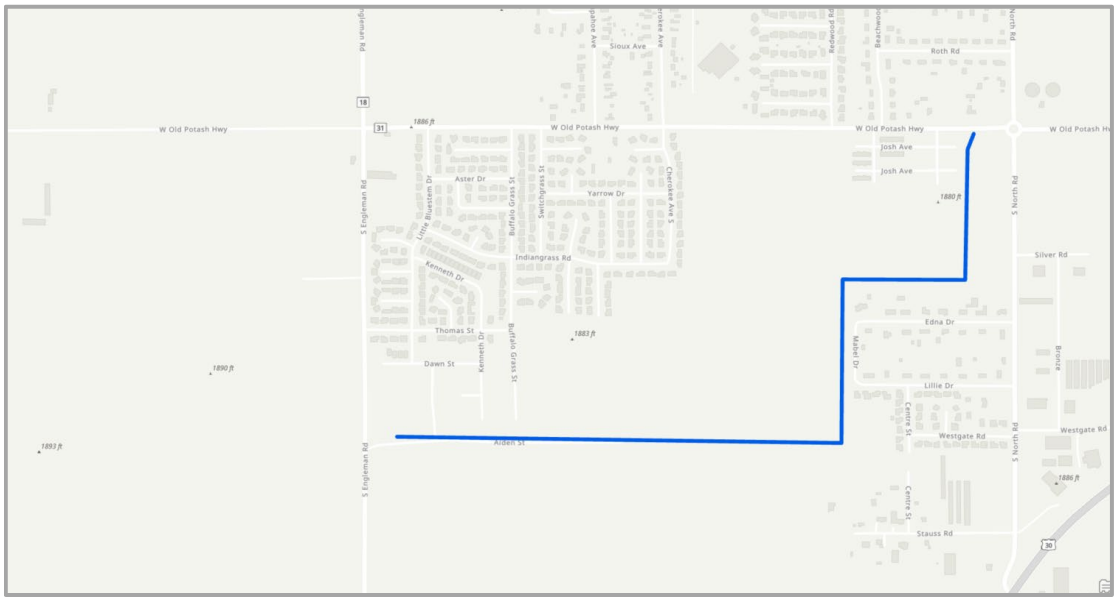
District #: 4

A/Q Status: Exempt

Notes: YOE 2023 is not reflected in Financial Constraint Table. This project is in progress.

* The TIP amounts for Grand Island are subject to decrease because the UPRR is anticipated to provide a portion of funding to the local match.

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

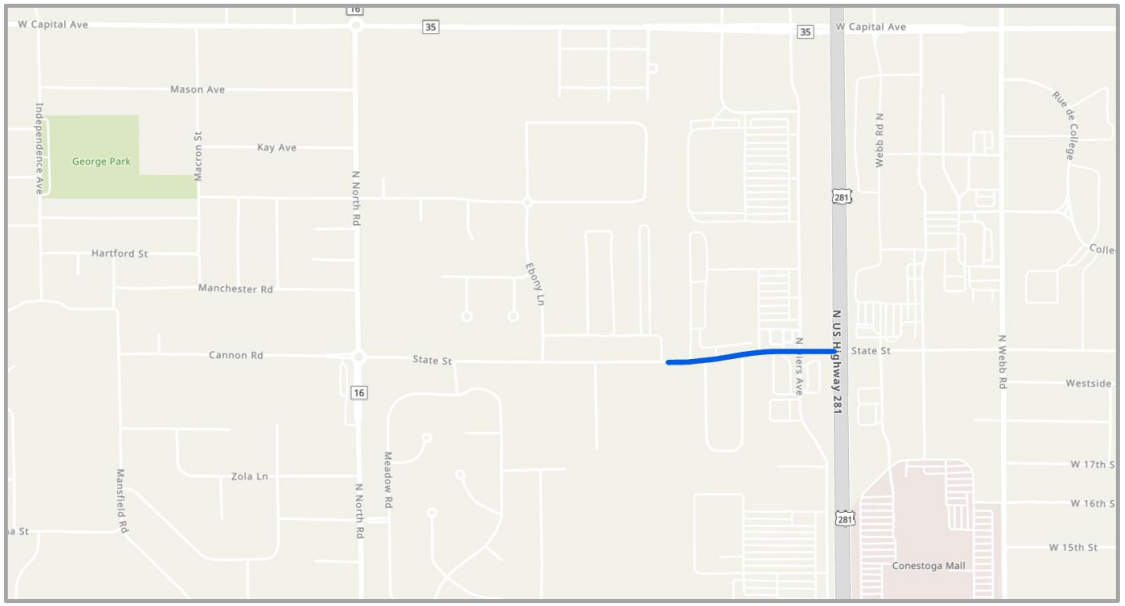
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate ($1,000)
2024	PE	Federal	TA	$261
2024	PE	Local	Grand Island	$65
2026	ROW	Federal	TA	$40
2026	ROW	Local	Grand Island	$10
2027	CONST/CE	Federal	TA	$1,199
2027	CONST/CE	Local	Grand Island	$300
			Total Project Estimate	**$1,875**

Notes: YOE 2024 is not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2026-008 **State ID:** **Project #:** **Project Name:** State Street Median Improvements



Description: Improvements to aid in traffic flow and access restrictions.

HWY: State Street

Location: US-281 to Claude Road

Length (SLM): 0.3

Project Sponsor: Grand Island

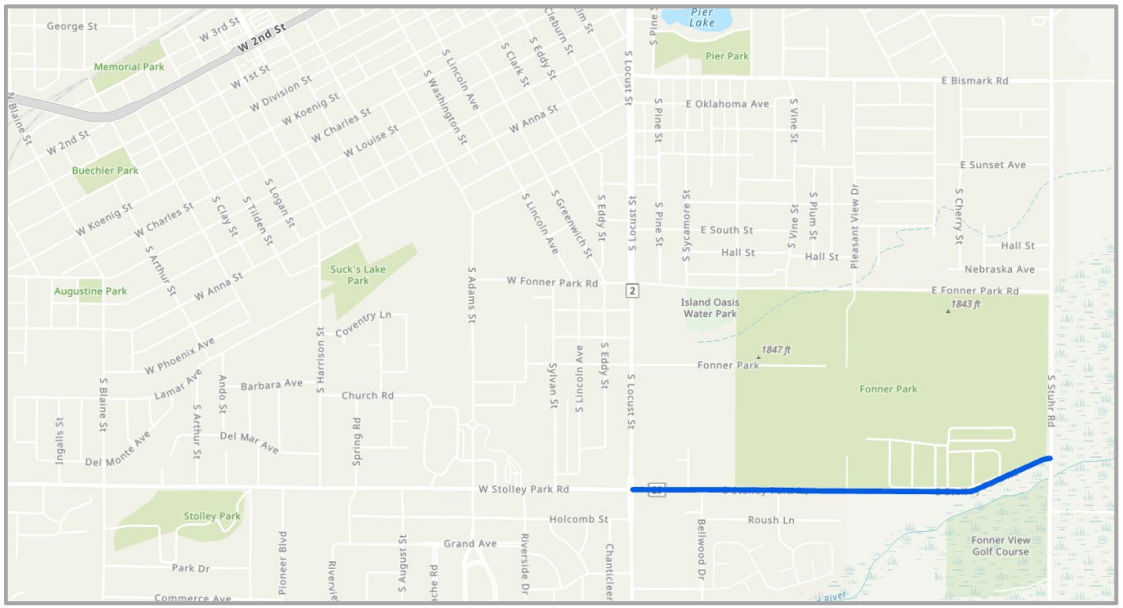
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate ($1,000)
2025	PE/ROW	Local	Grand Island	$229
2026	CONST/CE	Local	Grand Island	$1,787
			Total Project Estimate	**$2,016**

Notes: YOE 2025 is not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2026-009 **State ID:** **Project #:** **Project Name:** Stolley Park Rd: S Locust St to Stuhr Rd



Description: Proposing to replace the existing asphalt street with a concrete curb and gutter roadway section along with associated sidewalk, traffic control, drainage and all other improvements needed to complete the project.

HWY: Stolley Park Road

Location: Stolley Park Road - South Locust Street to Stuhr Road

Length (SLM): 0.2

Project Sponsor: Grand Island

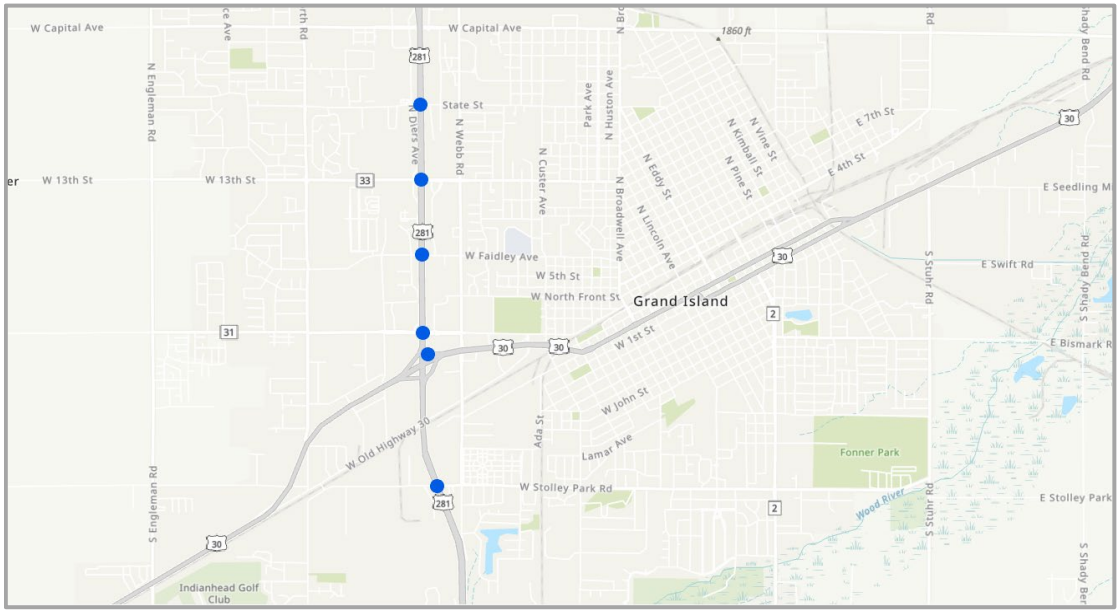
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate ($1,000)
2025	PE	Local	Grand Island	$300
2026	CONST/CE	Local	Grand Island	$2,969
			Total Project Estimate	**$3,269**

Notes: YOE 2025 is not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2026-007 **State ID:** **Project #:** **Project Name:** US-281 Intersection Improvements



Description: Intersection improvements at US-281 & State St, US-281 & 13th St, US-281 & Faidley Ave, US-281 & Old Potash Hwy, US-281 & US-30 (WB Ramp), and US-281 & Stolley Park Rd

HWY: US-281

Location: Intersections on US-281 at State St, 13th St, Faidley Ave, Old Potash Hwy, US-30 (WB Ramp), and Stolley Park Rd

Length (SLM): 1.25

Project Sponsor: Grand Island

District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate ($1,000)
2026	PE	Federal	SFTY	$240
2026	PE	Local	Grand Island	$60
2027	ROW	Federal	SFTY	$40
2027	ROW	Local	Grand Island	$10
2029	CONST/CE	Federal	SFTY	$4,010
2029	CONST/CE	Local	Grand Island	$1,003
			Total Project Estimate	**$5,363**

Notes:

Status of Previous Years for Local Agency Sponsored Projects

Project Sponsor	TIP ID	Project Name	Location	Description	YOE	Phase	Funding Description	Federal ($1,000)	Status
Grand Island	2022-008	Locust Street Improvements	Locust St./Walnut St. - 2nd St. to Fonner Park Rd.	Reconstruction	2022	PE	Grand Island	$450	No change
					2023	PE	Grand Island	$450	
					2024	PE/ROW	Grand Island	$500	
					2025	CONST/CE	Grand Island	$5,500	
					2026	CONST/CE	Grand Island	$5,500	
Grand Island	2023-001	Claude Road Extension	Claude Road - Faidley Avenue to State Street	New Road. Curb and gutter roadway section with associated sidewalk, traffic control, drainage improvements and connections to Dier Avenue.	2022	PE/ROW	Grand Island	$750	Project is completed
					2023	PE	Grand Island	$300	
					2024	CONST/CE	Grand Island	$5,000	
Grand Island	2023-002	Broadwell Avenue Viaduct	Broadwell Avenue from 1st Street, approx. 300 feet southeast of US-30/2nd Street, to 4th Street, approx. 1,500 feet north of US-30/2nd Street	Construct grade separated viaduct over the UPRR. This includes the intersection at Broadwell Avenue and US-30/2nd Street being reconstructed to accommodate the grade change associated with the structure.	2023	PE	Grand Island	$638	No change
					2023	PE	SFTY	$2,552	
					2027	ROW	Grand Island	$344	
					2027	ROW	SFTY	$1,376	
					2028	CONST/CE	Grand Island	$96	
					2028	CONST/CE	SFTY	$384	
					2028	CONST/CE	Grand Island	$5,764	
					2028	CONST/CE	SFTY	$23,056	
Grand Island	2024-004	Grand Island West Connector Trail	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.	Construction of a 10-foot wide multimodal trail	2024	PE	TA	$261	Add ROW in FY 2026
					2024	PE	Grand Island	$65	
					2026	ROW	TA	$40	
					2026	ROW	Grand Island	$10	
					2027	CONST/CE	TA	$1,199	
					2027	CONST/CE	Grand Island	$300	

C Transit Projects

TIP #: 2026-001 **State ID:** N/A **Project Name:** Operations - Urban Transit Operating Assistance **Length (SLM):** N/A
Project #: **Project Sponsor:** Grand Island **District #** 4 **A/Q Status:** Exempt
HWY: N/A **Location:** Grand Island Urbanized Area

YOE	Phase	Fund Type		Fund Description		Estimate ($1,000)	
2026	OPR	Federal		5307		$1,158	
2026	OPR	Local		Grand island		$939	*
2027	OPR	Federal		5307		$1,172	
2027	OPR	Local		Grand island		$953	*
2028	OPR	Federal		5307		$1,229	
2028	OPR	Local		Grand island		$1,000	*
2029	OPR	Federal		5307		$1,288	
2029	OPR	Federal		Grand island		$1,050	*
				Total Project Estimate		**$8,789**	

Description: Operating assistance for transit services in the Grand Island Urbanized Area. Includes costs associated with operating, bus support equipment/facilities (i.e., cameras, vehicle equipment), and other capital items relating to bus activities (i.e., preventative maintenance, third-party contracting, federal administration (City Transit Program Manager), training expenses)

Notes: YOE 2026: FTA 5307 - $1,158 (Operating - $866, Bus Support Equipment/Facilities - $33, Other Capital Items (Bus) - $259) and Local - $939 (Operating - $866, Bus Support Equipment/Facilities - $8, Other Capital Items (Bus) - $65)

YOE 2027: FTA 5307 - $1,172 (Operating - $880, Bus Support Equipment/Facilities - $21, Other Capital Items (Bus) - $271) and Local - $953 (Operating - $880, Bus Support Equipment/Facilities - $5, Other Capital Items (Bus) - $68)

YOE 2028: FTA 5307 - $1,229 (Operating - $924, Bus Support Equipment/Facilities - $22, Other Capital Items (Bus) - $283) and Local - $1,000 (Operating - $924, Bus Support Equipment/Facilities - $5, Other Capital Items (Bus) - $71)

YOE 2029: FTA 5307 - $1,288 (Operating - $970, Bus Support Equipment/Facilities - $22, Other Capital Items (Bus) - $296) and Local - $1,050 (Operating - $970, Bus Support Equipment/Facilities - $6, Other Capital Items (Bus) - $74)

* This amount is subject to decrease because the City of Grand Island may receive state funds from the Nebraska Public Transportation Assistance Program.

TIP #: 2026-002 **State ID:** N/A **Project Name:** Operations - Rural Transit Operating Assistance **Length (SLM):** N/A
Project #: **Project Sponsor:** Hall County **District #** 4 **A/Q Status:** Exempt
HWY: N/A **Location:** Areas outside of the Grand Island Urbanized Area in Hall County

YOE	Phase	Fund Type		Fund Description		Estimate ($1,000)
2026	OPR	Federal		5311		$540
2026	OPR	State		NDOT		$70
2026	OPR	Local		Hall County		$79
2027	OPR	Federal		5311		$428
2027	OPR	State		NDOT		$62
2027	OPR	Local		Hall County		$66
2028	OPR	Federal		5311		$485
2028	OPR	State		NDOT		$67
2028	OPR	Local		Hall County		$73
2029	OPR	Federal		5311		$474
2029	OPR	State		NDOT		$67
2029	OPR	Local		Hall County		$73
				Total Project Estimate		**$2,484**

Description: Operating assistance for transit services in areas outside of the Grand Island Urbanized Area. Includes costs associated with administrative services, operating, and vehicle/other capital improvements.

Notes:

TIP #: 2026-003 **State ID:** N/A **Project Name:** Capital Projects **Length (SLM):** N/A
Project #: **Project Sponsor:** Grand Island **District #** 4 **A/Q Status:** Exempt
HWY: N/A **Location:** Grand Island Urbanized Area

YOE	Phase	Fund Type		Fund Description		Estimate ($1,000)
2026	CAP	Federal		5307		$160
2026	CAP	Local		Grand Island		$40
2027	CAP	Federal		5339		$120
2027	CAP	Local		Grand Island		$30
2028	CAP	Federal		5339		$80
2028	CAP	Local		Grand Island		$20
2029	CAP	Federal		5339		$144
2029	CAP	Local		Grand Island		$36
				Total Project Estimate		**$630**

Description: Design and/or capital acquisition for projects. Projects include the purchase of rolling stock.

Notes:

Status of Previous Years for Local Agency Sponsored Projects

Project Sponsor	TIP ID	Project Name	Location	Description	YOE	Phase	Funding Description	Federal ($1,000)	Status
Grand Island	2022-001T	Operations - Urban Transit Operating Assistance	Grand Island Urbanized Area	Operating assistance for transit services in the Grand Island Urbanized Area	2025	OPR	5307	$1,111	YOE 2025 is completed or in progress.
					2025	OPR	Grand Island	$901	
Hall County	2022-002T	Operations - Rural Transit Operating Assistance	Areas outside of the Grand Island Urbanized Area in Hall County	Operating assistance for transit services in areas outside of the Grand Island Urbanized Area	2025	OPR	5311	$130	YOE 2025 is completed or in progress.
					2025	OPR	NDOT	$55	
					2025	OPR	Hall County	$55	
Grand Island	2022-003T	Capital Projects	Grand Island Urbanized Area	Design and/or capital acquisition for projects. Projects include facility and the purchase of rolling stock.	2025	CAP	5307	$251	YOE 2025 is completed or in progress.
					2025	CAP	5339	$470	
					2025	CAP	Grand Island	$180	

D

MPO Self – Certification

GIAMPO
GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION

MPO Self-Certification

The Nebraska Department of Transportation (NDOT) and the Grand Island Area Metropolitan Planning Organization (GIAMPO) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

(1) 23 U.S.C. 134, 49 U.S.C. 5303 and this subpart;

(2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(5) Section 11101(e) of the Infrastructure Investment and Jobs Act (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded planning projects;

(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

By: Roger G. Steele

Roger G. Steele, Mayor / Chairperson

Date 5/27/25

Attest:

Keith Kurz, Public Works Director

Date 2025/5/27

By:

Ryan Huff, Chief Strategic Officer, Nebraska Department of Transportation

Date 5/27/25

E Comments

The Grand Island Independent

AFFIDAVIT OF PUBLICATION

Grand Island Independent
422 West 1s St, Grand Island, NE 68801
(308) 382-1000

State of New Jersey, County of Burlington, ss:

I, India Johnston, of lawful age, being duly sworn upon oath depose and say that I am an agent of Column Software, PBC, duly appointed and authorized agent of the Publisher of Grand Island Independent, a newspaper printed and published in Grand Island, in Hall County, Nebraska, and of general circulation in Hall County, Nebraska, that said newspaper has a bonafied circulation of more than 500 copies of each issue, has been published at Grand Island, Nebraska, for more than 52 weeks successively prior to the first publication of the annexed printed notice, and is a legal newspaper under the statutes of the State of Nebraska; that the annexed printed notice was published on the dates listed below.

Publication Dates:
- Apr 16, 2025

Notice ID: 4yVwMsDXbhByJaZ1d1fr
Notice Name: 2026-2030 TIP LN

Publication Fee: $15.60

India Johnston

_____
Agent

VERIFICATION

LIZA ORTIZ
NOTARY PUBLIC
STATE OF NEW JERSEY
My Commission Expires November 27, 2028

State of New Jersey
County of Burlington

Signed or attested before me on this: 04/17/2025

_____
Notary Public

Notarized remotely online using communication technology via Proof.

NOTICE OF GIAMPO FY 2026-2030 TRANSPORTATION IMPROVEMENT PROGRAM

The Grand Island Area Metropolitan Planning Organization (GIAMPO) has drafted Fiscal Years 2026-2030 Transportation Improvement Program (TIP) and invites public comments through May 16, 2025. The TIP is a program identifying transportation projects that are regionally significant or reasonably expected to be federally funded through the year 2030. The TIP also serves as the Program of Projects (POP) for the City of Grand Island's Transit Program. The "DRAFT" FY 2026-2030 TIP has been posted on the City of Grand Island's Public Works web site at www.grand-island.com/GIAMPO , and hard copies are also available in the Public Works Department Office, City Hall, 100 East First Street, Grand Island, NE, 68801. Written comments on the "DRAFT" FY 2026-2030 TIP should be submitted to Allan Zafft, MPO Program Manager at Public Works Department, P.O. Box 1968, Grand Island, NE 68802 or by email at giampo@grand-island.com , and will be accepted if received on or before May 16, 2025. Questions concerning the "DRAFT" FY 2026-2030 TIP should be directed to Allan Zafft by phone at 308-389-0273 or by email at allanz@grand-island.com.
April 16, 2025
COL-NE-13001337 ZNEZ

GIAMPO
GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION

April 16, 2025

Re: Public Comment Period—"DRAFT" Fiscal Years 2026-2030 Transportation Improvement Program

The Grand Island Area Metropolitan Planning Organization (GIAMPO) has released the "DRAFT" Fiscal Years 2026-2030 Transportation Improvement Program (TIP) for public review and comment. The TIP is a short range-program identifying transportation projects that are regionally significant or reasonably expected to be federally funded through the year 2030. The TIP also serves as the Program of Projects (POP) for the City of Grand Island's Transit Program.

An electronic copy of the "DRAFT" FY 2026-2030 TIP document can be found on the City of Grand Island's Public Works web site at www.grand-island.com/GIAMPO, and hard copies are also available in the Public Works Department Office, City Hall, 100 East First Street, Grand Island, NE, 68801. The comment period will conclude May 16, 2025.

Written comments on the "DRAFT" FY 2026-2030 TIP should be submitted to Allan Zafft, MPO Program Manager at Public Works Department, P.O. Box 1968, Grand Island, NE 68802 or by email at giampo@grand-island.com, and will be accepted if received on or before May 16, 2025.

Questions concerning the "DRAFT" FY 2026-2030 TIP should be directed to Allan Zafft by phone at 308-389-0273 or by email at allanz@grand-island.com.

Sincerely,

Allan Zafft, AICP
MPO Program Manager

Enclosure: "DRAFT" FY 2026-2030 Transportation Improvement Program

Departments

- Community Development
- Building Services
- Emergency Management
- Finance
- Fire Department
- Human Resources
- Public Works
  - Cone Zone
  - Engineering
  - Roundabout Information
  - GIS Maps
  - **Metropolitan Planning Organization**
  - GIAMPO Agenda/Packets
  - Solid Waste
  - Stormwater
  - Street
  - Fleet Services
  - Transit
  - Volunteer to Adopt a Road
  - Wastewater
  - Fats, Oils, and Grease (FOG) Program
  - Standard Plans and Specifications
  - Applications/General Information

Metropolitan Planning Organization

GIAMPO
GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION

The Grand Island Area Metropolitan Planning Organization (GIAMPO) serves as the formal transportation planning body for the greater Grand Island, Nebraska metropolitan area. In 2013 the Governor of Nebraska designated the GIAMPO as the official Metropolitan Planning Organization (MPO) for the Grand Island Urbanized Area. The GIAMPO is the first MPO designated by the State of Nebraska in over three (3) decades. Federal law requires any Urbanized Area population exceeding 50,000 persons to create a MPO to carry out the multi-modal transportation planning for the metropolitan area. The Grand Island Urbanized Area exceeded this population threshold in the 2010 Census.

The City of Grand Island's City Engineer/Public Works Director serves as the MPO Director. The MPO staff is comprised of the MPO Program Manager, who reports to the City Engineer/Public Works Director, and receives support from others in the Public Works and Planning Departments.

The GIAMPO Policy Board is the regional legislative body governing the MPO. The City of Grand Island's Mayor serves as the Chair, and the MPO Director serves as Secretary. The Vice-Chair is elected from the voting membership of the Policy Board. The membership of this board is established by an agreement with the State of Nebraska.

The GIAMPO Technical Advisory Committee (TAC) is a staff-level committee, which provides technical support and recommendations to the Policy Board. The Chair and Vice-Chair are elected from the voting membership of the TAC.

The MPO Program Manager is responsible for researching and preparing all of the documents necessary for the MPO program, as well as assignments originating from both the Policy Board and TAC as directed by the MPO Director.

What the Heck IS an MPO? | GIAMPO Policy Board | GIAMPO Technical Advisory Committee | GIAMPO Long Range Transportation Plan | Bike / Ped Master Plan | Public Participation Plan | Limited English Proficiency Plan | Transit Study | Transportation Improvement Program | Unified Planning Work Program (UPWP) | GIAMPO Awards

Allan Zafft, AICP

MPO Program Manager

Phone: 308-389-0273

100 E 1st Street, Grand Island, NE 68801

P.O. Box 1968, Grand Island, NE 68802-1968

E-mail GIAMPO

Upcoming Events

Policy Board meeting on May 27, 2025 from 4 to 5 pm at Grand Island City Hall

Public Notices

FY 2026-2030 Transportation Improvement Program (accepting comments through May 16, 2025)

FY 2026 Unified Planning Work Program (accepting comments through May 1, 2025)

2045 Long Range Transportation Plan - Amendment No. 8 (accepting comments through May 16, 2025)

FY 2025-2029 Transportation Improvement Program - Amendment No. 3 (accepting comments through May 5, 2025)

GIAMPO Technical Advisory Committee Bylaws - Amendment No. 4 -

Grand Island Public Works Department

Intro

City of Grand Island Public Works--providing quality street, wastewater, solid waste, and engineering services to the citizens of Grand Island.

Page · Government organization

(308) 385-5455

cityofgi@grand-island.com

grand-island.com/page/public-works

Photos

See all photos

Like Comment Send Share

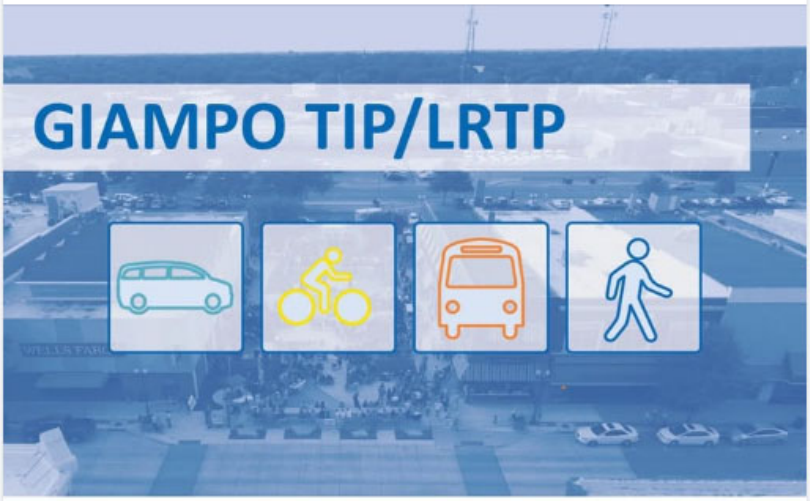
Zach N Jasmine Cole
Where are these facts coming from?
2w Like Reply

Author
Grand Island Public Works Department
Zach N Jasmine Cole The EPA. Pet waste was recognized as a non-point source pollutant in 1991, making it as bad as oil spills in open water. This determination was made for a number of reasons, including:
the number of dogs in the USA
the amount of pat... See more
2w Like Reply

Write a comment...

Grand Island Public Works Department
April 16 at 1:14 PM ·

GIAMPO has drafted the Transportation Improvement Program (TIP) for Fiscal Years 2026-2030 and invites public comments through May 16, 2025. The TIP identifies transpor... See more



GIAMPO
GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION

Like Comment Send Share

Write a comment...

From: Allan Zafft
Bcc:

Subject: GIAMPO FY 2026-2030 Transportation Improvement Program (TIP)
Date: Wednesday, April 16, 2025 9:32:00 AM

You are receiving this email because you indicated in the survey from the GIAMPO Public Participation Plan Update in June 2023 that you would like to receive email notifications pertaining to the GIAMPO Transportation Improvement Program.

The Grand Island Area Metropolitan Planning Organization (GIAMPO) has drafted the Transportation Improvement Program (TIP) for Fiscal Years 2026-2030 and invites public comments through May 16, 2025. The TIP identifies transportation projects that are regionally significant or reasonably expected to be federally funded through the year 2030.

View the Draft TIP here: https://www.grand-island.com/o/cgi/page/transportation-improvement-program

Submit written comments on the Draft TIP by May 16, 2025, via email to giampo@grand-island.com or mail to GIAMPO, P.O. Box 1968, Grand Island, NE 68802.

Thank you,

Allan Zafft, AICP | MPO Program Manager
City of Grand Island | Public Works Department
City Hall | 100 East First Street | Box 1968 | Grand Island, NE 68802
allanz@grand-island.com | TEL 308.389.0273

Public Comment Period

A 30-day public comment period was held from April 16 to May 16, 2025.

One public comment was received via email. This comment and the GIAMPO response are below.

- **Comment via Email**

  Name/Organization: Nebraska Game & Parks Commission

  Comment:

  Thank you for proving the opportunity for the Nebraska Game and Parks Commission (NGPC) to comment on the GIAMPO FY 2026-2030 TIP. Our comments are as follows:

  - We will continue to coordinate with the Nebraska Department of Transportation (NDOT) on the state funded projects identified in the plan.
  - The Environmental Review Team at ngpc.envreview@nebraska.gov should be contacted when individual projects in the plan that have a state nexus (excluding those reviewed by NDOT) are being developed and engineered to ensure state-listed species will not be impacted. Your state nexus is the state agency that is authorizing, funding, or carrying out the proposed project.
  - We cannot provide specific comments on projects until definite project sites and activities have been identified and provided to us. We recommend you utilize the NGPC Conservation and Environmental Review Tool (CERT) when assessing projects for impacts to the environment.
    - Found at https://cert.outdoornebraska.gov/, CERT can be used for large scale planning efforts, as well as environmental reviews for individual projects.
    - Reports generated by this tool can help with identifying state-listed species, state-owned properties, biologically unique landscapes, and other important or protected resources that should be considered when planning and implementing projects.
    - The project type “Conservation Planning Report” should be used for planning purposes or to receive a species list.
  - All federally listed threatened and endangered species are also state-listed, but Nebraska has additional species that are state-listed only.
    - An updated list of state-listed species, as well as their life history information, can be found at https://outdoornebraska.gov/learn/nebraska-wildlife/threatened-and-endangered-species/

  Please feel free to reach out if there are any questions or concerns.

  Response:

  Comment acknowledged. GIAMPO staff will share your comments with the applicable sponsors of the respective projects in the GIAMPO FY 2026-2030 Transportation Improvement Program after it is approved by the GIAMPO Policy Board.

  GIAMPO is currently doing an update to the MPO Long Range Transportation (LRTP). This update will consider using NGPC CERT when assessing transportation alternatives for impacts to the environment. The environmental review of the transportation alternatives as part of the LRTP Update will include a review of the NGPC list of state-listed species.

From: Rolland, Ruby on behalf of NGPC EnvReview
To: Allan Zafft
Subject: RE: GIAMPO FY 2026-2030 Transportation Improvement Program (TIP)
Date: Tuesday, April 29, 2025 11:48:26 AM

Good Afternoon Allan,

Thank you for proving the opportunity for the Nebraska Game and Parks Commission (NGPC) to comment on the GIAMPO FY 2026-2030 TIP. Our comments are as follows:

- We will continue to coordinate with the Nebraska Department of Transportation (NDOT) on the state funded projects identified in the plan.
- The Environmental Review Team at ngpc.envreview@nebraska.gov should be contacted when individual projects in the plan that have a state nexus (excluding those reviewed by NDOT) are being developed and engineered to ensure state-listed species will not be impacted. Your state nexus is the state agency that is authorizing, funding, or carrying out the proposed project.
- We cannot provide specific comments on projects until definite project sites and activities have been identified and provided to us. We recommend you utilize the NGPC Conservation and Environmental Review Tool (CERT) when assessing projects for impacts to the environment.
    - Found at https://cert.outdoornebraska.gov/, CERT can be used for large scale planning efforts, as well as environmental reviews for individual projects.
    - Reports generated by this tool can help with identifying state-listed species, state-owned properties, biologically unique landscapes, and other important or protected resources that should be considered when planning and implementing projects.
    - The project type “Conservation Planning Report” should be used for planning purposes or to receive a species list.
- All federally listed threatened and endangered species are also state-listed, but Nebraska has additional species that are state-listed only.
    - An updated list of state-listed species, as well as their life history information, can be found at https://outdoornebraska.gov/learn/nebraska-wildlife/threatened-and-endangered-species/

Please feel free to reach out if there are any questions or concerns.

Best,

Ruby Rolland
Environmental Specialist III
Nebraska Game & Parks Commission
(402) 471-5554 | ruby.rolland@nebraska.gov
2200 N. 33rd St. Lincoln, NE 68503

NEBRASKA
GAME PARKS

GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION (GIAMPO)

TECHNICAL ADVISORY COMMITTEE (TAC) MINUTES

April 14, 2025 at 10:00 am

Grand Island City Hall – Council Chambers

100 E 1st Street, Grand Island, NE 68801

Voting Members in Attendance:

Keith Kurz, City of Grand Island, Public Works Director	Present
VACANT, City of Grand Island, Assistant Public Works Director	Absent
Laura McAloon, City of Grand Island, City Administrator	Present
Chad Nabity, Hall County Regional Planning Director	Present
Don Robb, Hall County Public Works Director	Present
Brent Kunze, Merrick County Hwy Superintendent	Absent
Wes Wahlgren, NDOT District 4 Engineer	Absent
Jarrod Walker, NDOT Highway Planning Manager	Present
Ramona Schafer, Village of Alda	Present
Mike Olson, Central Nebraska Regional Airport	Present
Charley Falmlen, City of Grand Island Transit Program Manager	Present

Non-Voting Members in Attendance:

Allan Zafft, City of Grand Island, MPO Program Manager	Present
Shannon Callahan, City of Grand Island, Street Superintendent	Absent
Matthew Gleason, City of Grand Island, Finance Director	Present
Brian Schultz, City of Grand Island, Assistant Finance Director	Present
Catrina DeLosh, City of Grand Island, Public Works Admin Coordinator	Present
Tim Golka, City of Grand Island, Project Manager	Present
Libby Finochiaro, City of Grand Island Grant Administrator	Absent
Patrick Brown, City of Grand Island Asst. City Administrator/CFO	Absent
Kari Fisk, City of Grand Island, City Attorney	Present
VACANT, Grand Island Area Chamber of Commerce	Absent
Mary Berlie, Grand Island Area Economic Development Corp.	Absent
Justin Luther, FHWA, Transportation Planner, Realty, Civil Rights	Absent
Mark Bechtel, FTA, Deputy Regional Administrator	Absent
Cathy Monroe, FTA, Planning and Program Development Director	Absent
Logan Daniels, FTA, Region VII Transportation Program Specialist	Absent
Daniel Nguyen, FTA, Region VII Community Planner	Absent
Gerri Doyle, FTA, Region VII Community Planner	Absent
Jodi Gibson, NDOT Local Projects Engineer	Absent
Kaine McClelland, NDOT, State Modeler	Absent
Jeff Soula, NDOT, Local Projects Urban Engineer	Absent
Ryan Huff, NDOT, Planning and Project Development Engineer	Absent
Curtis Nosal, NDOT, Assistant Planning Engineer	Absent
Jeff Soula, NDOT Local Projects Urban Engineer	Absent
Jeremy Wegner, Burlington Northern Santa Fe Railroad	Absent
David Black, Union Pacific Railroad	Absent

Call to Order

Nabity called the meeting to order at 10:00 am. The Nebraska Open Meetings Act was acknowledged.

Roll Call

Roll call was taken.

*Don Robb arrived at 10:02am and didn't vote on the February 10, 2025 Technical Advisory Committee meeting minutes.

**Laura McAloon arrived at 10:17am and didn't vote on the February 10, 2025 Technical Advisory Committee meeting minutes, MPO Self-Certification, or the Final Draft FY 2026-2030 Transportation Improvement Program.

Reserve Time to Speak on Agenda Item(s)

Nabity acknowledged that members of the public wishing to speak on an agenda item are asked to inform the Chair of their desire to speak on an agenda item(s). There was no member of the public asking to speak on an agenda item(s).

Approval of Minutes from the February 10, 2025 Technical Advisory Committee Meeting

Motion by Falmlen to approve the minutes of the February 10, 2025 meeting, seconded by Olson. Upon voice vote, all voted aye. Motion adopted.

Approval Recommendation of MPO Self-Certification

Zafft informed the Committee 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 Olson to approve the Recommendation of MPO Self-Certification, seconded by Shafer. Upon voice vote, all voted aye. Motion adopted.

Approval Recommendation of Final Draft FY2026-2030 Transportation Improvement Program

Zafft presented the Draft FY 2026-2030 Transportation Improvement Program (TIP), which will be released for public review and comment. The TIP includes surface transportation projects to receive federal funds and surface transportation projects of regional significance. This is a short range plan that is federally mandated, updated annually, fiscally constrained, and compatible with the State's Statewide Transportation Improvement Program. The TIP includes ten (10) NDOT highway projects, six (6) Grand Island roadway and bike/ped projects, two (2) Grand Island transit projects, and one (1) Hall County transit project. GIMAPO's Public Participation Plan requires public review and comment prior to Policy Board adoption.

Motion by Kurz to approve the Recommendation of Final Draft FY 2026-2030 Transportation Improvement Program, seconded by Olson. Upon voice vote, all voted aye. Motion adopted.

Approval Recommendation of Final Draft 2045 Long Range Transportation Plan Amendment No. 8

Zafft informed TAC that the 2045 Long Range Transportation Plan (LRTP) requires Amendment No. 8, which includes four (4) new projects and eight (8) revised projects. This amendment involves modifications to Table 9-1 (Committed Roadway Projects), Table 9-3 (Fiscally Constrained Roadway Projects), the Committed Projects section on page 9-1, and the Local Fiscal Constrain section on page 9-4 in Chapter 9- Fiscally Constrained Plan of the 2045 LRTP. GIAMPO's Public Participation Plan necessitates that proposed amendments to the LRTP be released for public review and comment prior to Policy Board adoption.

Motion by Falmlen to approve the Recommendation of Final Draft 2045 Long Range Transportation Plan Amendment No. 8, seconded by Robb. Upon voice vote, all voted aye. Motion adopted.

Approval Recommendation of Final Draft FY 2026 Unified Planning Work Program

Zafft presented the Draft FY 2026 Unified Planning Work Program, which identified planning priorities and activities to be carried out within GIAMPO's metropolitan planning area. GIAMPO's Public Participation Plan requires public review and comment prior to Policy Board adoption.

Motion by McAloon to approve the Recommendation of Final Draft FY 2026 Unified Planning Work Program, seconded by Robb. Upon voice vote, all voted aye. Motion adopted.

Approval Recommendation of Final Draft Amendment No. 3 to FY 2025-2029 Transportation Improvement Program

Zafft informed the TAC that Amendment No. 3 to the FY 2025-2029 Transportation Improvement Program (TIP) is to address a project revision consisting of the addition of the ROW phase for the Grand Island West Connector Trail. GIAMPO's Public Participation Plan requires public review and comment for a TIP amendment prior to Policy Board adoption.

Motion by Kurz to approve the Recommendation of Final Draft Amendment No. 3 to FY 2025-2029 Transportation Improvement Program, seconded by McAloon. Upon voice vote, all voted aye. Motion adopted.

Report on 2050 Long Range Transportation Plan

Zafft provided an update on the 2050 LRTP, and he mentioned phase one of public outreach was held in January and February 2025.

Next Meeting Date

The next meeting of the TAC will be on June 9, 2025 at 10:00 am.

Adjournment

There being no further business, Robb adjourned the meeting at 10:51 am.

GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION (GIAMPO)

MINUTES OF POLICY BOARD MEETING

Tuesday, May 27, 2025 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
Doug Brown, City of Grand Island, Council Member	Present
Ryan O'Neill, City of Grand Island, Council Member	Absent
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	Present

NON-VOTING MEMBERS ATTENDANCE:

Allan Zafft, City of Grand Island MPO Program Manager	Present
Charlene Falmlen, Transit Program Manager	Absent
VACANT, City of Grand Island Assistant Public Works Director	Absent
Matthew Gleason, City of Grand Island Finance Director	Absent
Brian Schultz, City of Grand Island Assistant Finance Director	Absent
Libby Finochiaro, City of Grand Island, Grant Administrator	Absent
Keith Kurz, City of Grand Island Public Works Director	Present
Catrina DeLosh, City of Grand Island Public Works Admin Coordinator	Present
Laura McAloon, City of Grand Island City Administrator	Absent
Patrick Brown, City of Grand Island, Assistant City Administrator/CFO	Absent
Tim Golka, City of Grand Island Project Manager	Present
Kari Fisk, City of Grand Island City Attorney	Present
Craig Wacker, FHWA, Transportation Planner, Realty, Civil Rights	Absent
Wayne Fedora, FHWA, Administrator, FHWA NE Division	Absent
Mokhtee Ahmad, FTA, Region VII Regional Administrator	Absent
Mark Bechtel, FTA Deputy Regional Administrator	Absent
Logan Daniels, FTA Transportation Program Specialist	Absent
Daniel Nguyen, FTA, Region VII Community Planner	Absent
Curtis Nosal, NDOT Assistant Planning Engineer	Absent
Gerri Doyle, FTA Community Planner	Absent
Chad Nabity, Regional Planning Director	Absent
Wes Wahlgren, NDOT District 4 Engineer	Present
Jarrod Walker, NDOT, Highway Planning Manager	Absent
Ryan Huff, NDOT, Planning and Project Development Engineer	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.
*Gary Quandt arrived at 4:03 pm and didn't vote on the February 25, 2025 Policy Board meeting minutes or the MPO Self-Certification.

Approval of Minutes from the February 25, 2025 Policy Board Meeting
Motion by Wahlgren to approve the minutes from the February 25, 2025 meeting, seconded by Brown. 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 Sheard to approve the MPO Self-Certification, seconded by P. O'Neill. Upon roll call vote, all voted in favor. Motion adopted.

Approval of Final Draft FY 2026-2030 Transportation Improvement Program
Zafft presented the FY 2026-2030 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 2026-2030. The TIP was made available for a 30-day public comment period from April 16, 2025 to May 16, 2025, with one comment received, which did not result in revisions to the program other than updating Appendix E.

Motion by Brown to approve the Final Draft FY 2026-2030 Transportation Improvement Program, seconded by Wahlgren. Upon roll call vote, all voted in favor. Motion adopted.

Approval of Final Draft Amendment No. 8 to the 2045 Long Range Transportation Plan
Zafft presented on Amendment No. 8 to the 2045 Long Range Transportation Plan (LRTP), which adds four (4) new projects and revises eight (8) projects. Amendment No. 8 requires modifications to Table 9-1 (Committed Roadway Projects), Table 9-3 (Fiscally Constrained Roadway Projects), the Committed Projects section on page 9-1, and the Local Fiscal Constrain section on page 9-4 in Chapter 9– Fiscally Constrained Plan of the 2045 LRTP. This amendment was made available for a 30-day public comment period from April 16, 2025 to May 16, 2025, with no public comments received.

Motion by Wahlgren to approve the Final Draft Amendment No. 8 to the 2045 Long Range Transportation Plan, seconded by Quandt. Upon roll call vote, all voted in favor. Motion adopted.

Approval of Final Draft FY 2026 Unified Planning Work Program

Zafft presented the FY 2026 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 16, 2025 to May 1, 2025, with no public comments received.

Motion by Sheard to approve the Final Draft FY 2026 Unified Planning Work Program, seconded by Peterson. Upon roll call vote, all voted in favor. Motion adopted.

Approval of Final Draft Amendment No. 3 to the FY 2025-2029 Transportation Improvement Program

Zafft presented the Grand Island West Connector Trail project revision which adds the ROW phase. Amendment No. 3 was made available for a 15-day public comment period from April 18, 2025 to May 5, 2025, with no public comments received.

Motion by P. O'Neill to approve the Final Draft Amendment No. 3 to the FY 2025-2029 Transportation Improvement Program, seconded by Sheard. Upon roll call vote, all voted in favor. Motion adopted.

Approval of Amendment No. 4 to the GIAMPO Technical Advisory Committee Bylaws

Zafft provided the recommended updates to the GIAMPO Technical Advisory Committee Bylaws, which adds the ability for a designee to attend in place of the City Administrator and Assistant Director of Public Works - Engineering Services, as well as moved the Merrick County Highway Superintendent from a voting member to a non-voting member. The bylaw changes were made available for a 15-day public comment period from April 16, 2025 to May 1, 2025, with no public comments received.

Motion by Brown to approve Amendment No. 4 to the GIAMPO Technical Advisory Committee Bylaws, seconded by Quandt. Upon roll call vote, all voted in favor. Motion adopted.

Approval of Amendment No. 1 to the Memorandum of Agreement for Transportation Planning and Programming

Zafft presented on Amendment No. 1 to the Memorandum of Agreement for Transportation Planning and Programming, which defines the duration of the agreement.

Motion by P. O'Neill to approve Amendment No. 1 to the Memorandum of Agreement for Transportation Planning and Programming, seconded by Sheard. Upon roll call vote, all voted in favor. Motion adopted.

MPO Financial Update

Zafft provided an update for State Fiscal Year 2025; Second Quarter, which is from January 1, 2025 to March 31, 2025.

Report on 2050 Long Range Transportation Plan Update

Zafft provided an update on the 2050 LRTP to the Policy Board where he went over the input received from phase 1 of public involvement in January and February 2025. Zafft mentioned phase 2 of public involvement, which is scheduled to occur in June and July 2025 to gather input on potential future multi-modal transportation strategies and proposed alternatives that may be included in the plan.

Next Meeting Date

The next meeting of the Policy Board will be on August 26, 2025 at 4:00 pm at City Hall.

Adjournment

There being no further business, Mayor Steele adjourned the meeting at 4:44 pm.

GIAMPO RESOLUTION NO. 2025-8

Grand Island Area Metropolitan Planning Organization

A Resolution Adopting the FY 2026-2030 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, the MPO, pursuant to 23 U.S.C. 134 and 49 U.S.C. 5303, develop a four-year multi-modal Transportation Improvement Program (TIP); and

WHEREAS, GIAMPO has prepared a TIP for federal Fiscal Years (FY) 2026 through 2030 for the Grand Island Metropolitan Planning Area; and

WHEREAS, the projects included in the FY 2026-2030 TIP are consistent with the currently adopted MPO Long Range Transportation Plan; and

WHEREAS, the FY 2026-2030 TIP 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.

NOW, THEREFORE BE IT RESOLVED, that the Policy Board of the Grand Island Area Metropolitan Planning Organization approves and adopts the MPO FY 2026-2030 Transportation Improvement Program.

Certification:

The foregoing resolution was approved by the Grand Island Area Metropolitan Planning Organization Policy Board at its regularly scheduled meeting held on May 27, 2025 and is effective immediately upon adoption.

By: Roger G. Steele

Roger G. Steele, Mayor / Chairperson

Attest:

Keith Kurz, Public Works Director

U.S. Department of Transportation

Federal Highway Administration
100 Centennial Mall North, Room 220
Lincoln, NE 68508

Federal Transit Administration
901 Locust Street, Room 404
Kansas City, MO 64106

October 1, 2025

Vicki Kramer, Director
Nebraska Department of Transportation
P.O. Box 94759
Lincoln, NE 68509

Director Kramer:

FHWA/FTA Approval of the Nebraska FY 2026 - 2029 Statewide Transportation Improvement Program

This letter is to inform you of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) review and approval of the highway and transit projects contained in the Nebraska Department of Transportation (NDOT) FY 2026-2029 Statewide Transportation Improvement Program (STIP), including the projects from the incorporated Metropolitan Transportation Improvement Programs (TIPs) for Lincoln MPO (City of Lincoln and Lancaster County), South Sioux City (SIMPCO), Omaha (MAPA), and Grand Island (GIAMPO).

The Draft FY 2026-2029 STIP was available for public comment from August 15, 2025 to August 29, 2025. NDOT received no comments on the proposed STIP during this public comment period.

The Metropolitan Area Planning Agency's (MAPA) Board of Directors approved the TIP on June 26, 2025. The Lincoln MPO TIP was approved by the Officials Committee on May 2, 2025. The Grand Island TIP was approved by the Policy Board on May 27, 2025. NDOT approved all of the Metropolitan TIPs for inclusion into the STIP on September 24, 2025.

The SIMPCO TIP and 2045 LRTP were found to be inconsistent during the NDOT review of those planning products, therefore the SIMPCO FY 2026-2029 TIP is excluded from this approval. SIMPCO is currently addressing the issue and an amendment to the FY 2026-2029 STIP will be required to include their TIP once addressed.

Throughout the year, FHWA and FTA have had ongoing communication with the NDOT, the Metropolitan Planning Organizations (MPOs), and the state's transit agencies. In accordance with 23 CFR Part 450.218(b) and 23 CFR Part 450.334(a), FHWA and FTA have jointly determined that the highway and transit projects included in the STIP, and the metropolitan TIPs are based on a transportation planning process that substantially meets the requirements.

The enclosed planning finding was prepared to demonstrate how the NDOT's statewide and metropolitan transportation planning and programming processes meet the Federal requirements. Based on FHWA and FTA review of the FY 2026-2029 STIP, the monitoring activities throughout the year, the MPO's self-certifications, and the enclosed planning finding, the FY 2026-2029 STIP is hereby approved.

If you have any questions or need additional information, please contact Justin Luther, FHWA, at (402)742-8464 or Gerri Doyle, FTA, at (816)329-3928.

Sincerely,

CARRIE ELISABETH OSBORNE BUTLER

Digitally signed by CARRIE ELISABETH OSBORNE BUTLER
Date: 2025.09.30 15:28:06 -05'00'

Carrie Butler
Regional Administrator
Federal Transit Administration

James R. Simerl
Acting Division Administrator
Federal Highway Administration

cc:
Devin Townsend, P.E. NDOT
Ryan Huff, P.E. NDOT
Jarrod Walker, NDOT
Jaime Kamarad, NDOT
Michael Helgerson, MAPA
David Cary, Lincoln MPO
Allan Zafft, GIAMPO
Michelle Bostinelos, SIMPCO

Grand Island Area Metropolitan Planning Organization
City Hall - Public Works Department
100 East First Street
P.O. Box 1968
Grand Island, NE 68802-1968
308-385-5455
www.grand-island.com/GIAMPO

GIAMPO
GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION

October 22, 2025

Re: Public Comment Period—"DRAFT" Fiscal Years 2026-2030 Transportation Improvement Program Amendment No. 1

The Grand Island Area Metropolitan Planning Organization (GIAMPO) has released "DRAFT" Amendment No. 1 to the Fiscal Years 2026-2030 Transportation Improvement Program (TIP) for public review and comment. The TIP is a short range-program identifying transportation projects that are regionally significant or reasonably expected to be federally funded through the year 2030. The TIP also serves as the Program of Projects (POP) for the City of Grand Island's Transit Program.

The "DRAFT" Amendment No. 1 to the FY 2026-2030 TIP includes the following project revisions:

- TIP Number: 2022-005, Project Name: Wood River - Platte River – Delete project. The project was let in August 2025 and has been awarded. It is included in the FY 2025-2029 TIP.
- TIP Number: 2025-002, Project Name: Platte River – Phillips (Resurf.) – Update the schedule
- TIP Number: 2026-004, Project Name: US-30 & Capital Ave – Update the schedule

Enclosed is this amendment with details of the above revisions.

An electronic copy of "DRAFT" Amendment No. 1 to the FY 2026-2030 TIP can be found on the GIAMPO webpage at www.grand-island.com/GIAMPO, and hard copies are also available at the City of Grand Island's Public Works Department Office, City Hall, 100 East First Street, Grand Island, NE, 68801. The comment period will conclude November 6, 2025.

Written comments on "DRAFT" Amendment No. 1 to the FY 2026-2030 TIP should be submitted to Allan Zafft, MPO Program Manager at Public Works Department, P.O. Box 1968, Grand Island, NE 68802 or by email at giampo@grand-island.com, and will be accepted if received on or before November 6, 2025.

Questions concerning this amendment should be directed to Allan Zafft by phone at 308-389-0273 or by email at allanz@grand-island.com.

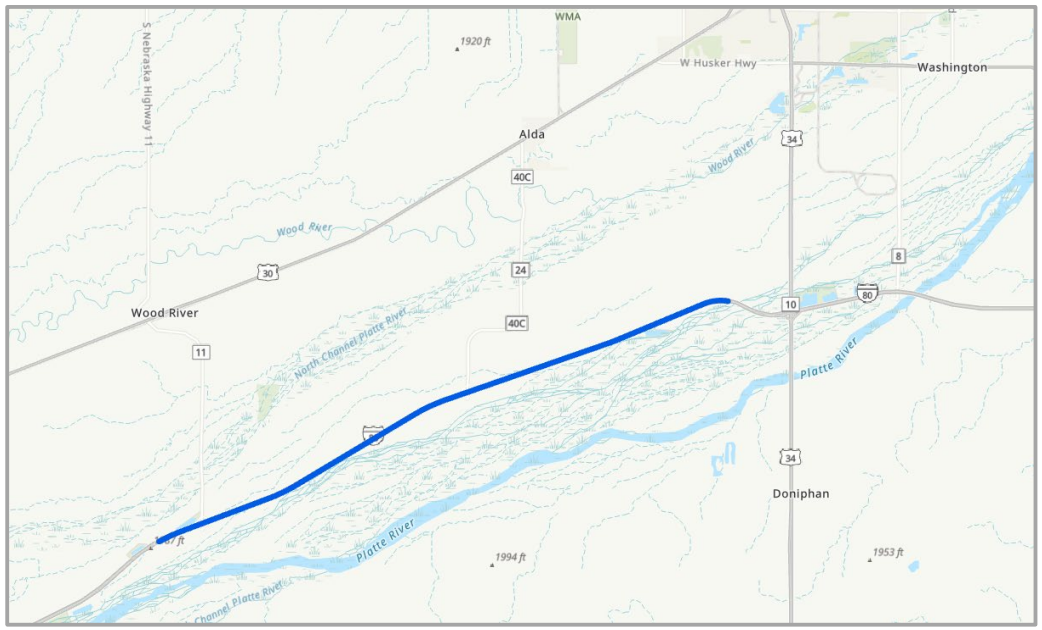
Sincerely,

Allan Zafft, AICP
MPO Program Manager

Enclosure: "DRAFT" Amendment No. 1 to the FY 2026-2030 TIP

Grand Island Area Metropolitan Planning Organization (GIAMPO)
Transportation Improvement Program
Fiscal Years 2026 - 2030
"DRAFT" Amendment No. 1

TIP # 2022-005 **State ID:** 42921 **Project #:** NH-80-6(119) **Project Name** Wood River - Platte River



Description: Crack Seal

HWY: I-80

Location: I-80 from approx 0.9 mi W. of N-11 to approx 1.2 mi W. of US-281/US-34. RP 299.25 - RP 310.88

Length (SLM): 11.63

Project Sponsor: NDOT

District #: 4

A/Q Status: Exempt

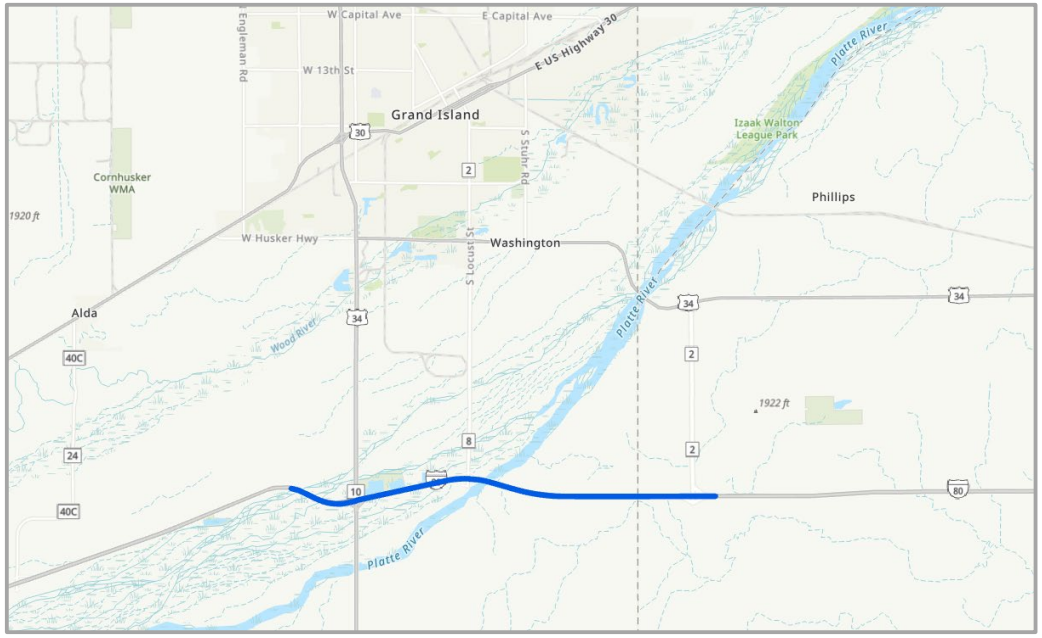
YOE	Phase	Fund Type	Fund Description	Estimate ($1,000)
2024	PE	State	NDOT	$1
2026	CONST/CE	State	NDOT	$28
2026	CONST/CE	Federal	NHPP	$252
			Total Project Estimate	**$281**

Amendment Description: Delete project. The project was let in August 2025 and has been awarded. It is included in the GIAMPO FY 2025-2029 Transportation Improvement Program.

☐ New ☑ Deleted ☐ Schedule ☐ Budget ☐ Scope

Notes: PE in YOE 2024 is not reflected in Financial Constraint Table. This project is in progress.

TIP # 2025-002 **State ID:** 43023 **Project #:** NH-80-7(178) **Project Name** Platte River - Phillips (Resurf.)



Description: Resurface

HWY: I-80

Location: I-80 from Platte River to east of N-2/B Road. Begin RP - 310.88

Length (SLM): 7.7

Project Sponsor: NDOT

District #: 4

A/Q Status: Exempt

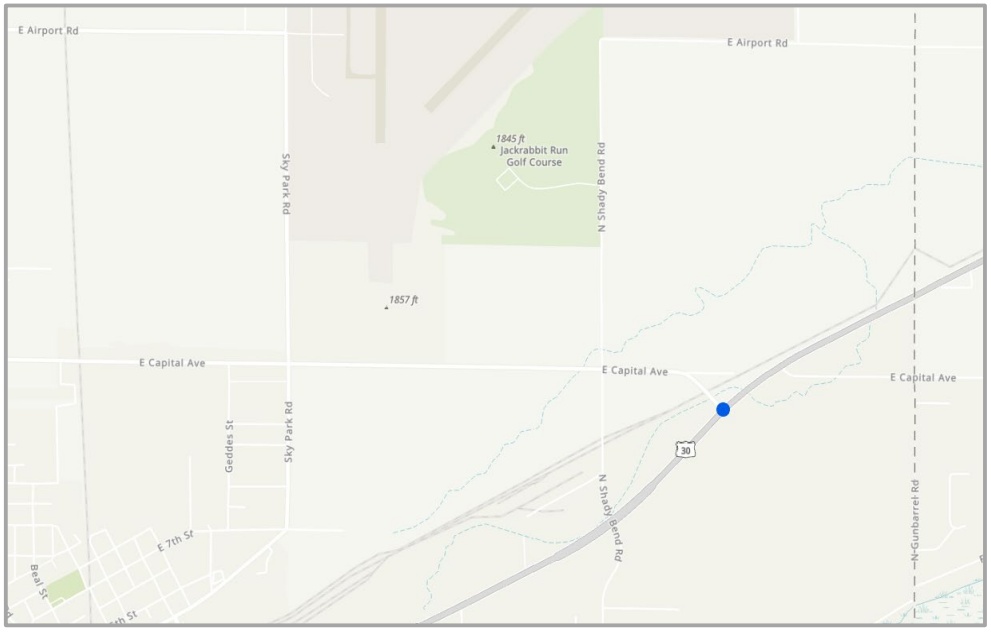
YOE	Phase	Fund Type	Fund Description	Estimate ($1,000)
2025	PE	State	NDOT	$720
2028	CONST/CE	State	NDOT	$1,930
2028	CONST/CE	Federal	NHPP	$17,373
			Total Project Estimate	**$20,023**

Amendment Description: Update the schedule. Move CONST/CE phase from 2026 to 2028.

☐ New ☐ Deleted ☑ Schedule ☐ Budget ☐ Scope

Notes:

TIP # 2026-004 **State ID:** 43048 **Project #:** HSIP-30-4(169) **Project Name** US-30 & Capital Ave



Description: Construct Turn Lane

HWY: US-30

Location: US-30 and Capital Avenue. Begin RP - 318.22

Length (SLM): 0.2

Project Sponsor: NDOT

District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate ($1,000)
2026	PE	State	NDOT	$2
2029	CONST/CE	State	NDOT	$88
2029	CONST/CE	Federal	SFTY	$791
			Total Project Estimate	**$881**

Amendment Description: Update the schedule. Move CONST/CE phase from 2027 to 2029.

☐ New ☐ Deleted ☑ Schedule ☐ Budget ☐ Scope

Notes:

TRANSPORTATION IMPROVEMENT PROGRAM
Financial Plan Update

Approval of Amendment No. 1 to the Fiscal Years 2026-2030 Transportation Improvement Program (TIP) will require the financial constraint summary table from the Fiscal Years 2026-2030 TIP, adopted on May 27, 2025 to be modified as shown below in red.

Grand Island Area Metropolitan Planning Organization (GIAMPO)
Transportation Improvement Program
Fiscal Years 2026-2030
Financial Constraint Projects
($1,000's)

Federal Highway Administration	2026	2027	2028	2029	2030	Total
National Highway Performance Program (NHPP)	$10,546	$5,556	$24,541	$0	$0	$40,643
Highway Safety Improvement Program, includes Rail Safety (SFTY)	$240	$9,290	$23,488	$4,801	$0	$37,819
Surface Transportation Block Grant Program (STBG)	$0	$475	$3,950	$0	$0	$4,425
Surface Transportation Block Grant Program Set-Aside for Transportation Alternatives (TA)	$40	$1,199	$0	$0	$0	$1,239
Nebraska Department of Transportation	$2,816	$2,276	$3,720	$88	$0	$8,900
City of Grand Island	$10,326	$654	$5,860	$1,003	$0	$17,843
	$23,968	$19,450	$61,559	$5,892	$0	$110,869

Federal Transit Administration	2026	2027	2028	2029	2030	Total
Section 5307	$1,318	$1,172	$1,229	$1,288	$0	$5,007
Section 5311	$540	$428	$485	$474	$0	$1,927
Section 5339	$0	$120	$80	$144	$0	$344
Nebraska Department of Transportation	$70	$62	$67	$67	$0	$266
City of Grand Island	$979	$983	$1,020	$1,086	$0	$4,068
Hall County	$79	$66	$73	$73	$0	$291
	$2,986	$2,831	$2,954	$3,132	$0	$11,903

NOTE: The financial table above illustrates the identified funding for the projects included in the tables for FY 2026-2030.