2050 LONG RANGE TRANSPORTATION PLAN

DRAFT
December 2025

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

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Chapter 1 – Who We Are

In 2013, the Governor of Nebraska designated the Grand Island Area Metropolitan Planning Organization (GIAMPO) as the official Metropolitan Planning Organization (MPO) for the Grand Island Urbanized Area. GIAMPO serves as the formal transportation planning body for the metropolitan area. In its role as the MPO, GIAMPO is responsible for carrying out a continuing, cooperative, and comprehensive transportation planning process that is multi-modal and performance-based. The GIAMPO region is shown in **Figure 1**.

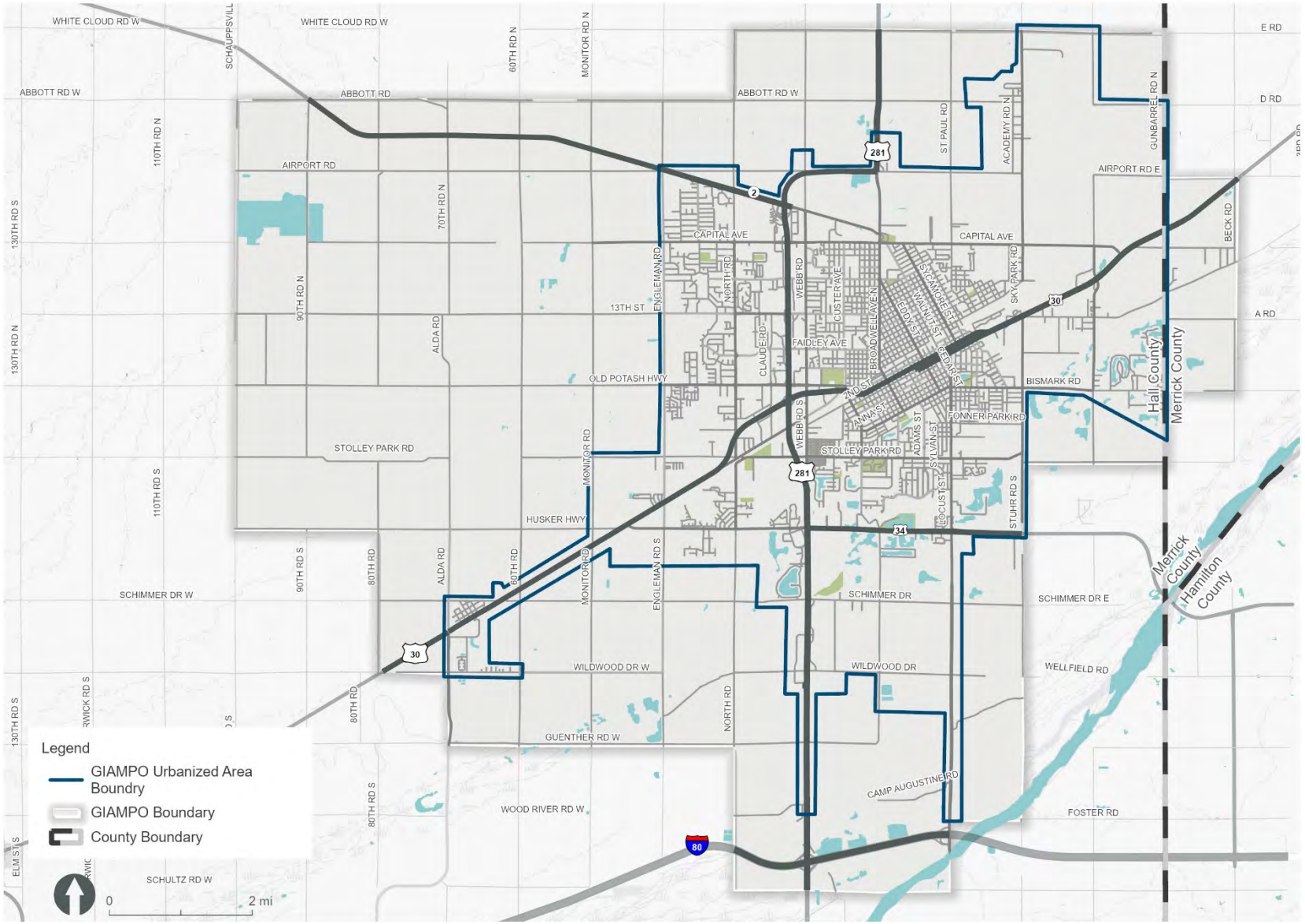
Members comprising GIAMPO include state and local agencies located within the GIAMPO planning boundary. These agencies are considered voting or nonvoting members on the MPO's two main committees- GIAMPO's Policy Board and GIAMPO's Technical Advisory Committee. The state and local agencies comprising GIAMPO and considered as voting members are:

- City of Grand Island: TAC and Policy Board
- Village of Alda: TAC
- Hall County: TAC and Policy Board
- Central Nebraska Airport: TAC
- Nebraska Department of Transportation (NDOT): TAC and Policy Board

Additional subcommittees, working groups, and roundtables are created by GIAMPO for the purpose of addressing defined transportation-related issues within the region. The GIAMPO Subcommittee was reconvened in 2022, which is a subcommittee of the TAC. This subcommittee consists of members with representation from NDOT, City of Grand Island and community organizations, and its role is to discuss bicycle and pedestrian related activities.

Committee	Description
 **GIAMPO Policy Board**	An eight-member committee that is the governing body of GIAMPO. The Policy Board is responsible for the preparation and adoption of planning studies, reviewing transportation projects to align with regional transportation goals, adopting the annual Transportation Improvement Program and review of Federal and state funding available for local transportation projects, overseeing updates to the Long Range Transportation Plan, adopting the annual Unified Planning Work Program, and implementing the Public Participation Plan.
 **GIAMPO Technical Advisory Committee (TAC)**	A ten-member committee that is responsible for overseeing and advising the Policy Board on technical matters related to their duties. Provides oversight in the development and review of the LRTP and other work products developed by the MPO.

Figure 1: The GIAMPO Region



GIAMPO Roles and Responsibilities

The major roles and responsibilities of GIAMPO are established in 23 U.S. Code § 134 and 23 CFR Part 450 Subpart C which provide guidance to the nation's MPOs in providing a continuous, cooperative, and comprehensive framework for planning and investing in the nation's metropolitan areas.

The key responsibilities GIAMPO is charged with under the Metropolitan Planning Program include:

Work Activity	Description
Long Range Transportation Plan (LRTP)	Describes how the metropolitan area will operate and maintain its multimodal transportation system to meet regional transportation, economic, development, and sustainability goals through the LRTP horizon under a fiscally constrained plan for implementing improvements.
Transportation Improvement Program (TIP)	Annual publication that lists upcoming transportation projects. The TIP covers a 5-year period and is developed in consultation with state and public transit providers. The TIP includes all projects receiving federal funds or are defined as locally-funded projects of regional significance.
Unified Planning Work Program (UPWP)	Annual publication that identifies planning priorities and activities that will be carried out within the MPO region. Development of the UPWP is required as to govern work programs that expend federal funds.
Public Participation Plan (PPP)	Provides direction on efforts GIAMPO will take to achieve public participation in all of its planning activities.

Long Range Transportation Planning Process

The LRTP is a key document that guides decision-making related to multimodal transportation investments in the GIAMPO region. The MPO is required to update the LRTP on a recurring, five-year basis and this document establishes the long-range vision for the region's multimodal transportation system over the next 25 years. The LRTP updates the area's transportation goals and objectives, and identifies federally-funded and regionally significant multimodal transportation improvements that are anticipated to be implemented over the life of the plan. Additionally, the plan must demonstrate that these improvements can be funded given reasonably anticipated future federal, state, and local revenues.

Public engagement is a cornerstone of the LRTP's development and GIAMPO strives to engage community members through the development of the plan, as guided by the MPO's Public Participation Plan. Throughout the development of the LRTP, community members had opportunities to share feedback on the plan's goals and objectives, potential strategies, and the draft LRTP report.

Elements of the Long Range Transportation Plan

Federal requirements related to long range metropolitan transportation planning dictate the use of a performance-based planning approach that seeks to align regional multimodal transportation goals with federal, state, and local priorities. Underlying the performance-based planning approach is ongoing monitoring of the region's multimodal transportation system, which allows for a continual assessment of progress made towards the vision of the LRTP while linking GIAMPO's existing system performance to federal and state planning requirements.

The main elements comprising the LRTP are summarized on the next page.

1. Include current and projected transportation demand of persons and goods in the MPO area over the 25-year planning horizon.
2. Identify existing and proposed transportation facilities.
3. Describe performance measures and performance targets used to assess performance of the transportation system.
4. Include a system performance report that evaluates the condition and performance of the transportation system with regard to the current performance targets.
5. Assess capital investments and other financial strategies that preserve the existing and projected transportation infrastructure.
6. Describe transportation and transit enhancements.
7. Describe all proposed transportation projects in detail so cost elements may be developed.
8. Discuss environmental mitigation activities and potential areas to carry these activities out.
9. Include a financial plan that demonstrates how the LRTP can be implemented.
10. Include planning for pedestrian walkway and bicycle transportation facilities.
11. Consultation with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.
12. Integrate priorities, goals, countermeasures, strategies, or projects contained in related State and local plans.
13. Provide the public and stakeholders with a reasonable opportunity to comment on the LRTP.
14. Publish the LRTP for public review in electronically-available formats.

Related Planning Efforts

Several additional state and local plans helped shape development of the LRTP.

- **NDOT 2040: Nebraska DOT's Statewide Long Range Transportation Plan:** NDOT's LRTP sets a 20-year vision for transportation development in Nebraska. It focuses on asset preservation, mobility, resilience, safety, and economic and community vitality. NDOT's LRTP provides an overview of current issues, emerging system technology and needs, and funding. The plan was developed collaboratively with stakeholders with performance-based strategies for future investments and policy decisions.
- **Nebraska Strategic Highway Safety Plan (SHSP)**: The most recent SHSP (2022-2026) provides direction towards achieving zero fatalities on Nebraska roadways. The SHSP along with the state's Vulnerable Road Users Assessment identified seven Critical Emphasis Areas: increasing seat belt use, reducing lane departure crashes, reducing impaired driving, reducing intersection crashes, reducing young driver crashes, reducing older driver crashes, and reducing non-motorist crashes. The data-driven plan was a collaborative effort of NDOT with other agencies like the Nebraska State Patrol and public health partners.
- **Nebraska State Freight Plan:** The Nebraska State Freight Plan was updated in 2023 to outline a strategic vision to enhance the state's multimodal freight system, preserve the existing system, promote Nebraska's economic competitiveness, enhance safety, and support a resilient system and environmentally sustainable system. The plan was developed in coordination with freight stakeholders to evaluate where the freight system is today and identified key targeted investments and policy actions to achieve the state's freight goals.
- **GO Grand Island Transit Development Plan:** The City of Grand Island Transit Development Plan, also known as GO GI Transit, was completed in 2023. The GO GI Transit plan analyzed the current CRANE Public Transit system and developed potential recommendations based on current and anticipated future needs. GO GI provided a funding-constrained plan for the next 20 years to address the short- and long-term needs of transit service in the Grand Island community.
- **City of Grand Island Parks and Recreation Master Plan:** The City of Grand Island completed their Parks and Recreation Master Plan in 2025. The plan worked with residents to define a community vision, understand community needs, lay out a plan to address identified gaps, and develop a funding and prioritized implementation plan.
- **Grand Island Metropolitan Area Bicycle and Pedestrian Master Plan:** GIAMPO completed the 2018 Bicycle and Pedestrian Master Plan to assess the existing bicycle and pedestrian system, evaluate potential projects and strategies to advance non-motorized travel in the area, and develop a system that expands bike and pedestrian networks for both transportation and recreational uses. The plan includes recommended future projects.

Chapter 2 – Community Engagement

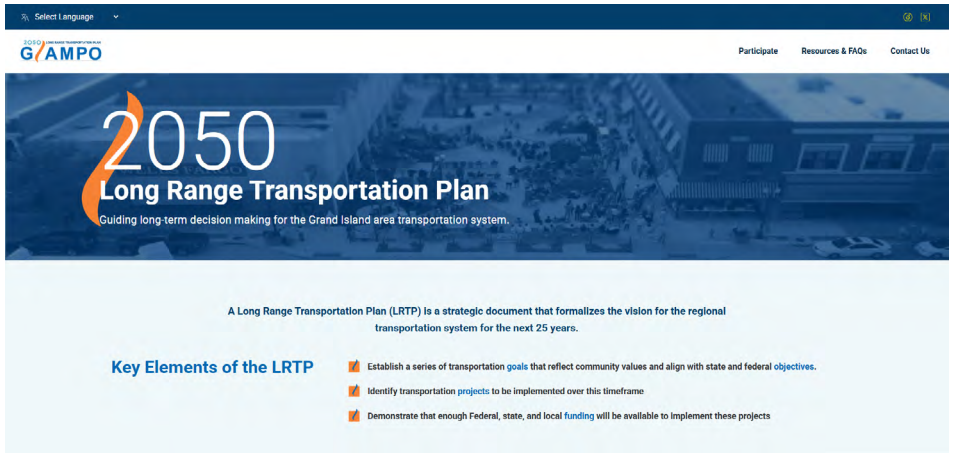
Engagement with the GIAMPO community was continual throughout the development of the 2050 LRTP and sought to inform the public and stakeholders on the LRTP's purpose and need and gather input to help form the plan. A range of tools and tactics were used to engage the public during the LRTP process, and these tools and tactics were designed in accordance with GIAMPO's Public Participation Plan.

Communication Tools and Tactics

Project Website

A project website was maintained for the duration of the 2050 LRTP development process and served as the central communications hub and project information repository. Information maintained on the website included:

- LRTP information and background
- LRTP project schedule and key milestones
- LRTP updates and notices
- Public open house materials
- Interactive comment map and comment form
- Public surveys



LRTP Outreach

Multiple outreach avenues were leveraged over the course of the LRTP's development, ranging from legal notices to social media posts on the city of Grand Island's social media channels. The full range of outreach methods included:

- Press releases circulated to local print, television, and radio media channels
- Legal notices published in the Grand Island Independent and Buenos Dias
- Email notices sent to LRTP stakeholders
- Digital fliers to promote LRTP public open houses
- Social media posts published on the city of Grand Island's Public Works social media channels

LRTP Engagement Milestones

Community engagement efforts for the 2050 LRTP centered around three key milestones, which are detailed below. Detailed engagement summaries for the engagement events are provided in **Appendix A**.

Transportation Visioning and Issues Identification

The theme for the first engagement milestone was transportation visioning and issues, and engagement efforts sought to solicit public feedback on the current issues and needs facing the region's multi-modal transportation system that should be addressed by the LRTP.

Public Open House #1

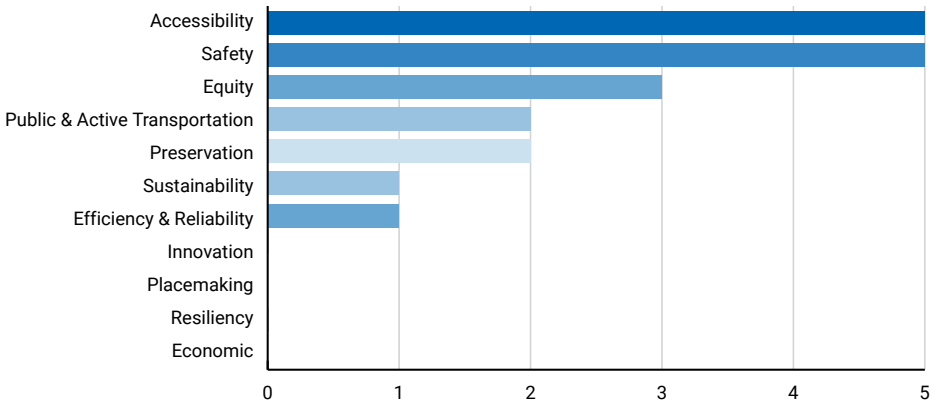
Public Open House #1 was held on February 6, 2025 at the Grand Island Public Library. The open house invited attendees to view a series of boards that provided background on the LRTP process and to participate in several activities in which they could share their thoughts on the key issues and needs facing multi-modal transportation in the region. These activities included:

- **Transportation Prioritization Activity:** Dot sticker activity where participants could vote for the top transportation issues and priorities.
- **Strengths, Weaknesses, Opportunities, and Threats (SWOT) Activity:** Participants shared their thoughts on the strengths and weaknesses of the existing multi-modal transportation system, and the potential opportunities and threats facing the future of multi-modal transportation in the region.
- **Mapping Activity:** Map-based activity where participants could record location-specific transportation concerns.

An online version of Public Open House #1 was hosted on the LRTP website for members of the public interested in participating but unable to attend the in-person event. The meeting was launched the same day as the in-person event and was open for a two-week period.

Figure 2 shows the voting results for the Transportation Prioritization Activity. Based on the voting results, the top three issues and priorities identified by attendees were **Safety, Accessibility,** and **Equity**.

Figure 2: Voting Results for the Transportation Prioritization Activity



Survey #1

Supplementing Public Open House #1 was a public visioning survey that asked participants a series of questions related to daily transportation habits, their thoughts on which goals the LRTP should prioritize, and the top three issues facing multi-modal transportation in the region. The survey ran from February 6 to March 5, 2025.

Focus Group Meetings

The first public engagement milestone included a series of focus group meetings that invited key stakeholders including representatives of the region's major employers, transportation providers, educational institutions, elected officials, bike and pedestrian users (GIAMPO Non-Motorized Subcommittee), nonprofits, and emergency responders. One in-person and two virtual focus group sessions were held in January 2025 and covered the same topics as Public Open House #1 and Survey #1.

Strategy Prioritization

The theme for the second engagement milestone was public prioritization of potential strategies and treatments to address the needs and issues facing multi-modal transportation in the GIAMPO region. Engagement efforts focused on gathering public feedback related to the strategies and treatments they would prefer to include in the 2050 LRTP.

Public Open House #2

Public Open House #2 was held on June 5, 2025 at the Grand Island Public Library. The open house invited attendees to view a series of boards that provided updates on the LRTP process and to participate in two activities in which they could share their preferences on the LRTP's potential multi-modal strategies and treatments. These activities included:

- **Prioritization Activity:** Dot sticker activity where participants indicate their preferences on specific transportation strategies and treatments. These strategies and treatments were organized into roadway, bicycle and pedestrian, transit, and emerging trends and technologies.
- **Mapping Activity:** Map-based activity where participants could identify specific locations where they would like to see strategies and treatments from the Prioritization Activity implemented in the region.

An online version of Public Open House #2 was hosted on the LRTP website for members of the public interested in participating but unable to attend the in-person event. The meeting was launched the same day as the in-person event and was open for a two-week period.

The major takeaways gathered from the public feedback at Public Open House #2 included:

- **Roundabouts** and **traffic signal optimization** showed the strongest preference from attendees for roadway strategies and treatments.
- **Improved pedestrian crossings** showed the strongest preference from attendees for bicycle and pedestrian strategies and treatments.
- **Same-day service** was highly favored in terms of transit strategies and treatments.

Survey #2

The second survey was a supplement to open house #2. It was interested in getting feedback from the public on a range of multimodal strategies. The survey ran from June 5 to July 3, 2025. The strategies included and considered by the public were:

Street Strategies:

- More Travel Lanes (Street Widening)
- Traffic Signal Optimization
- Roundabouts
- Turn Lanes (Left or Right)
- Medians
- Roadway Reconfiguration

Bicycle and Pedestrian Strategies:

- Improved Pedestrian Crossings (Highly Visible Crosswalks, Shorter Crossings, and User-Activated Signs)
- Cycle Tracks/Protected Bike Lanes
- New/Improved Trails and Sidepaths
- Grade-Separated Crossings (Bridges, Underpasses, etc.)

Transit and Emerging Trends & Technology Strategies:

- Increased Transit Service Hours and Weekend Service
- Same Day Service
- Micromobility (Shared Bikes and Scooters, E-Scooters, etc.)

Feedback received from the survey (both online and paper versions) and the public meeting helped shape the set of project alternatives considered for inclusion in the LRTP.

The strategies that received the highest preference were:

- Addition of medians (street mode)
- Roadway reconfiguration (street mode)
- Improved pedestrian crossings (bike and pedestrian mode)
- Grade-separated crossings (bike and pedestrian mode)
- Same day service (transit mode)

Project Priorities

Pop Up Booth

The LRTP project team hosted a pop-up booth at the Grand Island Area Farmers Market on Saturday, August 23, 2025. The booth was staffed by project 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 the same day as the pop-up event.

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.

On-Line Project Prioritization Activity

The LRTP team created an on-line application (app) for the public to engage with to provide some of their priority projects. The app was live from August 21 to September 12, 2025 on the project website. Eighty-nine submissions were received.

The app included some of the more significant potential street and bicycle/pedestrian projects, and the three key transit strategies identified by the 2021 GO GI Transit Development Plan. The app included some planning level costs and budgets as a way of illustrating the fiscally-constrained nature of transportation planning. The results of this multimodal prioritization exercise were:

Public Top-Preferred Street Projects:

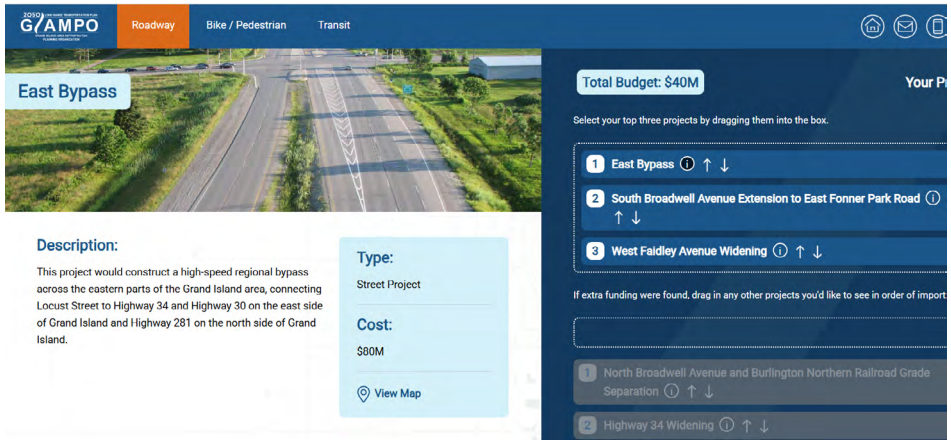
- Intersection Safety Improvements (region-wide)
- Highway 34 Widening
- East Bypass

Public Top-Preferred Bike/Pedestrian Projects:

- South Locust Trail
- Eagle Scout Park Trail

Public Top-Preferred Transit Strategies:

- Shortening Time Requirement for Booking
- Expanded Service Hours



Draft LRTP

Public Open House #3

The LRTP project team will host public open house #3 at the Grand Island Public Library on December 11, 2025. The meeting will be an open-house format that presents the content of the draft LRTP document and seek feedback from the public. The open house will be the launch of the 30-day comment period on the draft document.

GIAMPO Committee Presentations

Multiple presentations to GIAMPO's Policy Board and TAC were held throughout the development of the 2050 LRTP to provide updates on the plan's progress. The presentation of the Draft LRTP was made to the TAC on December 8, 2025. The 30-day public comment period began December 11, 2025 and closed January 12, 2026.

Presentations on the Final LRTP were made to the TAC on February 9, 2026 and the Policy Board on February 24, 2026.

Chapter 3 – Goals, Objectives, and Performance Measures

Federal LRTP Requirements

The LRTP's application of a Federally compliant performance-based planning approach leverages data and outcomes to guide investment decisions related to GIAMPO's multi-modal transportation system. This performance-based approach allows a wide degree of flexibility to integrate GIAMPO's vision, goals, and priorities in the process while complying with federal regulations. The goals and objectives presented in the 2050 LRTP make it in an actionable set of strategies and investment decisions that can guide GIAMPO and its member agencies towards its future vision for multi-modal transportation in the region.

Federal Metropolitan Planning Factors

Additional federal requirements related to the LRTP process state that LRTPs must provide for the consideration and implementation of projects, strategies, and services that address the ten metropolitan planning factors:[1]

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

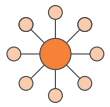
Alignment with Nebraska DOT's Statewide LRTP

The LRTP seeks to align with and reinforce planning efforts conducted by NDOT, such as the State Long Range Transportation Plan (SLRTP). Nebraska's current SLRTP was adopted in 2021 and articulates the vision established for the state's future multi-modal transportation system:[2]

> ***Provide the best possible statewide transportation system for the movement of people and goods.***

To achieve this vision, NDOT established the following goals through the development of the SLRTP.

Asset Preservation: Keep Nebraska's multi-modal transportation assets in a state of good repair.



Mobility Choices for People and Freight: Provide efficient, affordable, and equitable options across all modes for moving people and goods throughout Nebraska and beyond.

Secure and Resilient Transportation: Manage the risk and magnitude of major disruptions to Nebraska's transportation systems.

Safety: Provide a transportation system in Nebraska that is safe for all users.

Support for Economic and Community Vitality: Choose investments in Nebraska's transportation system that best support the vitality of Nebraska's economy and all of its communities.

1 Code of Federal Regulations, Subpart C-Metropolitan Transportation Planning and Programming.

2 Nebraska Department of Transportation, NDOT2040.

2050 LRTP Goals and Objectives

Based on input gained through public engagement activities, analysis of the current and future multi-modal transportation system, state planning efforts, and federal requirements, a series of goals and objectives were established for the 2050 LRTP.

Vision Statement

The vision statement developed for the 2050 LRTP articulates a future for multi-modal transportation for the GIAMPO region:

> ***Create a safe, connected, and resilient transportation system that supports the economic vitality of the GIAMPO region by efficiently moving people and goods, expanding access to opportunities, and investing in sustainable and multimodal solutions for all users.***

The following discussion of goals and objectives demonstrates GIAMPO's commitment to this regional vision and the efforts needed to achieve it.

Goals and Objectives

The goal areas of the 2050 LRTP are presented in **Figure 3**. The objectives within each goal area are shown in **Figure 4**.

Figure 3: 2050 LRTP Goal Areas

Figure 4: 2050 LRTP Goal Areas and Objectives

Goal Area		Objectives
	**Safety**	• Reduce fatal and serious injury crashes • Reduce the occurrences of total crashes • Reduce bicycle and pedestrian crashes
	**Accessibility**	• Provide improved connections to key destinations across the community • Provide efficient freight connections • Increase connectivity of the bicycle and pedestrian system • Continue to provide quality public transit services
	**Economic Development**	• Identify transportation strategies that support economic development • Identify transportation strategies that provide enhanced access to jobs, services, and educational opportunities for all residents • Provide active transportation options to promote the health and well-being of residents
	**System Efficiency and Reliability**	• Limit the emergence of recurring congestion • Improve travel reliability on arterial roadways • Support high levels of freight reliability on the state highway system
	**Public and Active Transportation**	• Support safe and accessible active transportation infrastructure • Improve the reliability and availability of public transit services in a sustainable manner • Increase multimodal connectivity between bicycle and pedestrian networks
	**Preservation and Sustainability**	• Identify sufficient financial resources to maintain all Federal-Aid streets and bridges in fair or good condition • Invest in maintenance of existing biking and walking infrastructure • Transportation projects should limit impacts to the natural and built environment • Identify strategies to make transportation infrastructure more resilient to natural and man-made events

Project Prioritization and Performance Measures

The LRTP, rooted in a performance-based planning approach, establishes a series of objectives for each goal area that provide specific and measurable targets that can be continually monitored by GIAMPO and its member agencies. The objectives play a further role in guiding the selection of projects for inclusion in the 2050 LRTP's Fiscally Constrained Plan. **Chapter 7 – Project Alternatives and Strategies Development** provides further detail on the LRTP project prioritization method and results. **Table 1** summarizes the prioritization approach by goal area and objective.

Table 1: 2050 LRTP Project Prioritization by Goal Area and Objective

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	**10**	
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

Goal	Objective	Possible Points	How Projects Were Scored
Economic Development	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**	
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**	

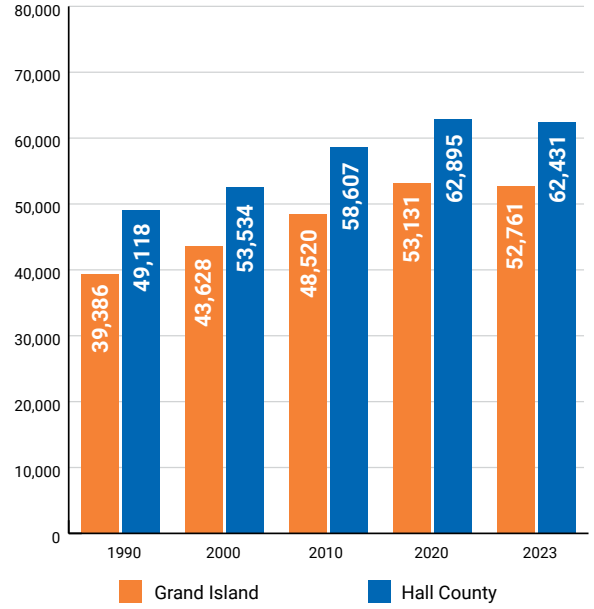
Chapter 4 – Regional Profile

Understanding demographic shifts in Grand Island is helpful for predicting the demands for transportation in the future, and how the system may need to change to meet demand. The following chapter provides an overview of the current population and employment trends in the region.

Population Trends

The GIAMPO area population has steadily grown in the past few decades, mostly driven by growth of the city of Grand Island. **Figure 5** shows the total population growth in Grand Island and Hall County since 1990. The population of Hall County in 2023 was 62,431, with 52,761 of the population residing in Grand Island. As shown below, Grand Island's population has grown by 33.96% during the 33-year period. Hall County saw slightly less growth, which has grown by 27.1% in the same time period.

Figure 5: Total Population for Grand Island and Hall County, 1990-2023



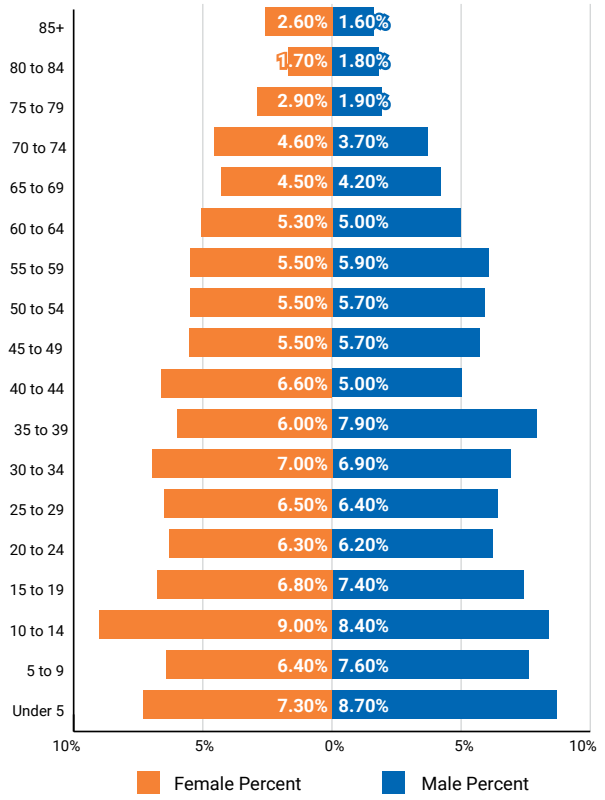
Source: U.S. Census Bureau, Decennial Census

Current Demographics

The population pyramids shown in **Figure 6** and **Figure 7** display the share of the Grand Island and Hall County populations across different age cohorts and between gender, respectively. Key findings of the population pyramid include:

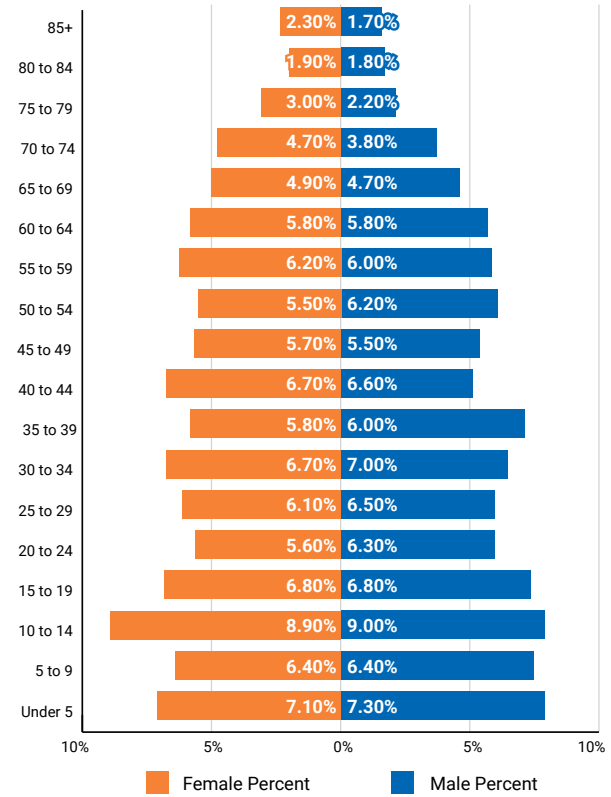
- Median age of Grand Island residents is 34.5 years, while the median age of Hall County is 36
- The breakdown of Grand Island residents by gender is 51% male and 49% female, and is the same for Hall County as well.

Figure 6: Grand Island Population by Age and Gender



Source: 2019-2023 ACS 5-Year Estimates

Figure 7: Hall County Population by Age and Gender



Source: 2019-2023 ACS 5-Year Estimates

Table 2 describes the racial and ethnic composition of Grand Island and Hall County. As shown below, around 57% of Grand Island identifies as White. Grand Island is also home to a large population that identifies as Hispanic or Latino, roughly 35%. Additionally, 3% of the population identifies as Black or African American. Similarly, roughly 62% of Hall County identifies as White, 31% identifies as Hispanic or Latino, and 3% identify as Black or African American.

Table 2: Race and Ethnicity of Grand Island and Hall County Residents

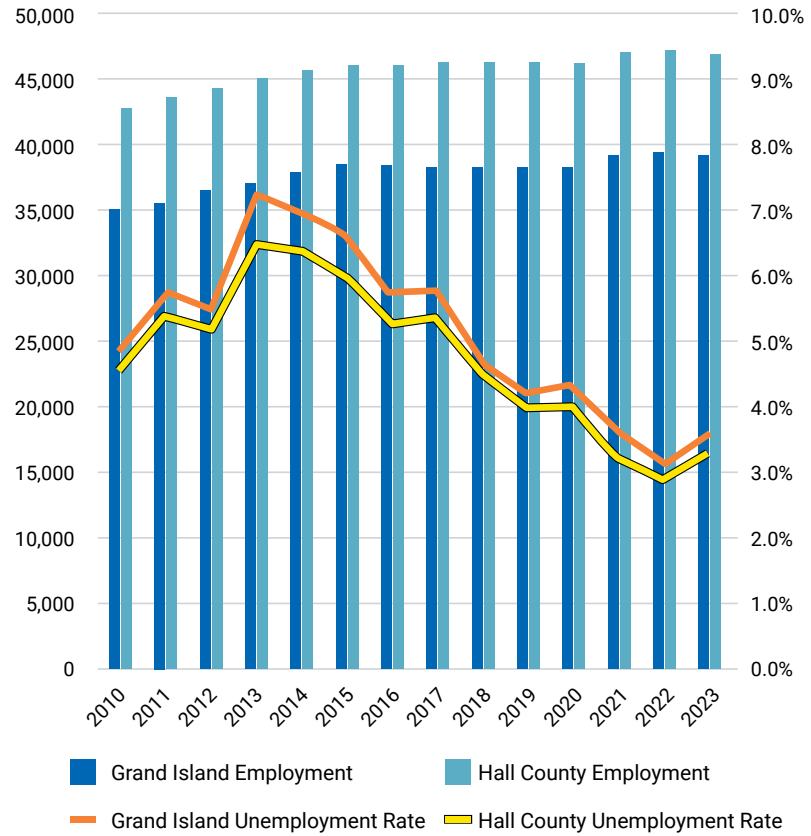
	Grand Island		Hall County	
Race/ Ethnicity	**Total Population**	**Percentage**	**Total Population**	**Percentage**
White	30,195	57.23%	38,763	62.09%
Black or African American	1,956	3.71%	1,987	3.18%
Asian	647	1.23%	649	1.04%
Hispanic or Latino	18,673	35.39%	19,563	31.43%
American Indian or Alaska Native	192	0.36%	220	0.35%
Native Hawaiian or Pacific Islander	0	0.00%	26	0.04%
Two or more races	1,004	1.90%	1,125	1.80%
Other	94	0.18%	98	0.16%

Source: 2019-2023 ACS 5-Year Estimates

Income and Employment

Median household income in Grand Island was $62,439 in 2023, while Hall County residents had a median household income of $67,549. Unemployment in the city of Grand Island was 3.6% during 2023, with a labor force consisting of 39,326 residents. In 2023, the unemployment rate in Hall County was 3.3%, and recent employment trends largely reflect trends in Grand Island. **Figure 8** below provides an overview of employment and unemployment levels for the city of Grand Island and Hall County from 2010 through 2023.

Figure 8: Employment and Unemployment in Grand Island and Hall County, 2010-2023



Source: ACS 5-Year Estimates, 2010-2023 Housing Characteristics

Housing Characteristics

In 2023, there were 20,620 total occupied housing units in Grand Island with 59.5% being owner-occupied and the remaining 40.5% renter-occupied. In Hall County, there were 24,406 occupied housing units in 2023, with 63.2% being owner-occupied, and 36.8% being renter-occupied. In 2023, there were 746 vacant housing units in Grand Island, and 971 vacant housing units in Hall County.

Commuting Characteristics

The majority of Grand Island and Hall County residents (81.4% and 81.8%, respectively) drove a personal vehicle to get to work. In comparison, 77.3% of workers in Nebraska commute by personal vehicle. The next largest commute mode in Grand Island is carpool, at 12.3%. In Hall County, 11.6% residents carpool to work. By comparison, 8.5% of Nebraska workers carpool to work. Public transportation is the least common mode of transportation to work in Grand Island, Hall County, and Nebraska, at 0.6%, 0.9%, and 2.3%, respectively. **Figure 9**, **Figure 10**, and **Figure 11** compare commute mode for Grand Island, Hall County and the state of Nebraska.

Figure 9: Modal Share for Work Commutes, Grand Island, NE

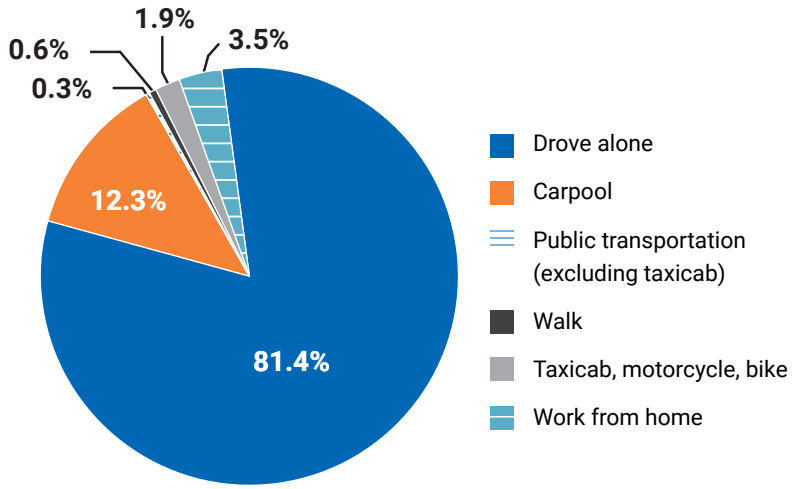


Figure 10: Modal Share for Work Commutes, Hall County, NE

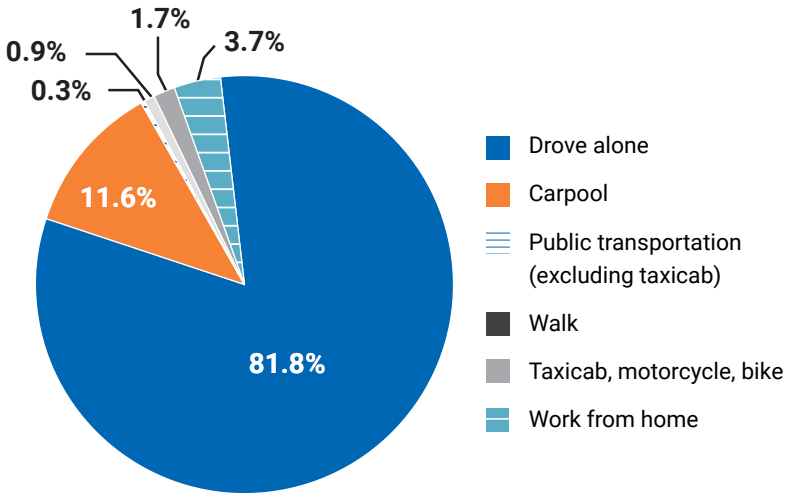
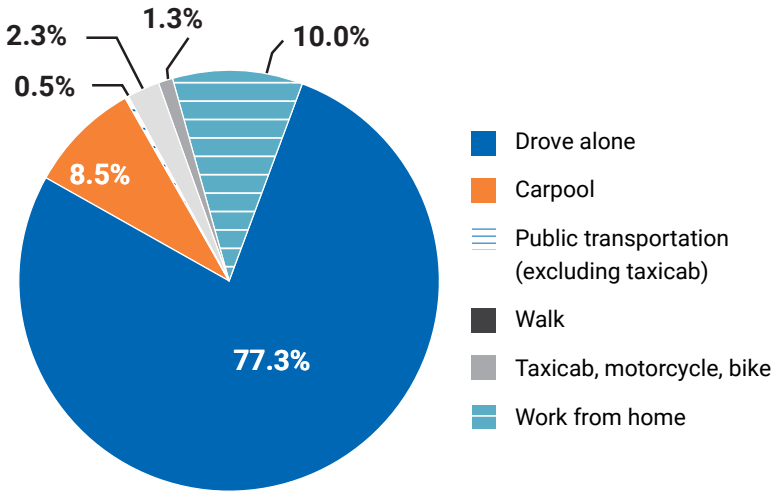


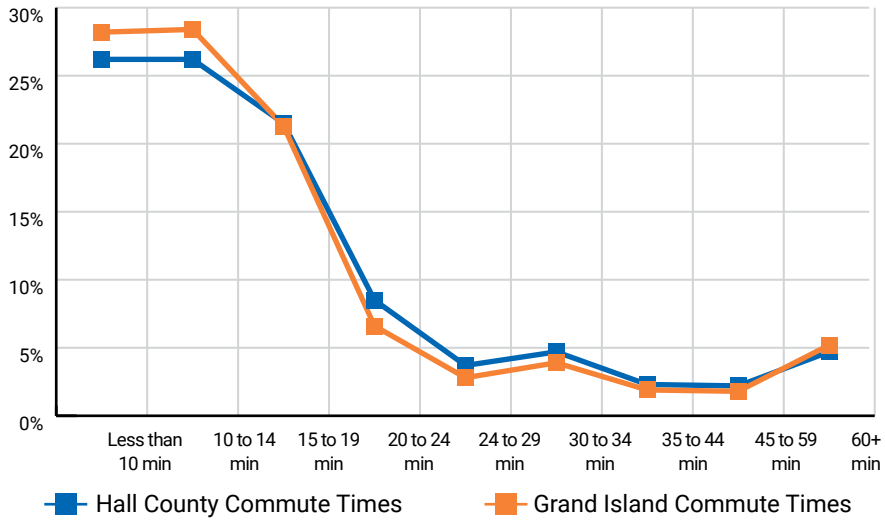
Figure 11: Modal Share for Work Commutes, State of Nebraska



For commuters in the city of Grand Island and Hall County, the average commute time is roughly 17 minutes. According to **Figure 12**, around 56% have a commute that takes less than 15 minutes. While 78% have a commute that takes less than 20 minutes. In Hall County, 52% of residents have a commute that takes less than 15 minutes, and 73% have a commute that takes less than 20 minutes. **Figure 13** describes the number of vehicles available in Grand Island households. 38% of households have access to 2 vehicles, and another 38% of households have access to 3 or more vehicles. **Figure 14** shows car ownership for Hall County, with 36% of households having access to 2 vehicles, and 42% having access to 3 or more vehicles.

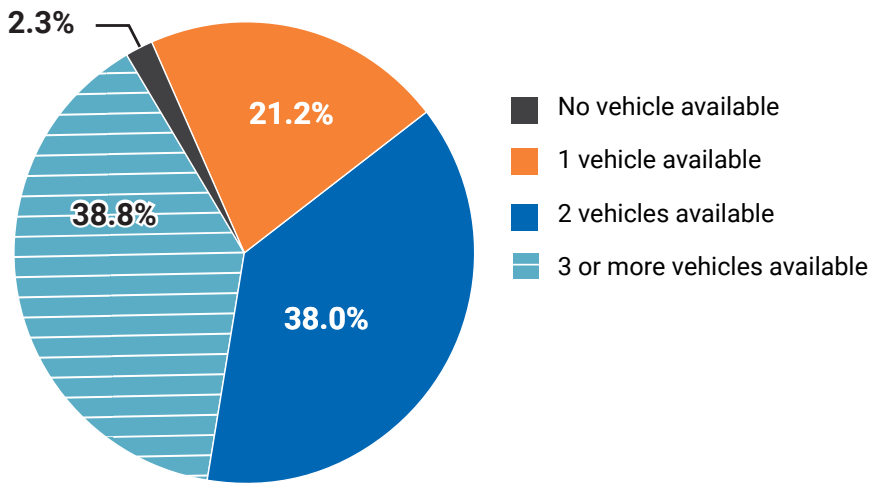
Additionally, commuting analysis was conducted for the GIAMPO region to further understand the commuting patterns of Grand Island residents. As shown in **Figure 15**, most workers in Grand Island live within the GIAMPO area. Additionally, the GIAMPO area draws more workers to the region than it generates to other markets. Around 14,600 workers travel into the GIAMPO region, and roughly 8,600 residents leave the region for work. Roughly 19,000 workers both live and work within the GIAMPO boundary.

Figure 12: Travel Time to Work for Grand Island and Hall County Residents



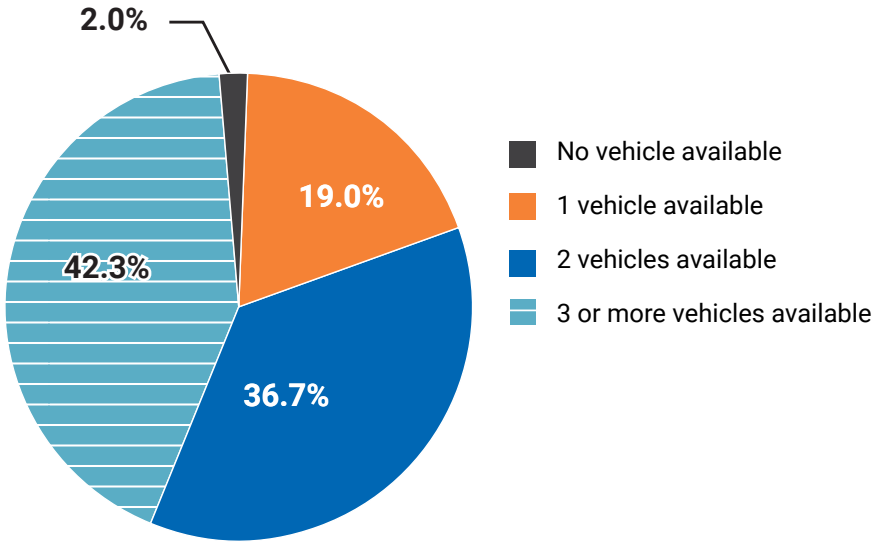
Source: 2019-2023 5-Year Estimates

Figure 13: Household Car Ownership, Grand Island, NE



Source: 2019-2023 5-Year Estimates

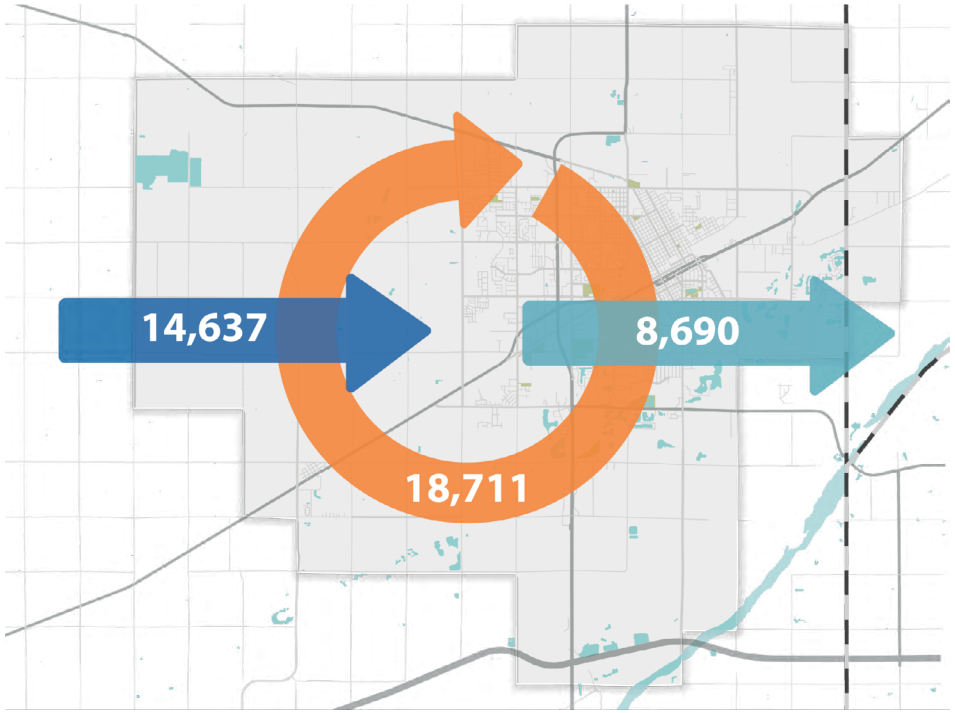
Figure 14: Household Car Ownership, Hall County, NE



Land Use

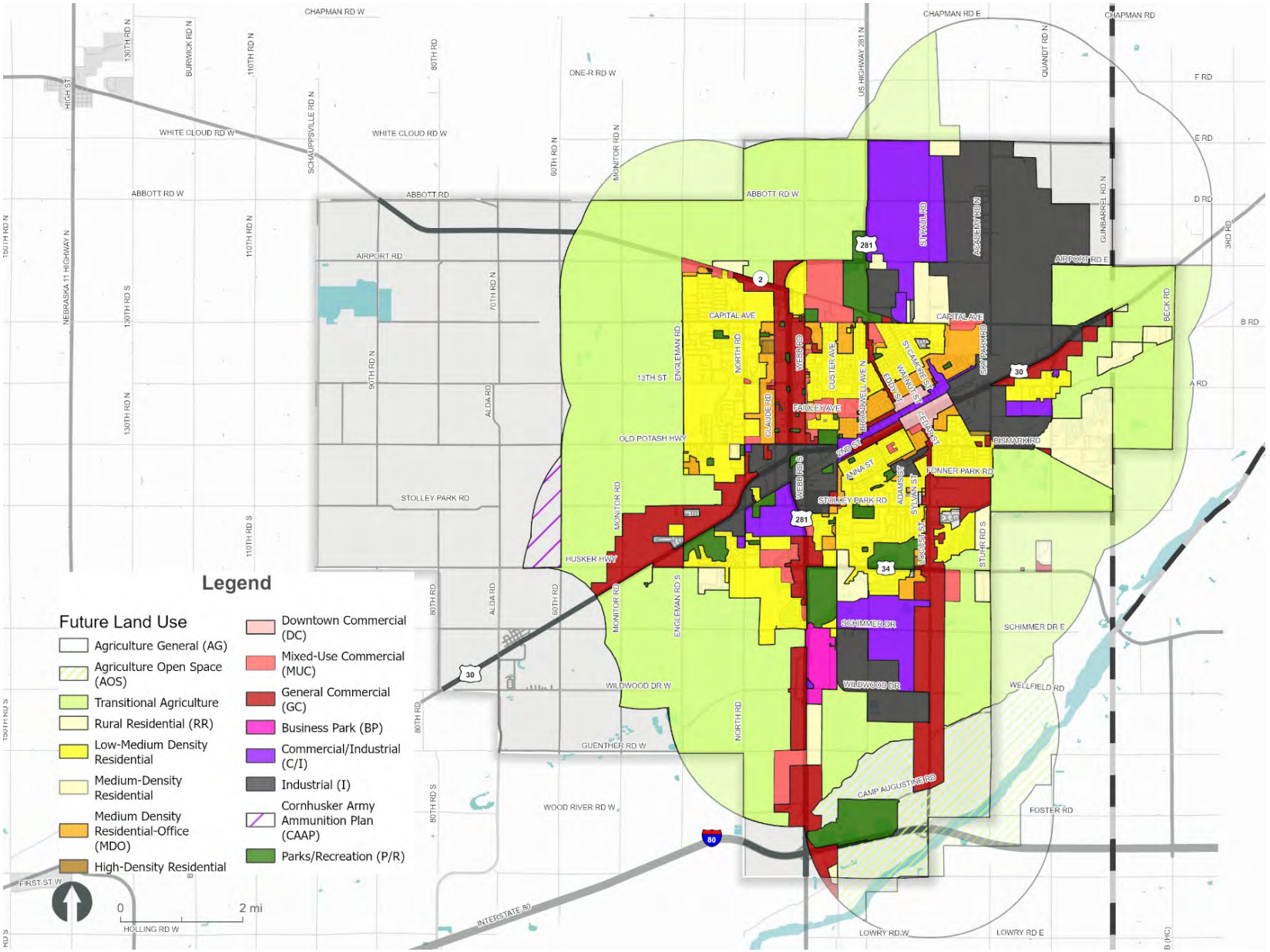
Current land use patterns shape how the region travels today and future land use will impact travel patterns through 2050. **Figure 16** illustrates current and future land uses for the GIAMPO area.

Figure 15: Inflow/Outflow of Workers in the GIAMPO Region



Source: U.S. Census OnTheMap Inflow/Outflow, 2022

Figure 16: Existing and Future Land Use in the GIAMPO Region



Source: City of Grand Island

Chapter 5 – Current System Performance

This chapter summarizes the existing conditions of GIAMPO's multimodal transportation system through review of current traffic safety and operations, pavement and bridge conditions, freight, bicycle, pedestrian, and transit services, regional connections, and existing environmental resources.

Understanding how the multimodal system operates today provides a foundation for developing solutions to the current regional issues and needs and establishes a baseline for evaluating future scenarios, associated issues, and needs that may arise by 2050 as the region develops and population and employment levels grow. A more complete summary of current system performance is provided in **Appendix B**.

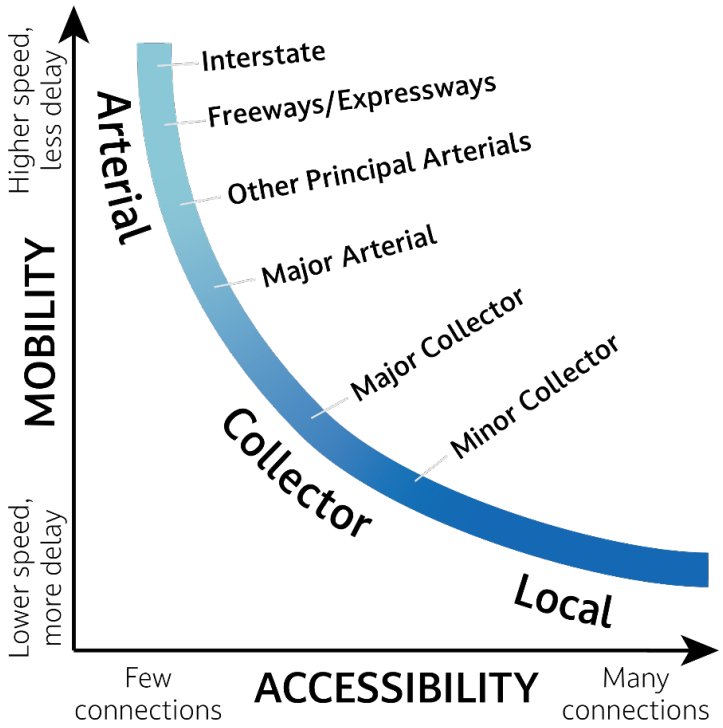
The Region's Streets and Roads Network

The streets and roads network within the GIAMPO region plays a critical role in supporting the mobility needs of residents and workers. This section summarizes the current street designations and the roles and responsibilities of each street type.

Functional Classifications

Streets and roads within the GIAMPO region are organized using a functional classification system that groups facilities based on the character of service they provide. The major consideration between functional classifications is how a street balances mobility and accessibility (**Figure 17**). Functional classes defined in the functional classification system are included in **Figure 17**.

Figure 17: Mobility and Accessibility Characteristics of the Functionally Classified Streets and Roads Network



Local streets and roads are a classification that is not part of the federal system. These facilities are designed to have high levels of access. 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, functionally classified streets are eligible for certain federal funding programs. **Figure 18** shows the GIAMPO region's national functionally classified streets and roads network.

The National Highway System

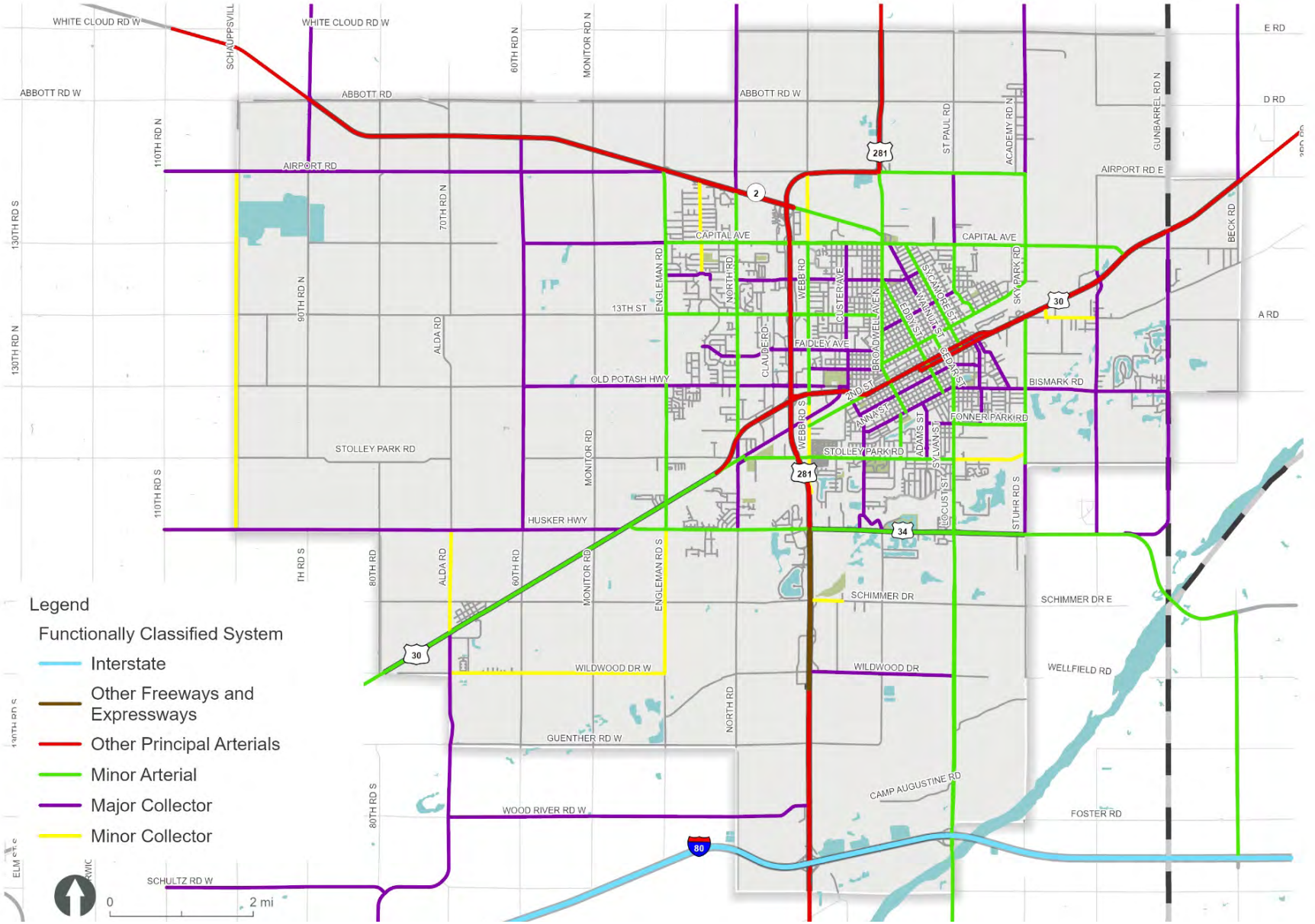
The National Highway System (NHS) is a national network of highways that work together to serve critical mobility, economic, and defense purposes. Five separate subsystems make up the NHS:

- **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

In terms of GIAMPO, one critical element of the NHS relates to federal performance management requirements. All MPOs are 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.

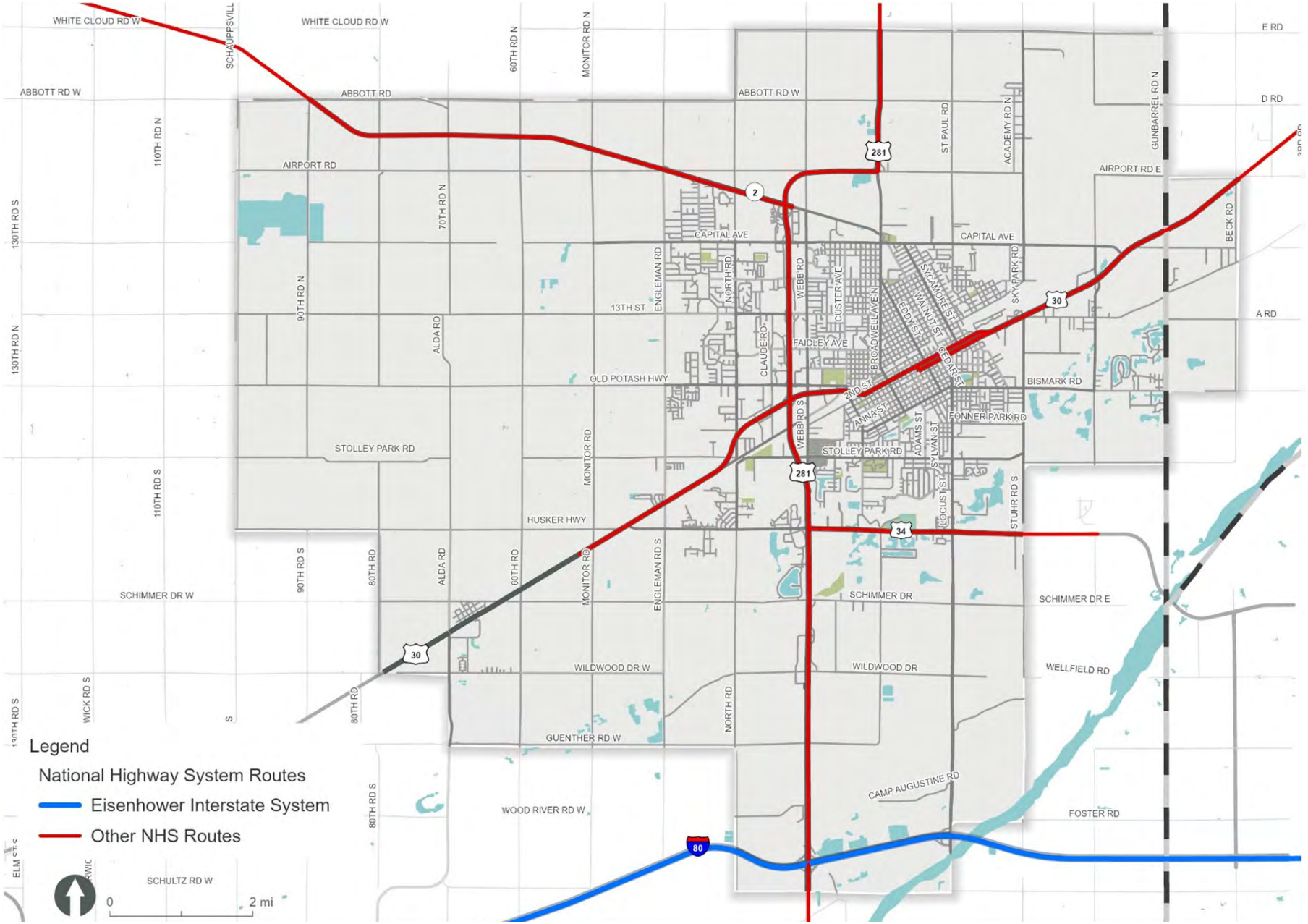
Figure 19 shows the NHS routes within the GIAMPO region.

Figure 18: GIAMPO's National Functionally Classified Streets and Roads



Source: Grand Island Area Metropolitan Planning Organization

Figure 19: National Highway System Routes within the GIAMPO Region



Source: Federal Highway Administration System Safety

System Safety

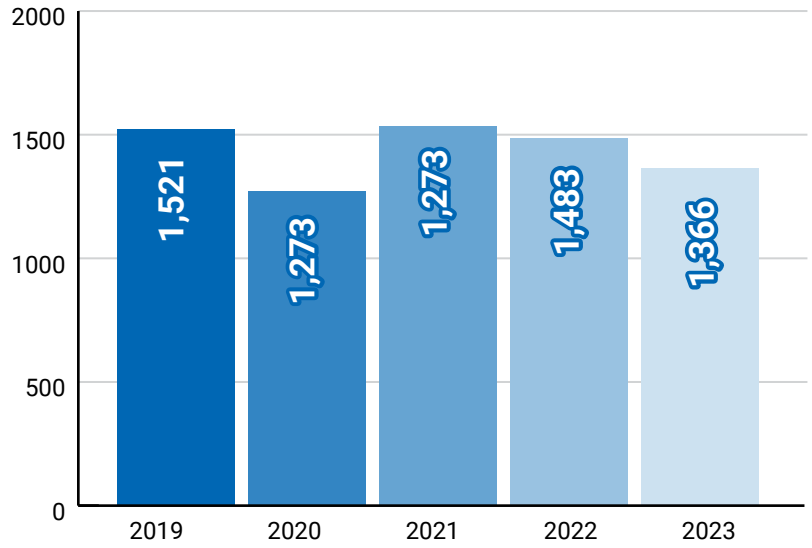
System safety is based on the evaluation of crash trends and patterns in the GIAMPO region. Crash data was collected for the years 2019-2023 and reviewed to understand current trends and gaps in system safety. Crashes were analyzed to identify those that occurred within the GIAMPO region during the 5-year 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 20**.

Figure 20: Annual Crashes within the GIAMPO Region, 2019-2023

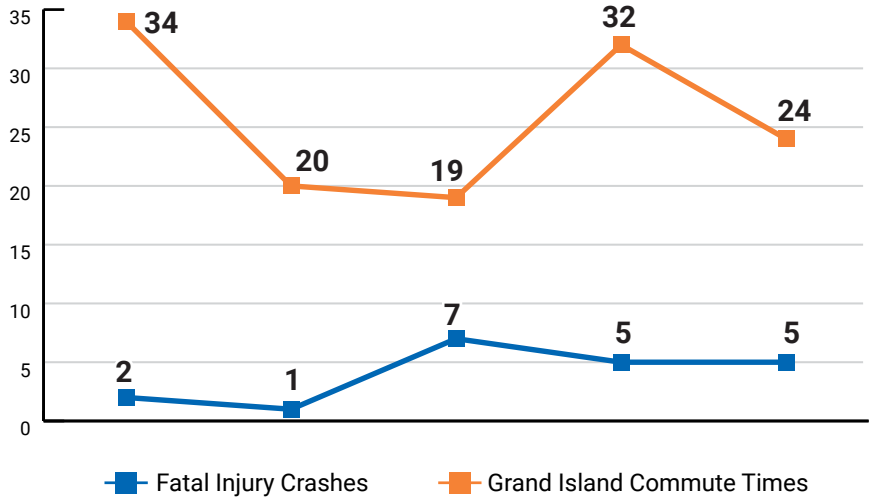


Source: Nebraska Department of Transportation

Fatal and Serious Injury Crash Frequency

Crashes involving a fatal or serious injury are an important safety performance measure. Total fatal and serious injury crashes per year are shown in **Figure 21**. There were 149 crashes resulting in one or more fatal and serious injuries between 2019 and 2023, with 20 of these crashes resulting in a fatality.

Figure 21: Fatal and Serious Injury Crashes by Year, 2019-2023

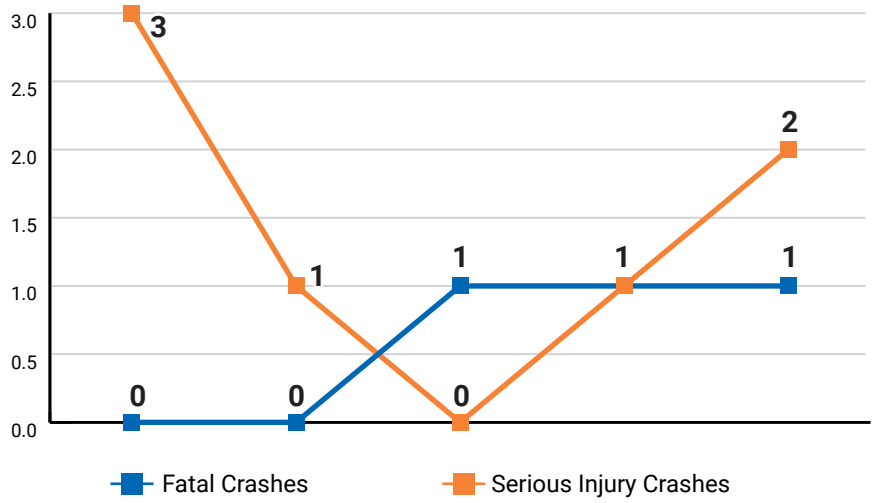


Source: Nebraska Department of Transportation

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 were fatal and 7 resulted in serious injuries. **Figure 22** shows the trends for fatal and serious injury nonmotorized crashes in the GIAMPO region.

Figure 22: Nonmotorized Fatal and Serious Injury Crashes in the GIAMPO Region, 2019-2023



Source: Nebraska Department of Transportation

High-Crash Locations

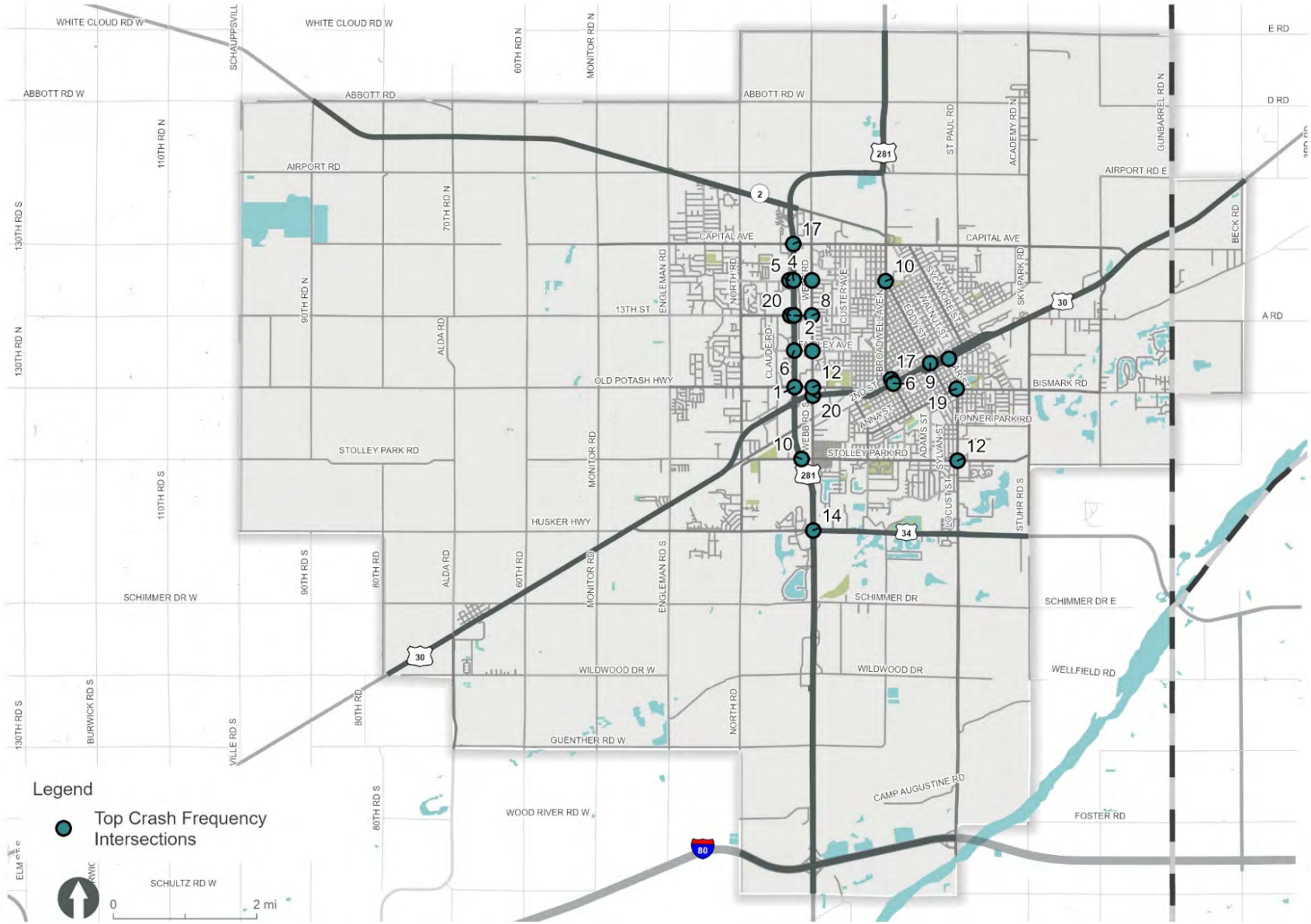
High-crash locations are called out as intersections and segments for more investigation – in some cases they just have higher levels which lead to more cases, and in some cases they can be locations to consider safety improvements. **Figure 23** displays the top 20 crash locations in the GIAMPO region between 2019 and 2023.

Table 3: Top Crash Frequency Intersections

Rank	Intersection	5-Year Crashes
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 St & Broadwell Ave (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 23: 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 24** illustrates each LOS category.

Figure 25 shows the existing peak period traffic operations for the GIAMPO region.

As shown in **Table 4**, more than 95 percent of the GIAMPO roadway system operates at LOS B or better indicating that peak period congestion is limited.

Figure 24: Level of Service Descriptions

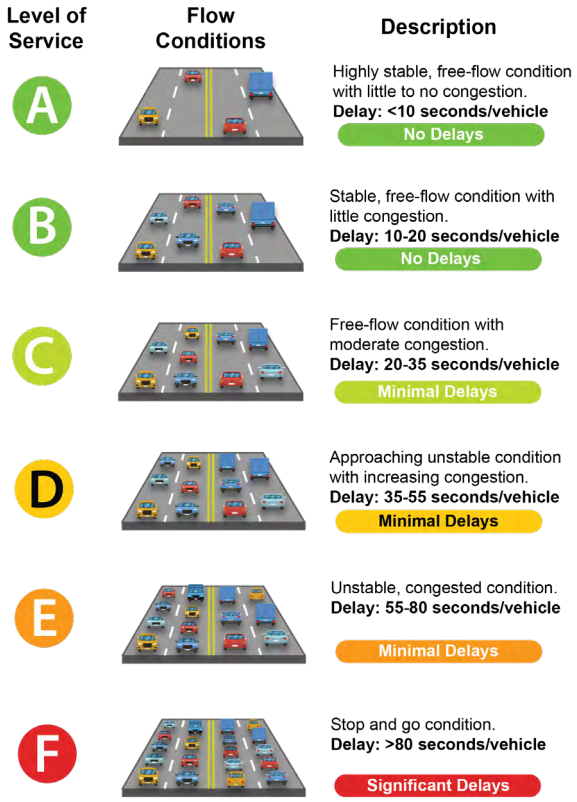
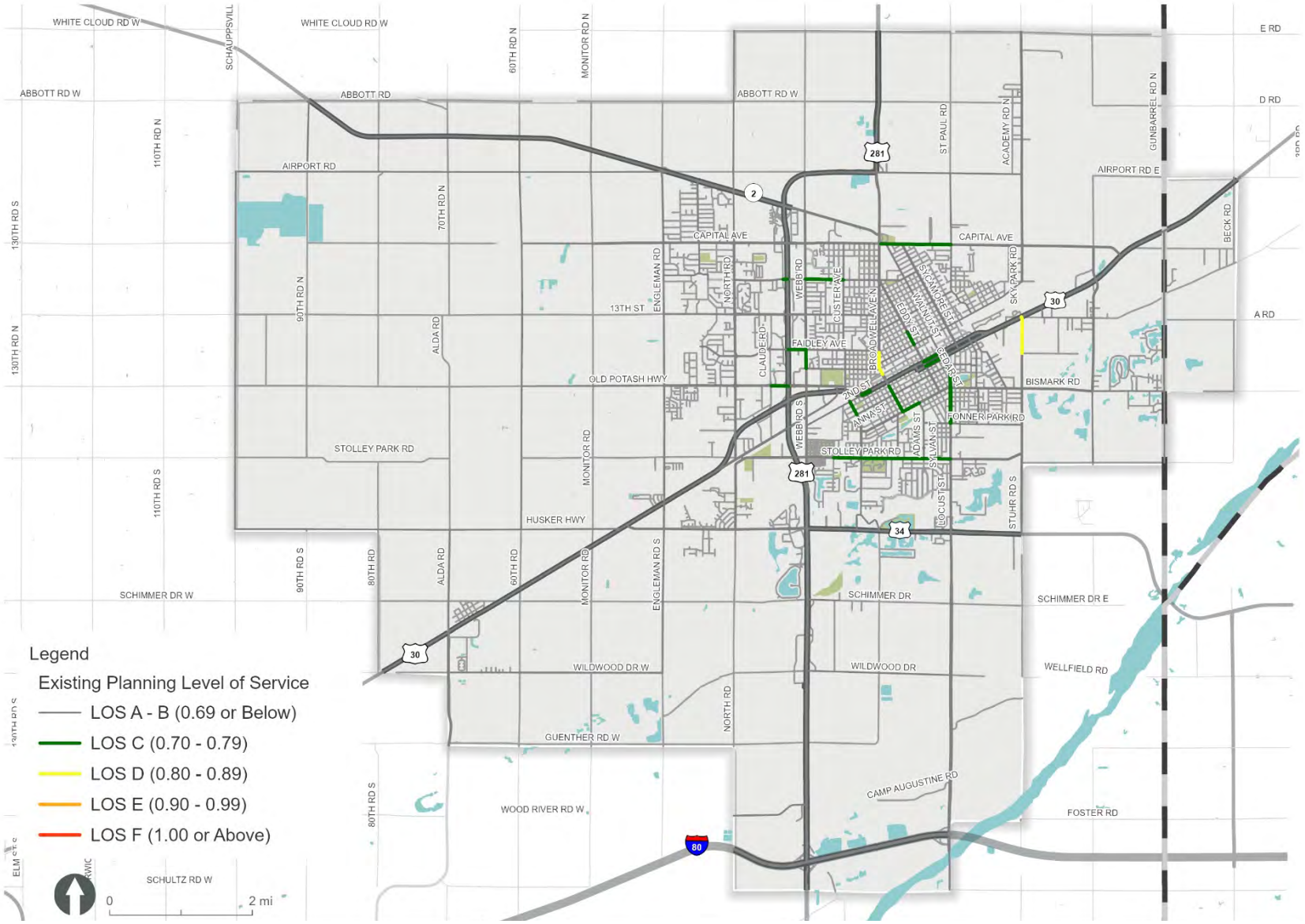


Table 4: Functionally-Classified Roads by Peak Hour Level of Service

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



Source: Nebraska Department of Transportation, HDR

Travel Reliability

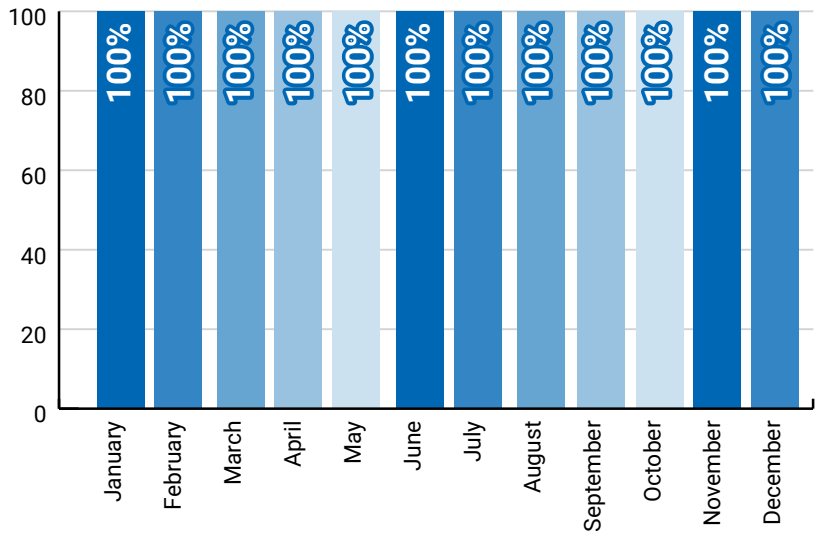
Travel reliability measures the predictability of corridor travel times for passenger and freight vehicle traffic. Unlike peak hour level of service analysis, travel reliability measures the day-to-day variations in travel times. Corridors with consistent day-to-day travel times are reliable while corridors where travel times vary day-to-day are unreliable. A corridor may exhibit recurring peak hour congestion but due to the recurrence of this congestion, the corridor is still considered reliable if that congestion happens at the same time daily and is a consistent level of delay. It is considered reliable because system users are able to anticipate this congestion and build that factor into their trip planning. Reliability performance measures are the Level of Travel Time Reliability (LOTTR) for passenger travel and the Truck Travel Time Reliability Index (TTTR) for trucks.

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 26** shows the percentage of reliable person-miles traveled by month on the region's Interstate system. As the figure indicates, 100% of person-miles traveled on GIAMPO's Interstate system were considered reliable each month in 2024.

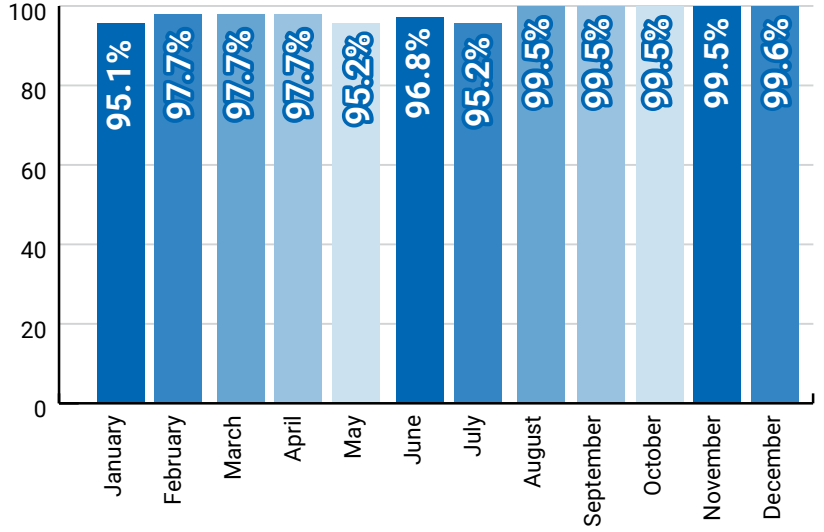
Figure 27 shows the percentage of reliable person-miles traveled by month for the region's non-Interstate NHS. As the figure indicates, the monthly percentage of reliable person-miles traveled on GIAMPO's non-Interstate system exhibited a wider variation compared to the Interstate system for the year 2024.

Figure 26: Percent of Reliable Person-Miles Traveled on the Interstate by Month, 2024



Source: National Performance Management Research Dataset, 2024

Figure 27: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS by Month, 2024

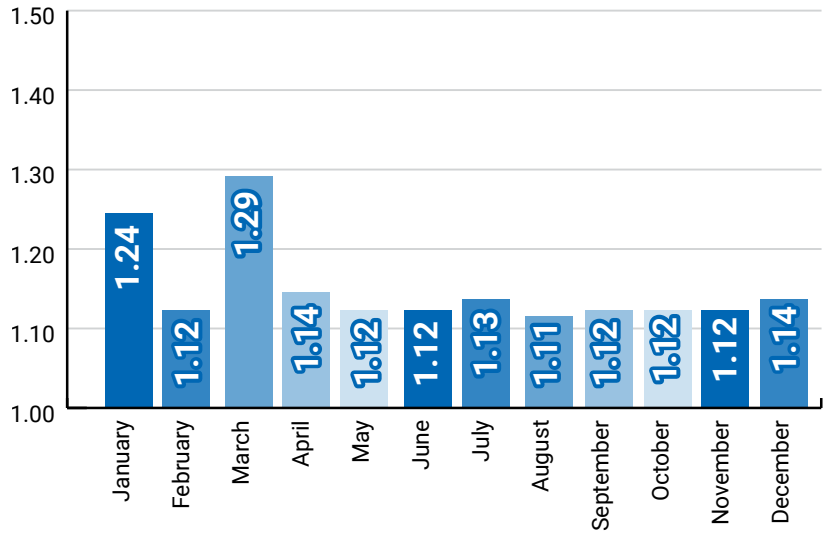


Source: National Performance Management Research Dataset, 2024

Freight Reliability

The freight reliability measure (TTTR) is only applied to the Interstate NHS per federal performance management guidelines. **Figure 28** illustrates monthly TTTRs in 2024 calculated for the region's Interstate routes. Like the LOTTR, the TTTR reflects how predictable truck travel is along a corridor, but the TTTR is only applied to the Interstate system. As shown, monthly TTTRs for the 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, meeting the target of 1.25 or less.

Figure 28: Interstate Truck Travel Time Reliability Index Month, 2024



Source: National Performance Management Research Dataset, 2024

Asset Condition

Understanding the current condition of street pavement and bridge structures is important to developing the LRTP, particularly to developing strategies and prioritizing future investments and potential system improvements.

Grand Island Area Pavement Conditions

Interstate and non-Interstate NHS Conditions

Interstate and non-Intestate NHS pavement conditions are summarized in **Table 5** and **Table 6** based on 2023 data sourced from NDOT that evaluates a series of pavement condition indicators to develop an aggregated condition metric that is reported as "Good," "Fair," or "Poor." 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.

Table 5: 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 6: 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

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 a different rating system than NDOT. **Table 7** shows the breakdown, by center line miles, of those local ratings for City of Grand Island local streets. Overall, 57.5 percent of local pavement is in Fair or better condition.

Table 7: Local Streets and Roads Index 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**	**100%**

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 can 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

Table 8 summarizes the condition ratings for NHS bridges and all bridge structures within the GIAMPO region. As Table 8 shows, 18 of GIAMPO's NHS bridges are rated as being in "Good" condition while 14 are rated as being in "Fair" condition and zero are rated as being in "Poor" condition. For all GIAMPO bridges, 60 are rated as being in "Good" condition, 38 are rated as being in "Fair" condition, and 2 are rated as being in "Poor" condition.

Table 8: 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

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, U.S. 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

Locally-important freight routes on the State highway system include Interstate 80, U.S. 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 29** displays the locally designated freight routes within the GIAMPO region.

Grand Island Area Freight Movements

A corridor-level analysis was completed to understand existing GIAMPO region freight movements along major NHS routes. **Table 9** presents estimated daily truck trips and tonnage along the top 5 freight corridors in the GIAMPO area. As demonstrated below, I-80 and U.S. 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)
I-80	4,934	38,440
U.S. Highway 281	519	4,340
U.S. Highway 34	567	4,769
U.S. Highway 30	320	2,694
Nebraska Highway 2	170	1,415

Source: Federal Highway Administration, Freight Analysis Framework

Rail Freight

The GIAMPO region plays a pivotal role moving rail freight, with roughly 165 trains passing through daily, served primarily by the following operators:

- **Burlington Northern Santa Fe (BNSF):** operates a main line route though Grand Island.
- **Union Pacific (UP):** operates a main line through Grand Island, running about 90 trains every 24 hours
- **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.

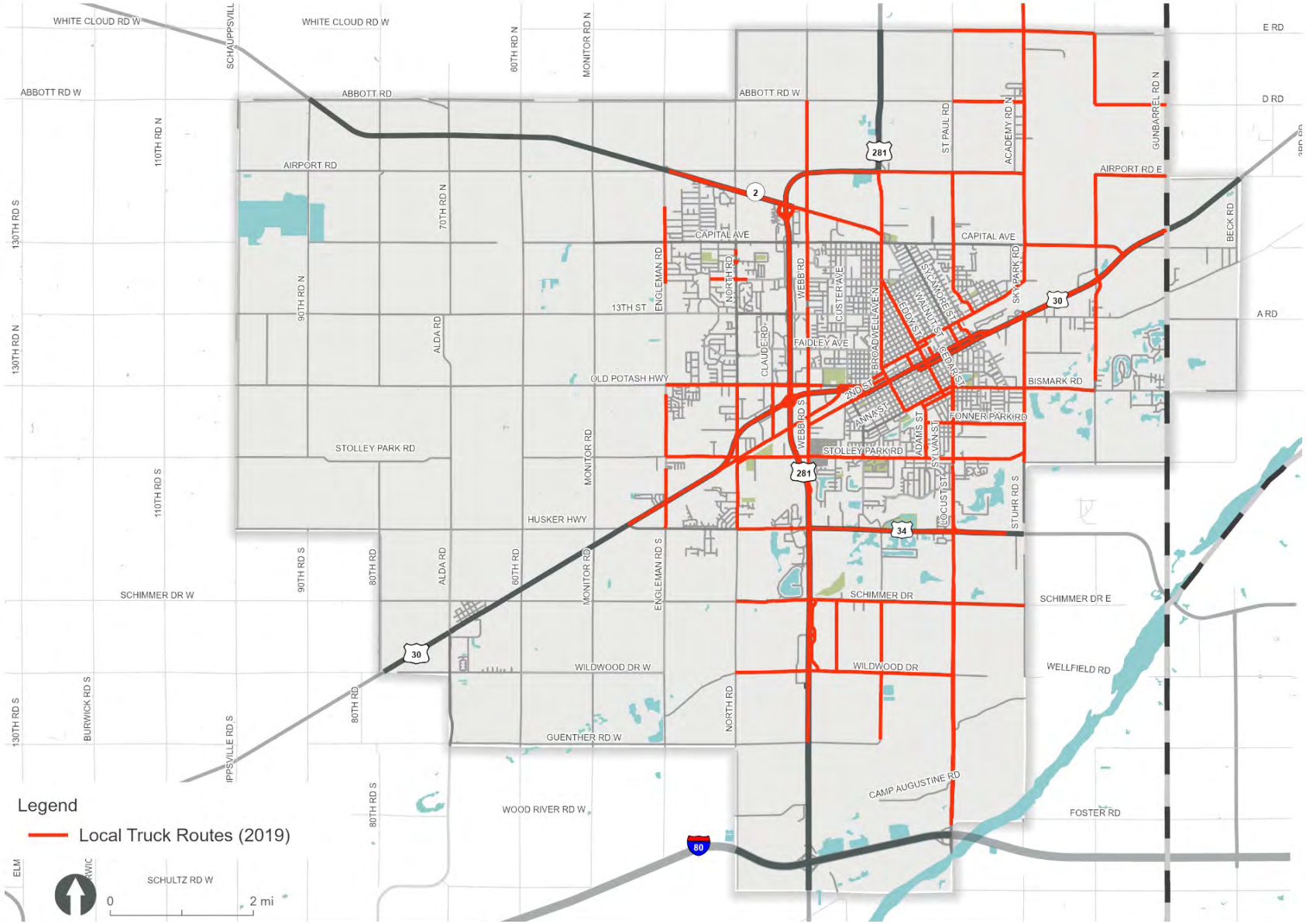
There are 71 public rail crossings in the GIAMPO region, and 61 of these crossings are at-grade. The locations of public rail crossings are shown along with active rail lines in the GIAMPO region in **Figure 30**.

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.

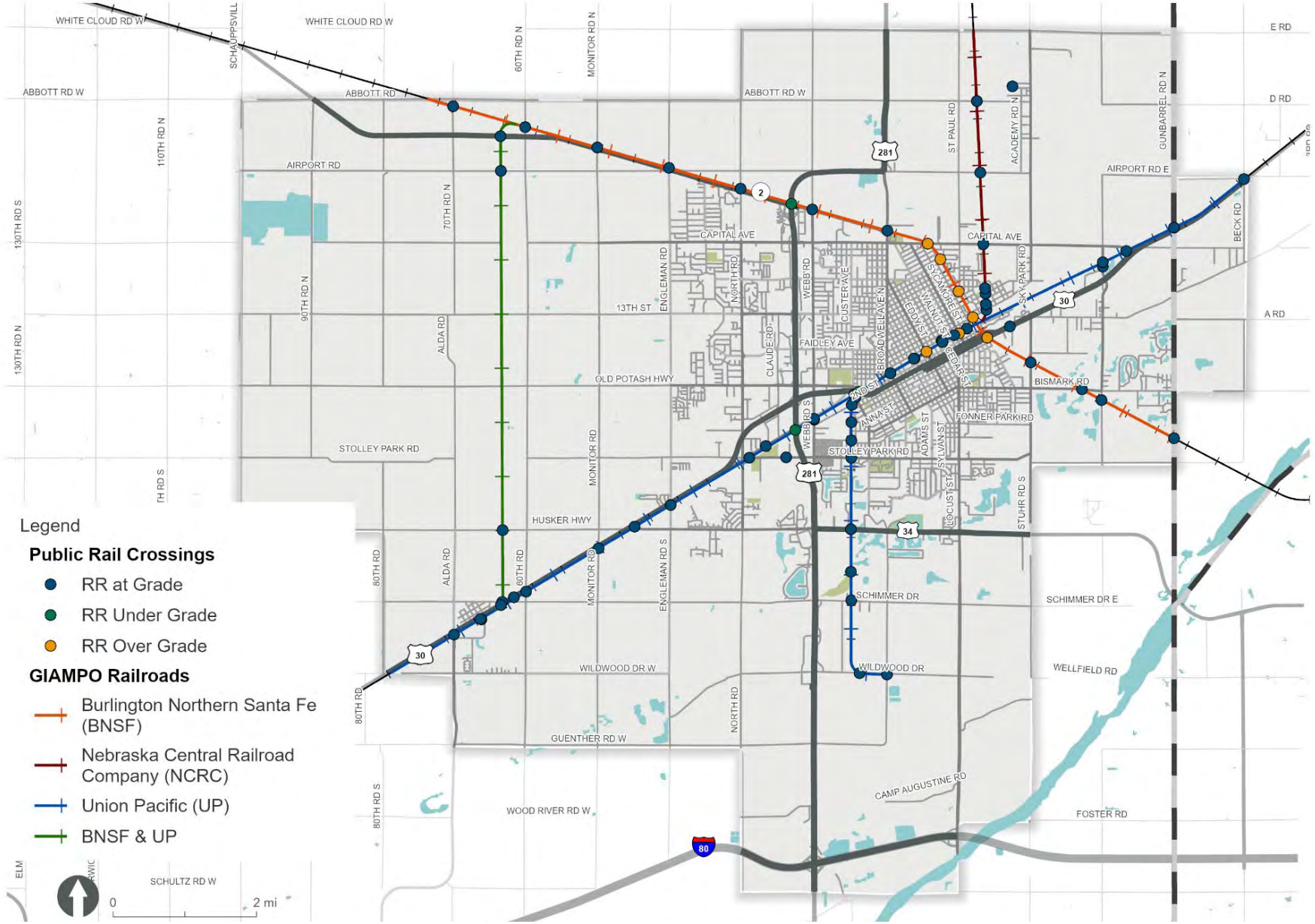
Although KGRI does not service many freight operations, it does have the second-highest air cargo activity in the state behind Eppley Airfield in Omaha. According to the Nebraska State Freight Plan, KGRI received 1,750 tons in 2019 and 607 tons of air cargo in 2020.

Figure 29: Locally Designated Freight Routes



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

Figure 30: GIAMPO's Railroads and Public Rail Crossings



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

Pipelines

Pipelines are an essential mode for freight movement, accounting for 23% 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.

Bicycle and Pedestrian

The bicycle and pedestrian network within the GIAMPO region provides mobility and connectivity for active transportation users through a series of sidepaths, shared use paths, and sidewalks. Bicycle and pedestrian facilities available in the GIAMPO region are shown in **Figure 31**.

Active Transportation Commuting

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

Active Transportation Performance

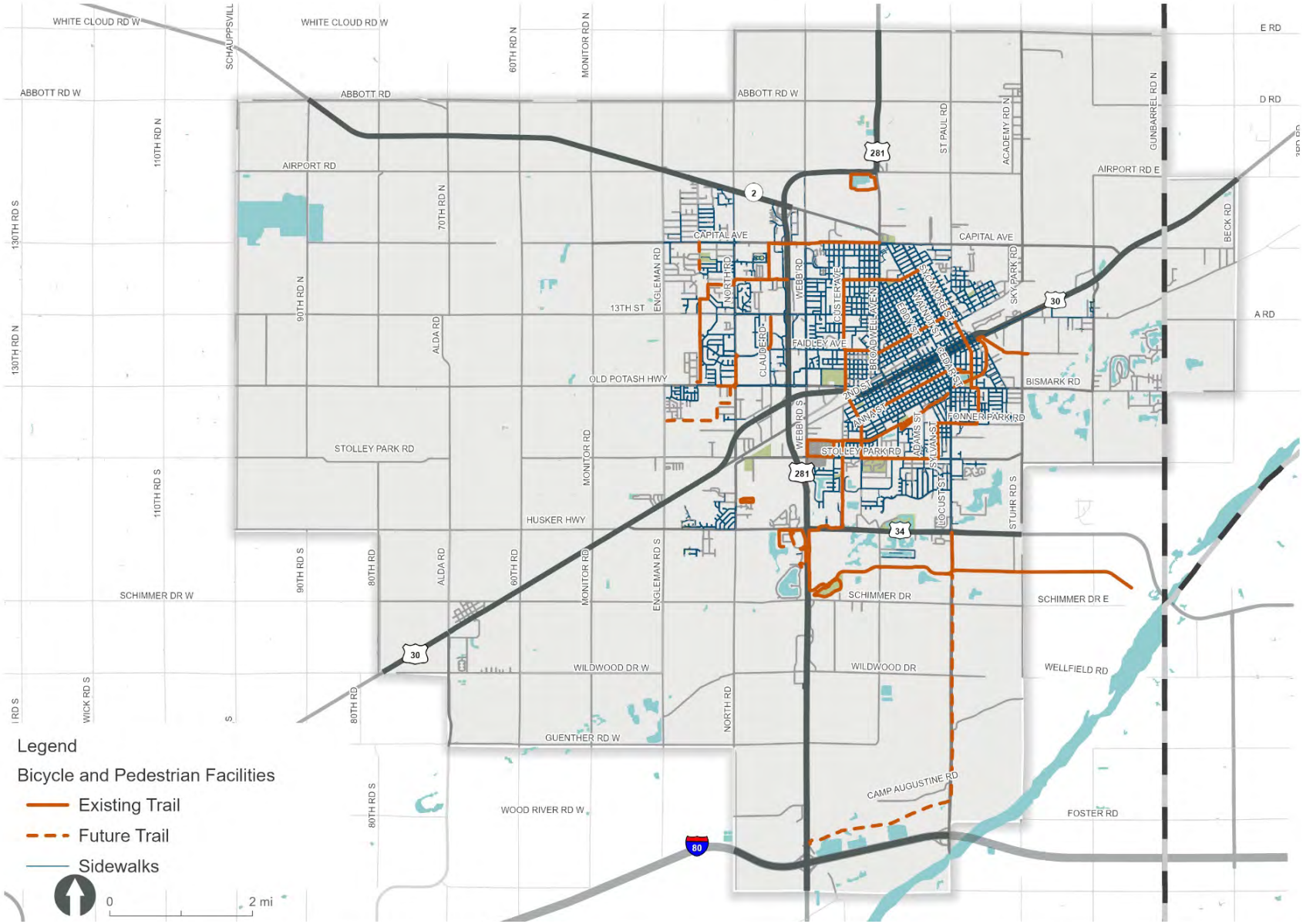
The city of Grand Island staff began collecting trail counts in 2020, and since 2022, trail counts have been collected for a two-week period at various trail locations between April and October. **Figure 32** shows the average daily traffic in 2023 or 2024 at 15 trail count locations. The trail count 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.

Table 10: Non-Vehicle Means to Wor

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%

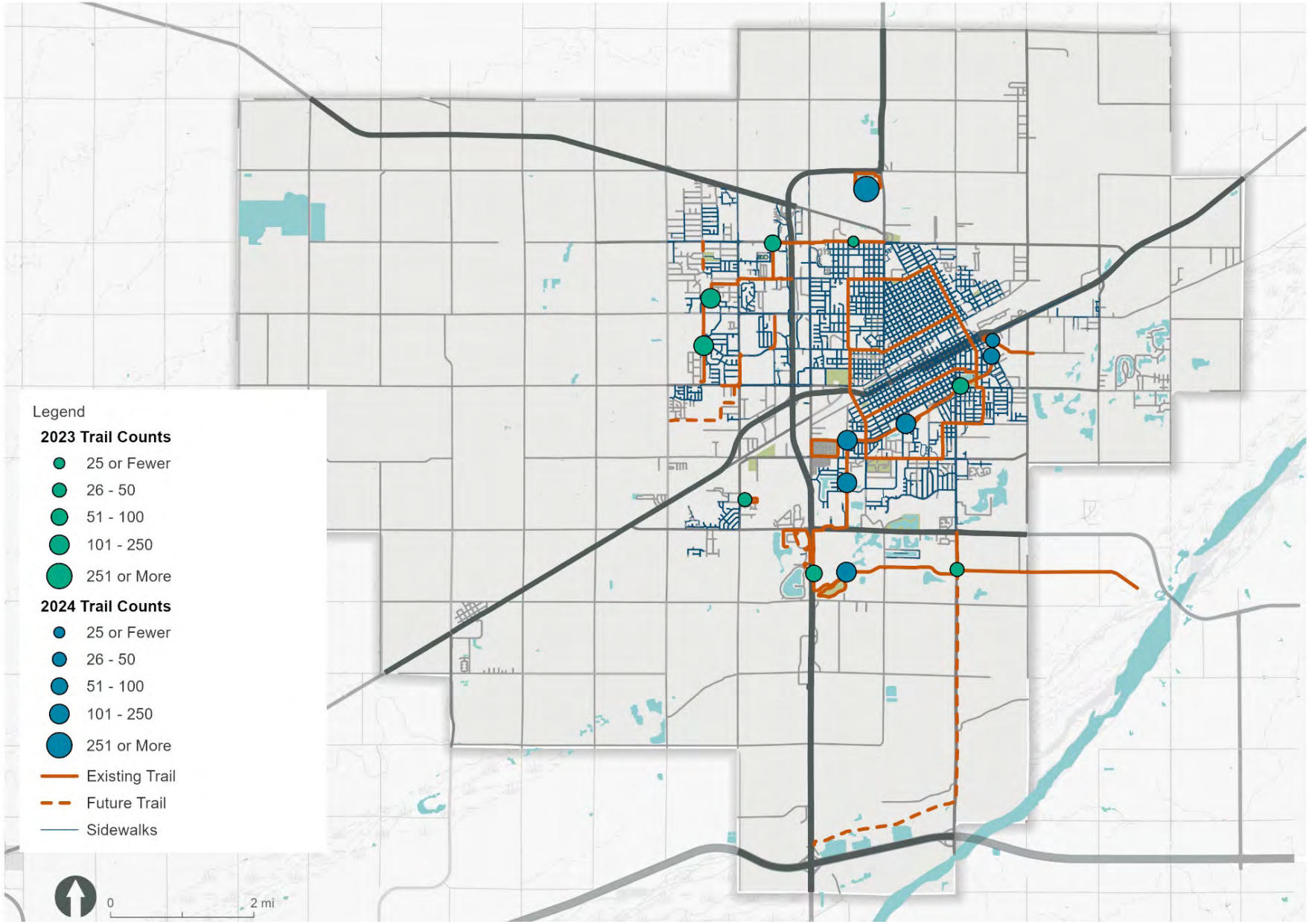
Source: American Community Survey, 2022 5-Year Estimates

Figure 31: Existing and Proposed Bicycle and Pedestrian Facilities



Source: Grand Island Area Metropolitan Planning Organization

Figure 32:Trail Counts, 2023-2024



Source: Grand Island Area Metropolitan Planning Organization

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[3].

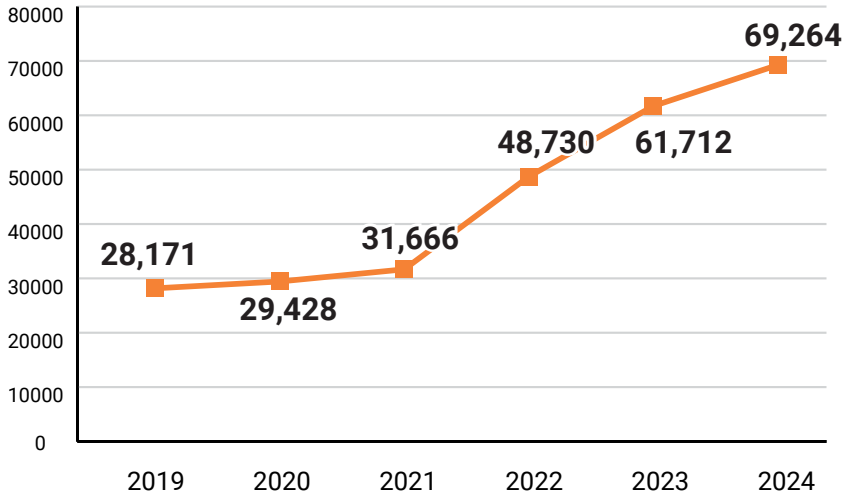
For transit services outside of the urbanized boundary of Grand Island, Hall County Rural Transportation provides demand-response service within rural Hall County with limited service into Grand Island. The service operates Monday-Friday from 7:00 AM to 5:30 PM, with $2.00 fare. Passengers must call at least 24 hours in advance of their trip, and trips are 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 33 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.

Figure 33: Annual Passenger Trips, 2019-2024



Source: Federal Transit Administration, National Transit Database

Regional Connections

Regional connections link the GIAMPO area to destinations outside the region. These modes include aviation and intercity bus service.

Aviation

Aviation services, specifically commercial airline services, are provided from the Central Nebraska Regional Airport in Grand Island. Two airlines currently operate commercial services at the Central Nebraska Regional Airport:

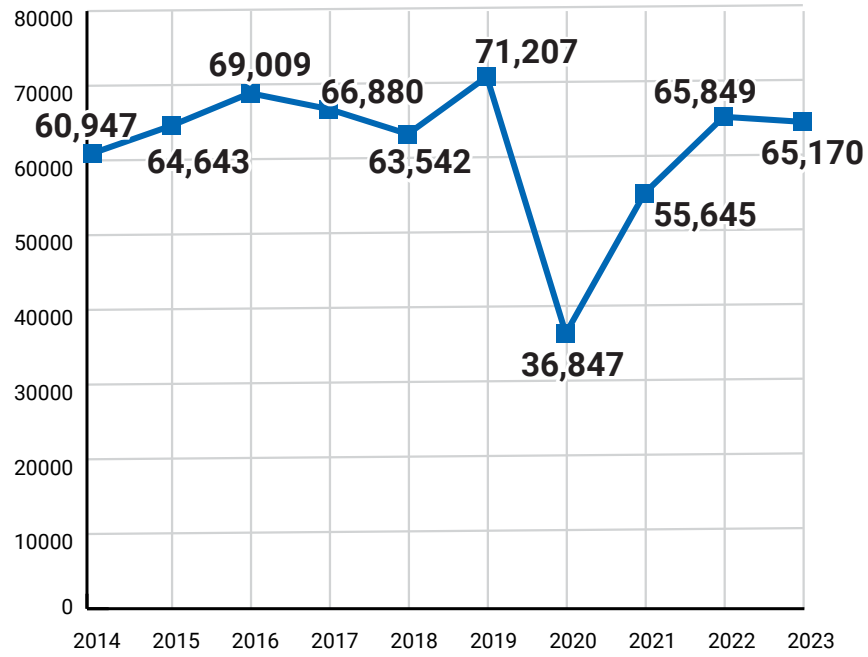
- **Allegiant Air** currently offers non-stop flights to the Phoenix-Mesa Gateway Airport and the McCarran International Airport in Las Vegas.
- **American Eagle** offers non-stop service to the Dallas-Fort Worth Airport.

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

3 2023 Annual Agency Profile – Senior Citizen Industries, National Transit Database

Annual enplanements at the Central Nebraska Airport for the years 2014 through 2023 are shown in **Figure 34**. As shown, annual enplanements rose steadily between 2014 and 2019 before experiencing a sharp decline in 2020 which coincided with the COVID-19 public health pandemic, consistent with nationwide trends. After 2020, annual enplanements saw a return to pre-COVID levels.

Figure 34: 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 from the Express Arrow Bus.
- **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, with other stops in Kearney, 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.

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% with condition ratings of poor and below. Bridges are kept in a good State of Repair with 98% 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 U.S. 281/34 are essential corridors carrying truck freight through Grand Island, originating from the junction of Interstate-80 and U.S. 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%. 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.

Chapter 6 – Future Conditions Assessment

An assessment of the future conditions of the GIAMPO region's multi-modal transportation system was conducted to understand how anticipated growth in the region's population, number of households, and number of jobs could impact travel demand through the year 2050.

Forecasted Growth in GIAMPO Households and Employment

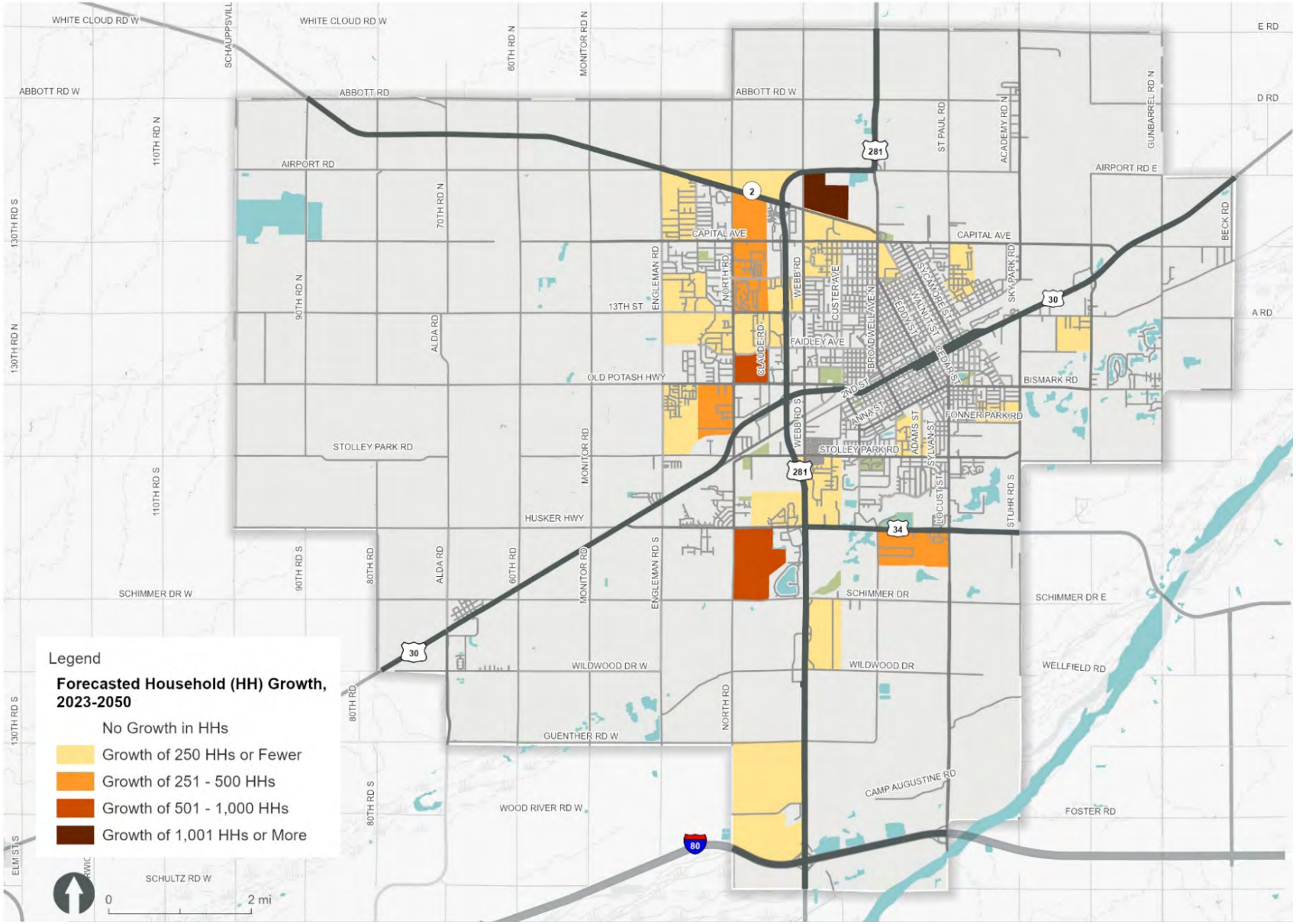
Regional growth related to the GIAMPO region's population, households, and employment were forecasted based on GIAMPO's member agencies future land use and development plans. **Table 11** summarizes the resulting growth forecasts while **Figure 35** and **Figure 36** illustrate where future household and employment growth is anticipated to occur within the region.

Table 11: Forecasted Growth for the GIAMPO Region's Population, Households, and Employment

	2023	2050	Percent Growth
Population	54,744	73,278	+34%
Households	21,724	29,080	+34%
Persons per Household	2.5	2.5	-
Employment	34,341	44,769	+30%

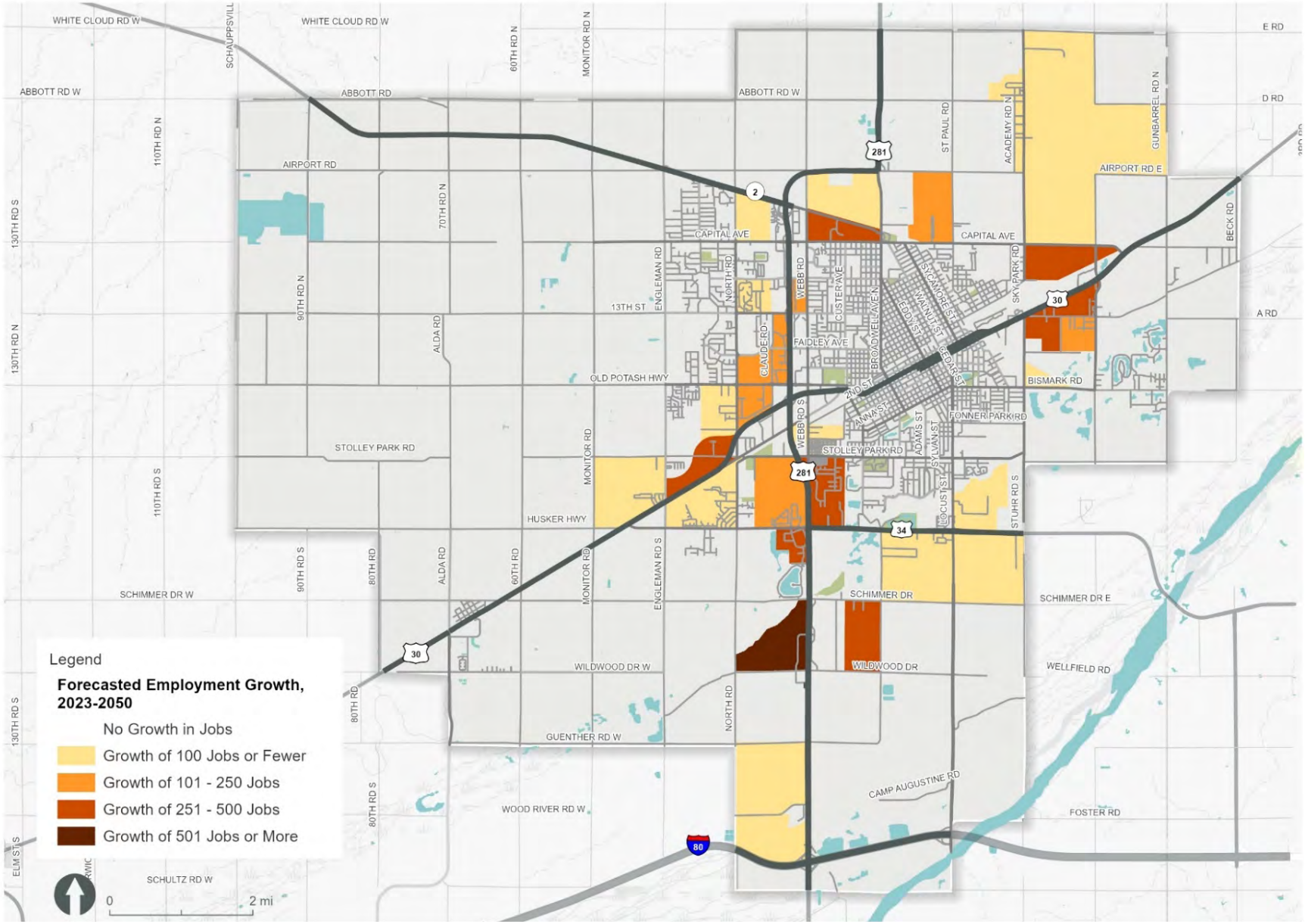
Source: Grand Island Metropolitan Transportation Planning Organization Travel Demand Model

Figure 35: Growth in GIAMPO Households, 2023 - 2050



Source: Grand Island Metropolitan Transportation Planning Organization Travel Demand Model

Figure 36: Growth in GIAMPO Jobs, 2023 - 2050



Source: Grand Island Metropolitan Transportation Planning Organization Travel Demand Model Future Performance of GIAMPO's Streets and Roads Network

Future Performance of GIAMPO's Streets and Roads Network

The assessment of the future conditions of GIAMPO's streets and roads network was based on the growth forecasts previously discussed, which serve as the inputs to GIAMPO's Travel Demand Model (TDM). The TDM is a series of mathematical procedures and parameters that use future socioeconomic growth forecasts to estimate future travel demand and simulate how typical daily vehicle trips would travel along the streets and roads network. The TDM is an effective tool for comparing various network scenarios, such as the impact the construction of a bypass road would have on the GIAMPO region's existing streets and roads network. Refer to **Appendix C** for more information on GIAMPO's TDM.

For the purpose of the future conditions assessment, the analysis looks at an "Existing plus Committed" (E+C) scenario. The E+C scenario represents the GIAMPO region's network of streets and roads as it exists today without any major capital improvements beyond those currently programmed. This scenario provides a "business-as-usual" approach that can highlight potential capacity and other operational issues related to forecasted socioeconomic growth and this growth's associated impacts on future travel demand.

Growth in Daily Traffic

Daily traffic volumes for the GIAMPO region were forecasted through the year 2050 based on the socioeconomic growth previously discussed. These forecasted daily traffic volumes were compared to observed daily traffic volumes for the year 2023 to evaluate how daily traffic volumes on the region's streets and roads network could grow given the impacts on travel demand owing to 34% growth in the region's population, number of households, and 30% growth in the region's number of jobs. The resulting growth in daily traffic volumes for the GIAMPO region is shown in **Figure 37**.

Based on the forecasted growth in average daily traffic volumes between 2023 and 2050, the largest concentration of streets and roads that are expected to see high growth are located in the western part of the city of Grand Island, including US Highway 281, and the arterial network serving this highway

Forecasted Growth in Freight Activity

Forecasted growth in freight activity, in terms of tonnage moved across GIAMPO's key freight corridors, was analyzed using FHWA's Freight Analysis Framework dataset and compared to the 2022 levels shown in **Table 9**. The forecasted levels of tonnage for the year 2050 are shown in **Table 12** and indicate that all 5 of GIAMPO's key freight corridors are expected to see increases of 50% or more in tonnage by the year 2050.

Corridor	2022 Tonnage (Kilotons)	2050 Tonnage (Kilotons)	Percent Change (2022-2050)
I-80	38,440	65,896	71.4%
U.S. Highway 281	4,340	6,579	51.6%
U.S. Highway 34	4,769	7,217	51.3%
U.S. Highway 30	2,694	4,203	56%
Nebraska Highway 2	1,415	2,314	63.5%

Table 12: Forecasted Growth in Freight Tonnage, 2022-2050

Source: Federal Highway Administration, Freight Analysis Framework

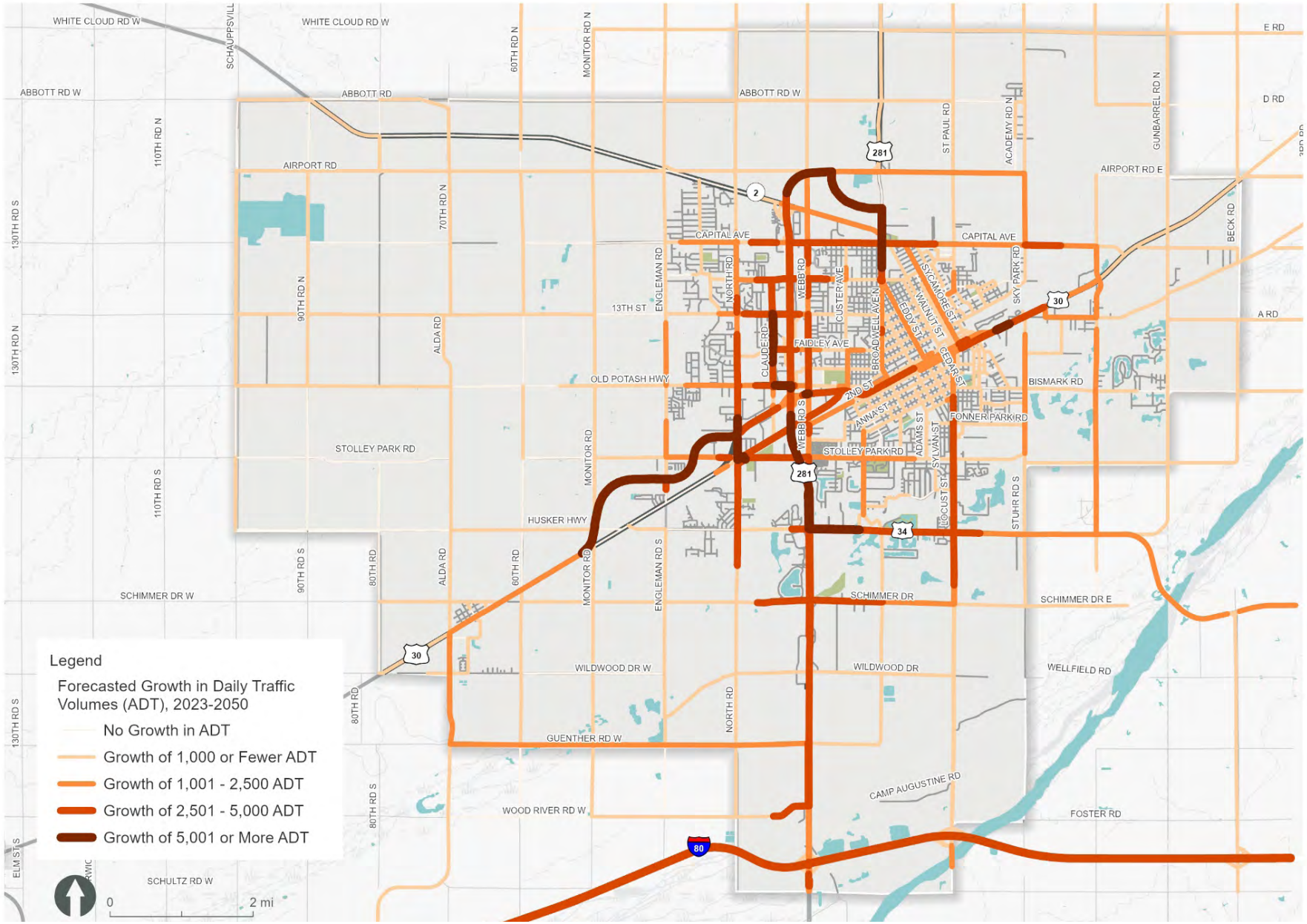
Future Forecasted Traffic Operations

Additional analysis of the future streets and roads network looked at forecasted traffic operations using the LOS approach detailed in the **Chapter 5 – Current System Performance** chapter and the E+C scenario forecasted daily traffic volumes. The forecasted planning LOS for the E+C scenario is shown in **Figure 38**.

Under the E+C scenario, anticipated growth forecasts for the region's households and employment would degrade peak hour travel conditions for several key routes within the GIAMPO area, including:

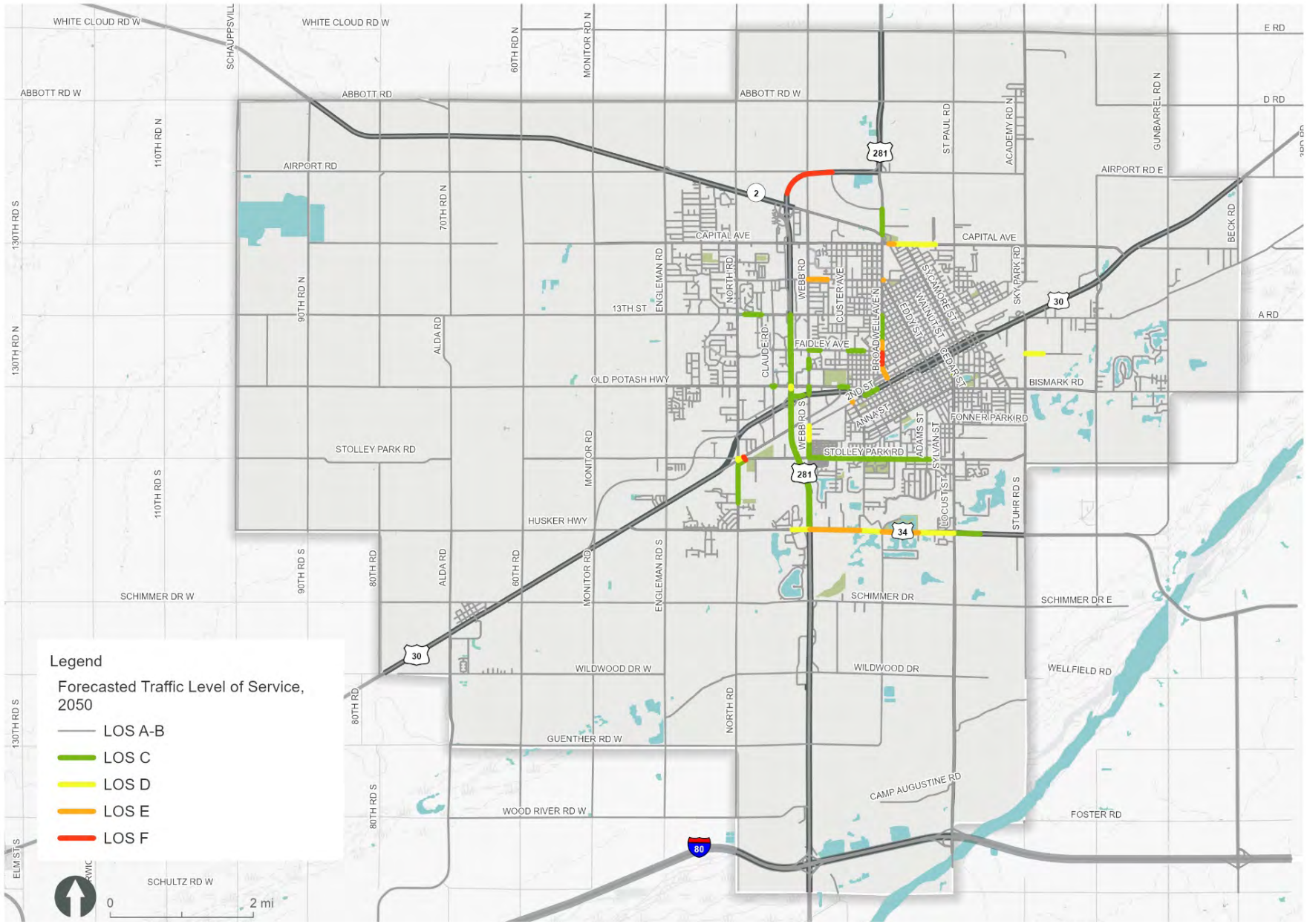
- **U.S. Highway 34**, between Prairieview Street and Locust Street (LOS C/LOS D)
- **W State Street**, from N Webb Road to N Hancock Avenue (LOS E)
- **Broadwell Avenue**, between W 3rd Street and W 8th Street (LOS E/LOS F)
- **E Capital Avenue**, between N Wheeler Avenue and Illinois Avenue (LOS D/LOS E)
- **US Highway 281**, between Highway 2 and N Broadwell Avenue (LOS F)

Figure 37: Forecasted Growth in Average Daily Traffic Volumes, 2023-2050



Source: Grand Island Metropolitan Transportation Planning Organization Travel Demand Model

Figure 38: Forecasted Planning Level of Service, 2050



Source: Grand Island Metropolitan Transportation Planning Organization Travel Demand Model

System-Level Performance of the E+C Scenario

The overall impact of forecasted socioeconomic growth in the GIAMPO region on future travel demand can be seen in the system-level performance statistics from the TDM, which consists of the following indicators:

- **Vehicle Miles Traveled (VMT):** Total distance traveled by vehicle users on the streets and roads network.
- **Vehicle Hours Traveled (VHT):** Total time vehicle users spent traveling during each trip made on the streets and roads network.
- **Daily Trips:** Total number of daily trips made on the streets and roads network.
- **Average Trip Length (in miles):** Average length of daily trips made on the streets and roads network.
- **Average Trip Speed (in MPH):** Average speed traveled during each daily trip made on the streets and roads network.

Table 13 shows the system-wide performance statistics for the base year and future year E+C scenario. As the table shows, VMT, VHT, and number of daily trips made are anticipated to grow by 32% while average trip lengths are expected to experience a marginal decline under this scenario. Average trip speeds under the E+C scenario are expected to remain constant between 2023 and 2050.

Table 13: System-Wide Performance for the 2050 E+C Scenario

Performance Metric	2023	2050	Percent Growth
Vehicle Miles Traveled	1,523,100	2,017,600	+32%
Vehicle Hours Traveled	40,100	53,500	+33%
Daily Trips	326,100	433,700	+33%
Average Trip Length (Miles)	4.67	4.65	-
Average Trip Speed (MPH)	37.98	37.71	-

Source: Grand Island Metropolitan Transportation Planning Organization Travel Demand Model

Emerging Transportation Trends and Technologies

The increasing pace at which transportation technologies are developing, coupled with shifting societal trends impacting travel demand, has given rise to a broad range of advancements that are changing the way people and goods move. Understanding these emerging trends and technologies and their potential impacts on how multi-modal transportation systems function is a key step in planning for the future. This section of the 2050 LRTP provides a high-level overview of the major trends impacting transportation, both in the GIAMPO region and nationwide, and the current state of emerging transportation technologies

A Safety First Focus

Fatal Crash Trends

Fatal Crash Trends for Motorized Vehicle, Bicyclist, and Pedestrian Crashes

Safety has become the leading transportation priority for many agencies. Nationally, the past ten years have seen the number of annual motor vehicle crashes resulting in one or more fatal injuries increase substantially. The COVID-19 pandemic of 2020 provides a benchmark for assessing fatal crash trends through a look at pre-COVID-19 conditions (2016-2019) and post-COVID-19 conditions (2020-2023). During the COVID-19 pandemic, major shifts in travel behavior occurred nationwide. Following the COVID-19 pandemic, travel behavior began shifting back towards pre-COVID-19 trends. Vehicle miles traveled (VMT) saw a major decrease while typical travel speeds increased. Following this trend, the total number of motor vehicle crashes declined but the rate of serious and fatal injuries increased compared to pre-COVID-19 levels. In the GIAMPO area:

- The number of pre-COVID-19 crashes (2016-2019) resulting in a fatality was 13.
- The number of post-COVID-19 crashes (2020-2023) resulting in a fatality rose to 18.

This is an increase of just over 38%. **Table 14** summarizes pre- and post-COVID-19 fatal crash trends for the U.S., state of Nebraska, and the GIAMPO region.

Table 14: Number of Fatal Motor Vehicle Crashes per Year, Pre- and Post-COVID 19 Pandemic

	Fatal Crashes 2016-2019	Fatal Crashes 2020-2023	% Change
U.S.	136,714	152,796	11.8%
Nebraska	817	829	1.5%
Grand Island	13	18	38.5%

Source: National Highway Traffic Safety Administration, National Crash Trends.

Trends for fatal crashes involving bicyclists and pedestrians followed a similar trend during the pre- and post-COVID-19 periods and are summarized in **Table 15**. Nationwide fatal crashes involving a bicyclist increased 24.1% while fatal crashes involving a pedestrian increased nearly 15%. Within the GIAMPO region, bicyclist-involved fatal crashes increased 100% (with none occurring between 2016 and 2019 and one occurring between 2020 and 2023) while pedestrian-involved fatal crashes increased 50%.

Speeding and the Rise of Fatal Crashes

Speeding is one driving behavior that leads to fatal crashes. As speed increases, the probability of sustaining serious or fatal injury in a crash increases greatly. During and after the COVID-19 pandemic, a noticeable increase in speeding-related crashes along with an increase in crashes related to drug and alcohol impairment. Reckless driving behaviors increased while seat belt usage decreased during the COVID-19 pandemic; both of these factors can contribute to the occurrence of fatal and serious injury crashes.

Table 15: Fatalities Percent Change Pre- and Post- 2020

	Number of Crashes, 2016-2019	Number of Crashes, 2020-2023	Percent Change
United States			
Total Fatalities	146,469	165,859	13.2%
Bicycle Fatalities	3,389	4,207	24.1%
Pedestrian Fatalities	24,801	28,492	14.9%
State of Nebraska			
Total Fatalities	924	925	0.1%
Bicycle Fatalities	5	8	60%
Pedestrian Fatalities	76	69	-9.2%
Grand Island			
Total Fatalities	12	11	-8.3%
Bicycle Fatalities	0	1	100%
Pedestrian Fatalities	2	3	50%

Source: National Highway Traffic Safety Administration, National Crash Trends

Policy Approaches for Improving Safety

Complete Streets

The past two decades have seen a rapid increase in the number of communities adopting Complete Streets policies, marking a shift towards a design approach that better addresses the safety of non-motorized transportation users. A Complete Streets approach seeks to better integrate people and place into the planning, design, construction, operation, and maintenance of the multi-modal transportation network with the intent of prioritizing safety, meeting needs of all users, and supporting local land uses, economies, cultures, and natural environments. **Figure 40** describes the benefits of Complete Streets.

Safe Streets and Roads for All Program

Safe Streets and Roads for All (SS4A) is a grant funding program authorized by the federal government with the passage of the Bipartisan Infrastructure Law (BIL) in 2021. The SS4A program provides funding to communities to improve safety through reducing fatal and serious injury crashes, particularly those involving bicyclists and pedestrians.

Figure 40: Benefits of Complete Streets

Source: Smart Growth America

National Roadway Safety Strategy

The National Roadway Safety Strategy (NRSS) directs the United States Department of Transportation's (USDOT) comprehensive approach to reducing serious injuries and deaths on the nation's highways, roads, and streets.[4] The NRSS leverages a Safe Systems Approach to reducing serious and fatal injury crashes and identifies five core objectives:

- Safer People
- Safer Roads
- Safer Vehicles
- Safety Speeds
- Post-Crash Care

Safe Arterials for Everyone through Reliable Operations and Distraction-Reducing Strategies

Safe Arterials for Everyone through Reliable Operations and Distraction-Reducing Strategies (SAFE ROADS) is a nationwide roadway safety initiative to prioritize investments that improve mobility and safety on non-freeway arterial roads, which is where more than half of fatal crashes occur in the U.S. This initiative was established in July 2025 when USDOT asked state transportation agencies to participate in the SAFE ROADS program. The focus of the SAFE ROADS initiative is to improve safety and operations at intersections and along segments, implement recognizable traffic control devices such as crosswalk and intersection markings, and orderly use of the right-of-way that is kept free from distractions. State transportation agencies are asked to coordinate with their MPOs to use data-driven assessments to develop a list of arterial segments, including intersections, with the highest safety, operational, or compliance concerns that will be addressed by the end of Fiscal Year 2026.[5]

Shifting Travel Demand

Declining Travel Trends

Travel by Americans, measured in number of trips and vehicle miles traveled (VMT) had historically increased since the introduction of the automobile over 100 years ago. However, recent events and trends have

4 United States Department of Transportation, National Roadway Safety Strategy.
5 Federal Highway Administration, SAFE ROADS.

seen that historical growth flatten and even decline by some measures. Recent events that caused a shift in nationwide travel patterns include the COVID-19 pandemic and the rise in e-commerce.

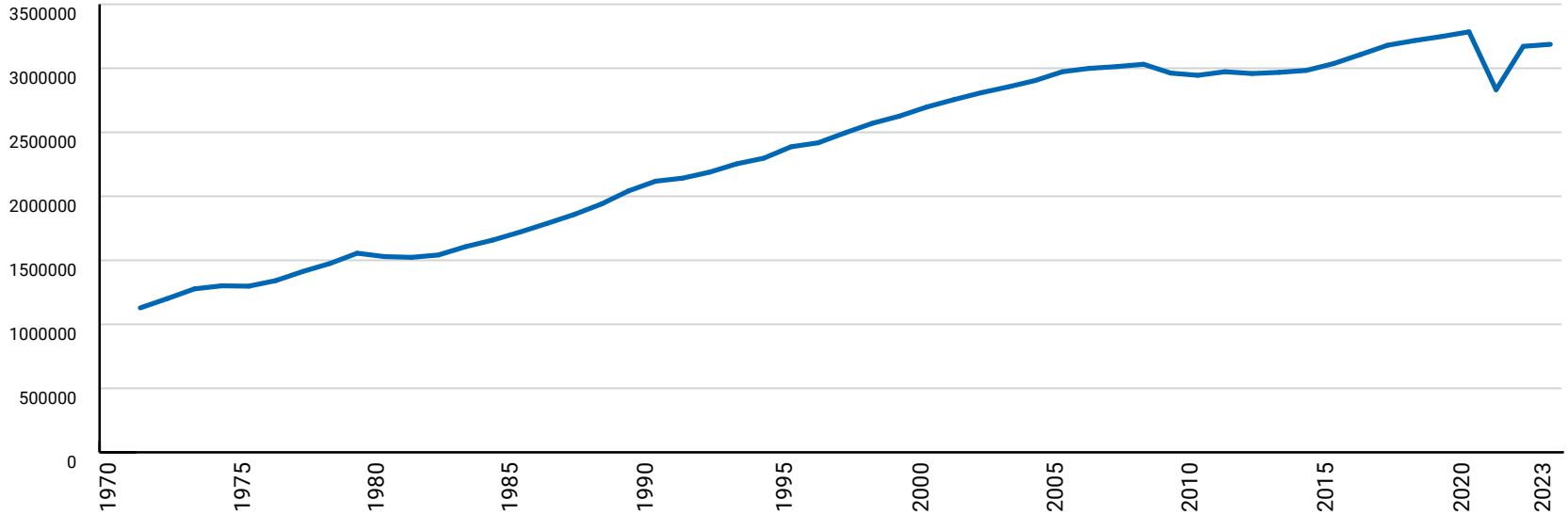
- COVID-19 impacted travel significantly as measured by both VMT and in trips made. The 2022 National Household Travel Survey (NHTS) found that households reported 37% fewer daily person trips and 32% fewer daily vehicle trips compared to 2017.[6] Data from the Federal Highway Administration's (FHWA) traffic volume trends report similarly saw a 14% decline in VMT between 2021 and 2020, the most severe drop ever reported.[7] The COVID-19 pandemic also saw a rise in the percentage of nationwide workers and students who worked or attended classes from home, resulting in decreased daily trips made for commuting and school purposes.
- E-commerce has reduced trips made for shopping by Americans. The number of online purchases made by households nearly doubled from 2017 to 2022, from 4.9 monthly online deliveries in 2017 to 9.7 monthly online deliveries in 2022.

Both of these trends, along with improvements in telecommunications such as video conferencing platforms enabling more flexible work from home arrangements, has allowed the number of daily trips made by Americans to drop significantly over the past generation. The NHTS found the average trip making had dropped from 4.3 trips daily in 1995 to 2.28 trips daily in 2022. The FHWA's VMT data is shown below in **Figure 41**.

Changes in Mode Shares for Commuting Purposes

Nationwide commuting trends have exhibited a declining share of commute trips made as **Figure 41** shows due to work from home. In 2018, 5.2% of the nation's workers worked at home and by 2023 13.8% worked at home. While each of the modes varied slightly from year to year, this was the biggest change in commuting seen during the 2018-2023 period. This illustrates the impact of the COVID-19 pandemic on nationwide travel demand as the percentage of workers who worked from home tripled between 2018 and 2021 before experiencing a slight decrease in 2023.

Figure 41: Annual Vehicle Miles Traveled in the United States



Source: Federal Highway Administration, Travel Monitoring – Traffic Volume Trends.

6 Federal Highway Administration, 2022 National Household Travel Survey.
7 Federal Highway Administration, https://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm.

Within the context of Grand Island, commute mode shares largely reflect those observed nationwide. The key differences between commute mode share trends in Grand Island compared to the nation for the 2018 through 2023 timeframe were:

- Workers who drove alone to work in Grand Island experienced little change between 2018 and 2023, compared to a nationwide decline of 11% during this same period.
- Workers who worked from home in Grand Island did not experience the significant increases observed nationwide between 2018 and 2023.

Table 16: Comparing Historic Mode Share Trends for the United States and Grand Island, 2018-2023

	2018	2019	2020	2021	2022	2023
United States						
Drove Alone	80.7%	75.9%	69	67.8%	68.7%	69.2%
Carpool	9.8%	8.9%	7.9%	7.8%	8.6%	9%
Public Transit	1.3%	5%	3.2%	2.5%	3.1%	3.5%
Walk	1.5%	2.7%		2.2%	2.4%	2.4%
Bicycle	0.2%	0.5%		0.4%	0.5%	0.5%
Worked at Home	5.2%	5.7%	15.8%	17.9%	15.1%	13.8%
Grand Island						
Drove Alone	81.5%	81%	82.8%	81.8%	83%	81.7%
Carpool	12.5%	13.5%	12.5%	13.0%	11.3%	12.3%
Public Transit	0.4%	0.4%	0.3%	0.2%	0.5%	0.3%
Walk	1.4%	1.2%	1.0%	1.2%	1.1%	0.6%
Bicycle	0.6%	0.3%	0%	0.2%	0.2%	0.2%
Worked at Home	2.4%	2.3%	2.1%	2.1%	2.5%	3.5%

Source: U.S. DOT Bureau of Transportation Statistics

An Aging Population

The United States is seeing a rise in the number of older Americans, with the number of residents aged 65 or older estimated to be over 55 million in 2023 which represents just under 17% of the total population and marks an increase over the proportion of residents aged 65 years or older in 2019 of 15.6% as **Table 17** shows. Within the state of Nebraska, the proportion of residents aged 65 years or older in 2019 was 15.4% of the population and this proportion rose to 16.4% by 2023. A similar increase was observed for the city of Grand Island, in which residents aged 65 years or older represented 14% of the total population; this figure rose to 14.7% by 2023.

A shift towards an older population has substantial implications on travel demand and travel patterns as older individuals typically reduce their frequency of daily travel.

Travel demand and travel patterns for individuals aged 75 or older are especially impacted as the 2022 NHTS observed a significant decline in daily VMT and daily person trips for this population.

Table 17: Change in the Population Aged 65 Years or Older for the U.S., State of Nebraska, and City of Grand Island, 2019-2023

	2019			2023		
	Total Population	Population Aged 65 Years+	Percent Aged 65 Years+	Total Population	Population Aged 65 Years+	Percent Population Aged 65 Years+
U.S.	324,697,795	50,783,796	15.6%	332,387,540	55,970,047	16.8%
Nebraska	1,914,571	294,069	15.4%	1,965,926	322,165	16.4%
Grand Island	51,147	7,154	14%	52,761	7,774	14.7%

Source: United States Census Bureau, *American Community Survey 5-Year Estimates 2019 and 2023*

Emerging Transportation Technologies

Emerging transportation technologies are being deployed nationwide and poised to reshape how people and goods travel. Many of these technologies seek to increase system safety, efficiency, and sustainability. The main transportation technologies impacting transportation today include electric vehicles, connected and autonomous vehicles, and micromobility modes.

Electric Vehicles

One transportation technology that has been impacting vehicle fleets nationwide is electric vehicles (EVs), which encompass battery electric or plug-in/hybrid electric vehicles. These vehicles rely on electricity for propulsion (in the case of battery electric EVs) or incorporate electric motors that reduce the need for gasoline or diesel (in the case of plug-in/hybrid EVs).

Nationwide, there has been a significant increase in the number of annual EVs registrations. Based on data from the Alternatives Fuel Data Center (**Table 18**), the number of EVs registered in the U.S. was just over 1.4 million in 2021 and rose to over 3.5 million in 2023. EVs registrations in Nebraska saw a similar trend during this period as the number of EVs registered was 2,700 in 2021 and 6,900 in 2023.

Table 18: Growth in Electric Vehicle Registrations for the United States and State of Nebraska, 2021-2023

	2021	2023	% Change
United States	1,454,400	3,555,900	144.5%
Nebraska	2,700	6,900	155.6%

Source: Alternative Fuels Data Center: TransAtlas

EVs are not only impacting the personal automobile market. Transit agencies across the nation have begun transitioning their bus fleets to cleaner alternatives such as EVs and compressed natural gas (CNG) vehicles. The U.S. electric bus fleet increased by 12% from the year 2022 to 2023 as shown in **Table 19**.However, most transit bus fleets today are still powered by internal combustion engines.

Table 19: U.S. Zero-Emission Bus Fleets: 2021–2023

Bus Type	2021	2022	2023	% Change, 2022-2023
Battery Electric	3,168	5,269	5,775	9.6%
Fuel Cell Electric	129	211	372	76.3%
Full Size Total	3,297	5,480	6,147	12%
Small Total	615	876	1,010	15.3%

Source: US DOT Bureau of Transportation Statistics, Transportation Statistics Annual Report 2024

Connected and Autonomous Vehicle Technologies

Connected and Autonomous Vehicles (CAV) are a vehicle technology anticipated to have major impacts on our transportation systems. CAVs can be broken down into two distinct technologies—connected vehicles (CVs) and autonomous vehicles (AVs)—and represent an evolution in how we operate motor vehicles. CV technology encompasses a range of connectivity types:

- **Vehicle-to-Vehicle (V2V):** Information on speed, location, and heading.
- **Vehicle-to-Infrastructure (V2I):** Information on signal timing, work zones, crashes, congestion, and weather conditions.
- **Vehicle-to-Pedestrian (V2P):** Information between vehicles and non-motorized crosswalks and bicyclists.
- **Vehicle-to-Everything (V2N to V2E):** Data is transmitted to a central location for analysis, including demand management, travel times, and incident response.

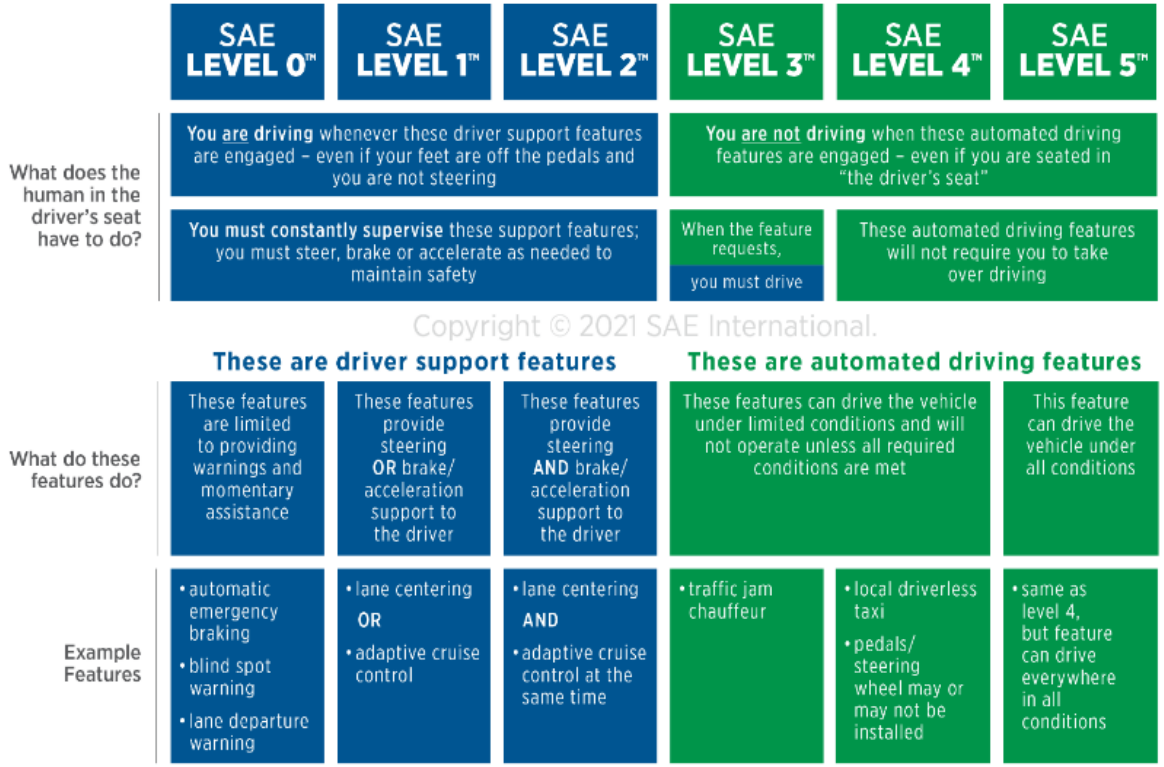
The connections and communications enabled through CV technology can help reduce the occurrence of vehicular crashes while improving system operations through the sharing and analysis of data in real time, allowing for optimized management of our transportation networks.

AVs refer to vehicles that incorporate a range of automated driving technologies. Technologies that automate some degree of driving have been integrated into vehicles for several years and range from blind spot detection to adaptive cruise control. Advances in automated driving technologies have seen pilot vehicles that are completely driven by on-board computation systems and do not require human intervention.

The current state of AV technology, as summarized by the Society of Automotive Engineers, identifies six levels of automation as detailed in **Figure 42**. Research and testing of fully autonomous vehicles (Levels 4 and 5) is underway and vehicles with these technologies are not commercially available. It is anticipated that additional automated features will be available to consumers over time as safety and reliability testing ensures roadworthiness.[8]

Automated and autonomous vehicle technologies have also been researched and developed for highway freight vehicles. Aurora Innovation, Inc. deployed fully autonomous trucks and driverless operations along Interstate 45 connecting Dallas, Texas and Houston, Texas in 2024. With the rate of advancement of automated freight technologies, experts project that 13% of trucks operating on U.S. roads by 2035 will be fully autonomous.[9]

Figure 42: Society of Automotive Engineers Levels of Driving Automation



Source: Society of Automotive Engineers

8 California Department of Transportation, *Connected and Automated Vehicles*.
9 Axios, *Driverless trucks are rolling in Texas, ushering in new era.*

Micromobility

Micromobility is defined by FHWA as "any small, low-speed, human or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances."[10] These modes have seen a significant rise in deployment across the United States and Canada since 2010, and provide users new modes for completing short-trips or serving first- and last-mile needs. As of 2025, most states have at least one bikeshare or e-scooter system in operation and these are typically located in major urban areas.[11]

A recent report published by the National Association of City Transportation Officials (NACTO) in 2023 found that a total of 157 million trips were taken on shared micromobility across the U.S. and Canada, marking an increase from 131 million trips in 2022. During the COVID-19 pandemic, trips made using micromobility modes experienced a decline compared to pre-pandemic levels. Post-COVID-19, the number of annual trips made using micromobility modes increased above pre-pandemic levels.[12] **Figure 43** summarizes the annual ridership trends for micromobility modes in the U.S. and Canada between 2010 and 2023.

Shared Bicycles & E-Bikes (Station-Based)

Station-based bicycles and e-bikes refer to bicycle and e-bike fleets that use fixed docks where users can rent and return bicycles or e-bikes, typically using a smart phone. Across the U.S., the number of trips made using shared bicycles and e-bikes totaled 61 million in 2023. The largest increase in annual trips was for e-bikes, which saw an increase of 40% from 2022 to 2023; e-bikes now account for 46% of all station-based shared bicycle trips.

Dockless E-Scooters and E-Bikes

Dockless e-scooters and e-bikes refer to fleets that are not stationed at fixed locations. Most fleets utilize a geofence that limits where e-scooters and e-bikes can be rented and returned which is typically done using a smart phone.

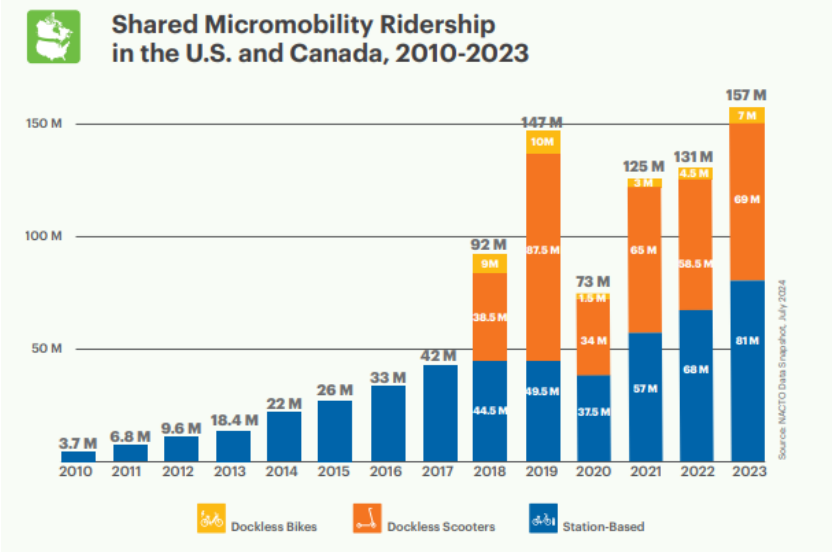
The City of Grand Island does not currently offer a formal e-scooter or e-bike sharing program. However, Central Community College (CCC) does offer a bike share program across all three campuses to those with a CCC email address.

Mobility as a Service

Mobility as a Service (MaaS) is an approach to mobility that integrates various travel options available to users in a single interface and uses a single payment mechanism. Through MaaS, users are able to plan their entire trip across various modes thereby offering a seamless and flexible option for trip planning that can be tailored to a traveler's individual needs.[13]

Efforts to evaluate the potential of MaaS within the state of Nebraska have been conducted with the launch of NDOT's Trip Planner Pilot Project in 2023. The goal of this pilot project is to determine the feasibility of a public transit trip planner platform for statewide deployment. The pilot project includes several travel modes and smaller transit agencies in the state's northeast and panhandle region and developed a central platform where users can plan their trips.[14]

Figure 43: Shared Micromobility Ridership in the US and Canada, 2010-2023



Source: National Association of City Transportation Officials

10 Federal Highway Administration, Micromobility Fact Sheet.
11 U.S. DOT Bureau of Transportation Statistics, *Bikeshare and E-scooter Systems in the U.S.*
12 National Association of City Transportation Officials, *Shared Micromobility in the U.S. and Canada: 2023*.
13 Shared-Use Mobility Center, *Towards the Promise of Mobility as a Service (MaaS) in the U.S.*
14 Mass Transit, *Nebraska DOT launches public transit trip planner pilot program*.

Chapter 7 – Project 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

Once the list of multi-modal alternatives was developed, these projects were evaluated against the 2050 LRTP's goal areas and objectives to assess how well each alternative aligned with the region's future vision for multi-modal transportation. Based on this evaluation, each alternative was categorized by their priority for implementation with "high" priority projects indicating close alignment with the 2050 LRTP's goal areas and objectives.

This chapter of the Plan describes the process followed in developing the range of multi-modal alternatives.

2050 LRTP Strategies

The first step in the development of the 2050 LRTP alternatives was to identify the key strategies available to GIAMPO in addressing the issues and needs facing the region's multi-modal transportation system today.

Through leveraging the toolbox of strategies shown in **Figure 44**, a range of roadway and bicycle and pedestrian strategies were established.

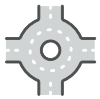
Figure 44: Toolbox of Strategies

Roadway Strategies

The roadway strategies established as part of the 2050 LRTP alternatives development process included:

More Travel Lanes: Construction of new through lanes or turn lanes to accommodate additional traffic volume.

Traffic Signal Timing/Upgrades: Adjustment of existing traffic signal operations or modernization of the existing equipment.



Roundabouts: Alternative design to signalized intersections where traffic circulates in a continuous counterclockwise motion around a center island.

Turn Lanes: Exclusive lane for right- or left-turn movements that improve traffic flow by reducing delay.

Medians: Physical separation between opposing traffic lanes to enhance safety and traffic operations.

Roadway Reconfiguration: Reconfiguration of existing traffic lanes, such as converting a 4-lane undivided street to a 3-lane street.

Bicycle and Pedestrian Strategies

The bicycle and pedestrian strategies established as part of the 2050 LRTP alternatives development process included:

Improved Pedestrian Crossings: Enhancements to pedestrian crossings such as high visibility crosswalks, shorter crossings, and user-activated signals.

Cycle Tracks/Protected Bike Lanes: Dedicated bicycle lanes that include a physical barrier separating bicycle traffic from vehicular travel lanes.

New/Improved Trail or Sidepath: Construction of new trails and sidepaths, or improvements to existing trails and sidepaths such as pavement markings at street crossings.

Grade-Separated Crossings: Construction of an overpass or underpass at locations where trails or sidepaths intersect streets at-grade.

Transit Strategies

The transit strategies established as part of the 2050 LRTP alternatives development process included:

Increased Service Hours and Weekend Service: Extending current service hours during weekday operations or expanding transit services on weekend days and holidays.

Same Day Service: Allowing passengers to book same-day transit trips rather than requiring booking 24 hours in advance.

Emerging Trends and Technologies

The emerging trends and technologies strategies established as part of the 2050 LRTP alternatives development process included:

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.

Public Feedback on 2050 LRTP Strategies

Potential strategies identified for inclusion in the 2050 LRTP were presented during an in-person public open house and a supplementary virtual public open house to gauge open house attendee's preferences for the various roadway, bicycle and pedestrian, and transit strategies. This activity asked participants to review a brief description of each strategy, then indicate their level of preference in implementing each strategy within the region.

Table 20 displays the voting results for the in-person open house activity. Overall, the 2050 LRTP strategies received votes that indicated a preference or neutral stance. The roadway strategies receiving the highest numbers of "Prefer" votes were roundabouts, traffic signal timing optimization/coordination, and turn lanes. The bicycle and pedestrian strategy that received the highest number of "Prefer" votes was improved pedestrian crossings while both transit strategies received the same number of "Prefer" and "Neutral" votes.

2050 LRTP Alternatives

The alternatives established as part of the 2050 LRTP through public input, technical analysis, and findings and recommendations sourced from recently completed plans and studies are shown in **Figure 45** and **Figure 46**. For additional details on each alternative, including project extents, project descriptions, and estimated costs, refer to **Appendix D**.

Table 20: Public Feedback on 2050 LRTP Strategies

Strategy	Prefer	Neutral	Dislike
Roadway Strategies			
More Travel Lanes	6	4	2
Traffic Signal Timing Optimization/ Coordination	10	1	0
Roundabouts	11	0	0
Turn Lanes	7	3	0
Medians	4	9	0
Roadway Reconfiguration	3	7	1
Bicycle and Pedestrian Strategies			
Improved Pedestrian Crossings	11	0	0
Cycle Tracks/Protected Bike Lanes	6	4	0
New/Improved Trail or Sidepath	9	2	0
Grade-Separated Crossings	3	8	0
Transit Strategies			
Increased Service Hours and Weekend Service	3	2	2
Same Day Service	3	2	0
Micromobility	6	5	0

Figure 45: 2050 LRTP Roadway Alternatives

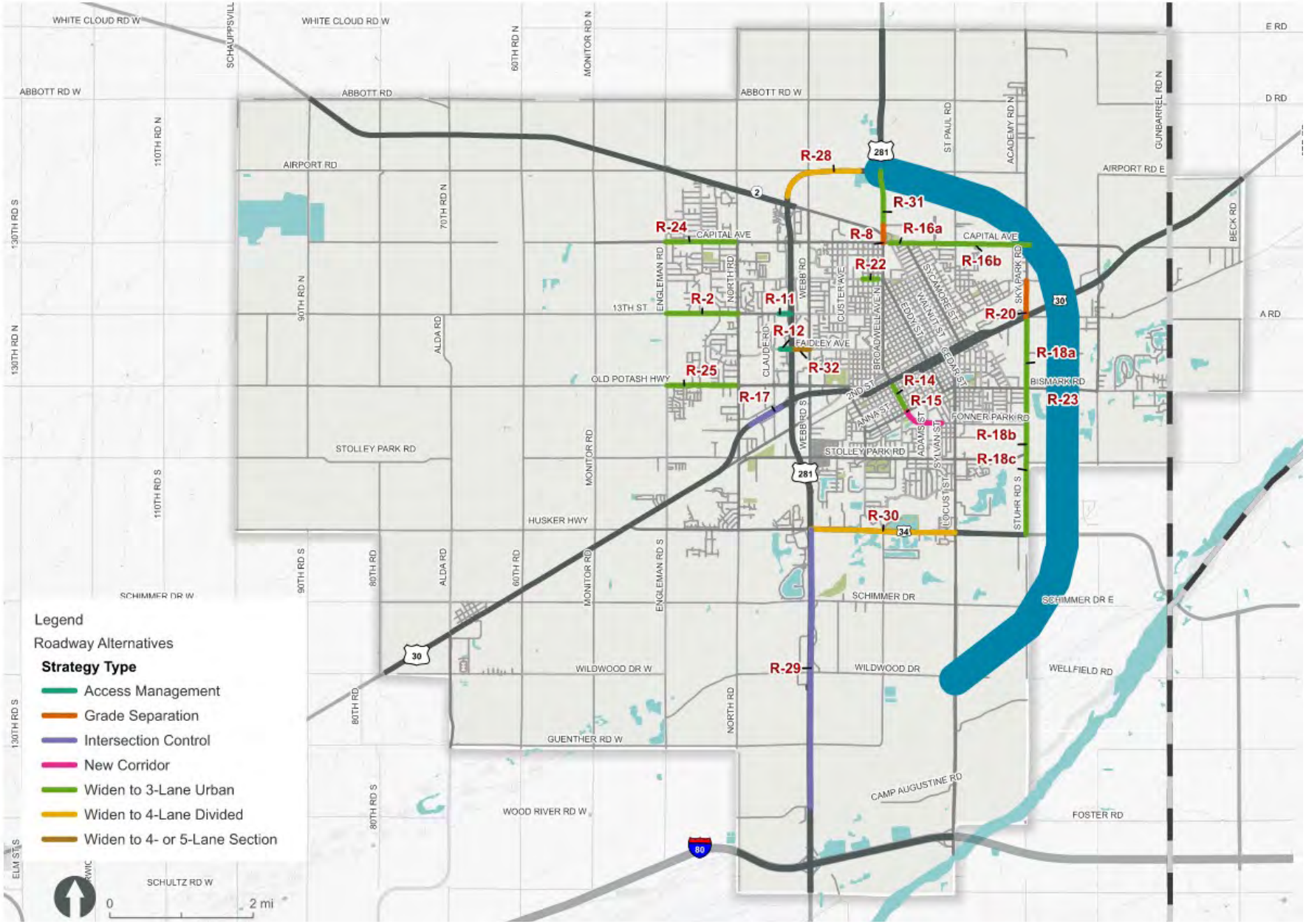
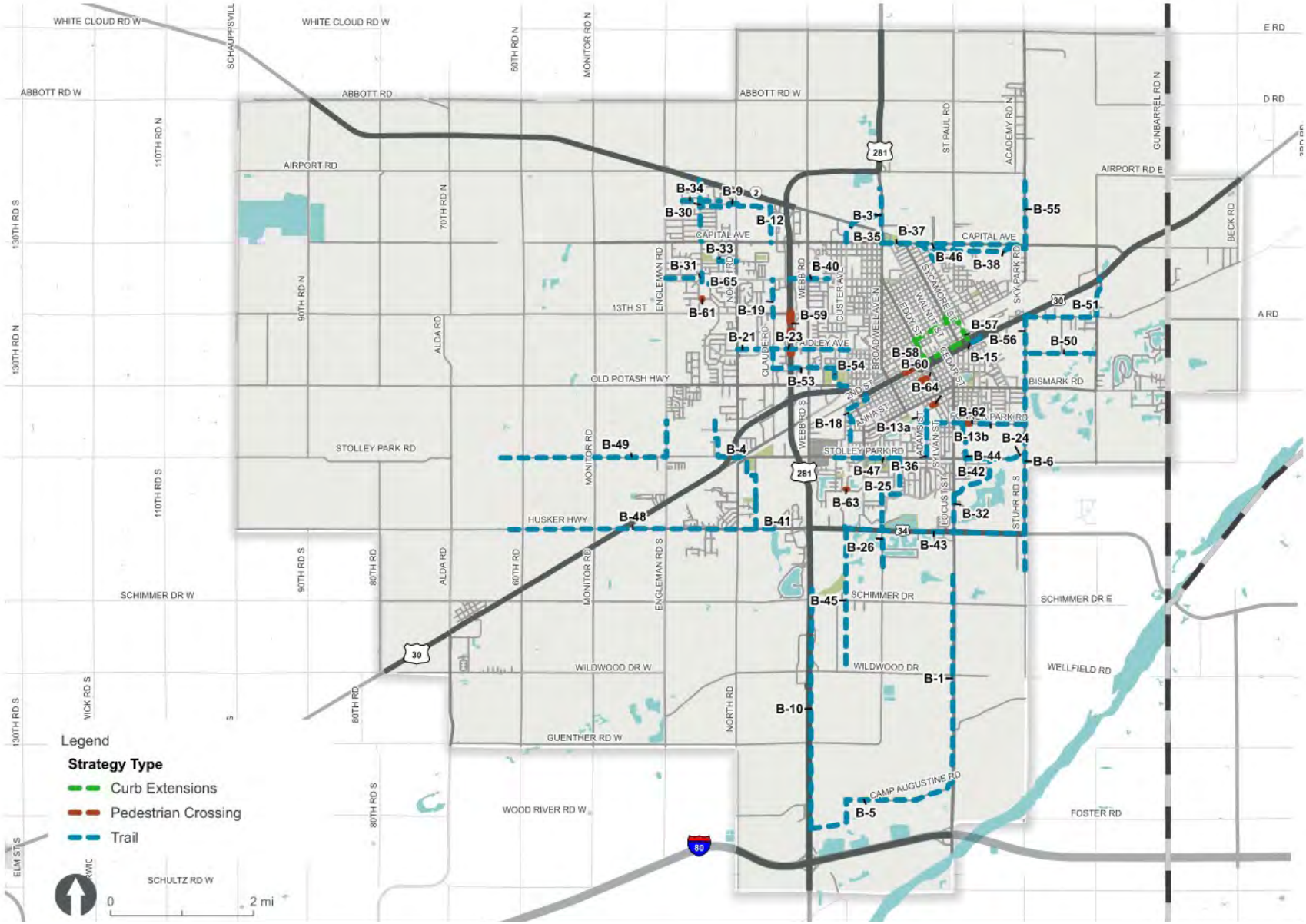


Figure 46: 2050 LRTP Bicycle and Pedestrian Alternatives



Prioritizing the 2050 LRTP Alternatives

Upon establishing the list of 2050 LRTP alternatives, these projects were evaluated to assess their ability in meeting 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.

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.

Figure 47 shows the prioritization results for the 2050 LRTP's roadway alternatives while **Figure 48** shows the prioritization results for the bicycle and pedestrian alternatives. **Appendix D** contains additional information related to the prioritization process and results.

Figure 47: Prioritization Results for the 2050 LRTP Roadway Alternatives

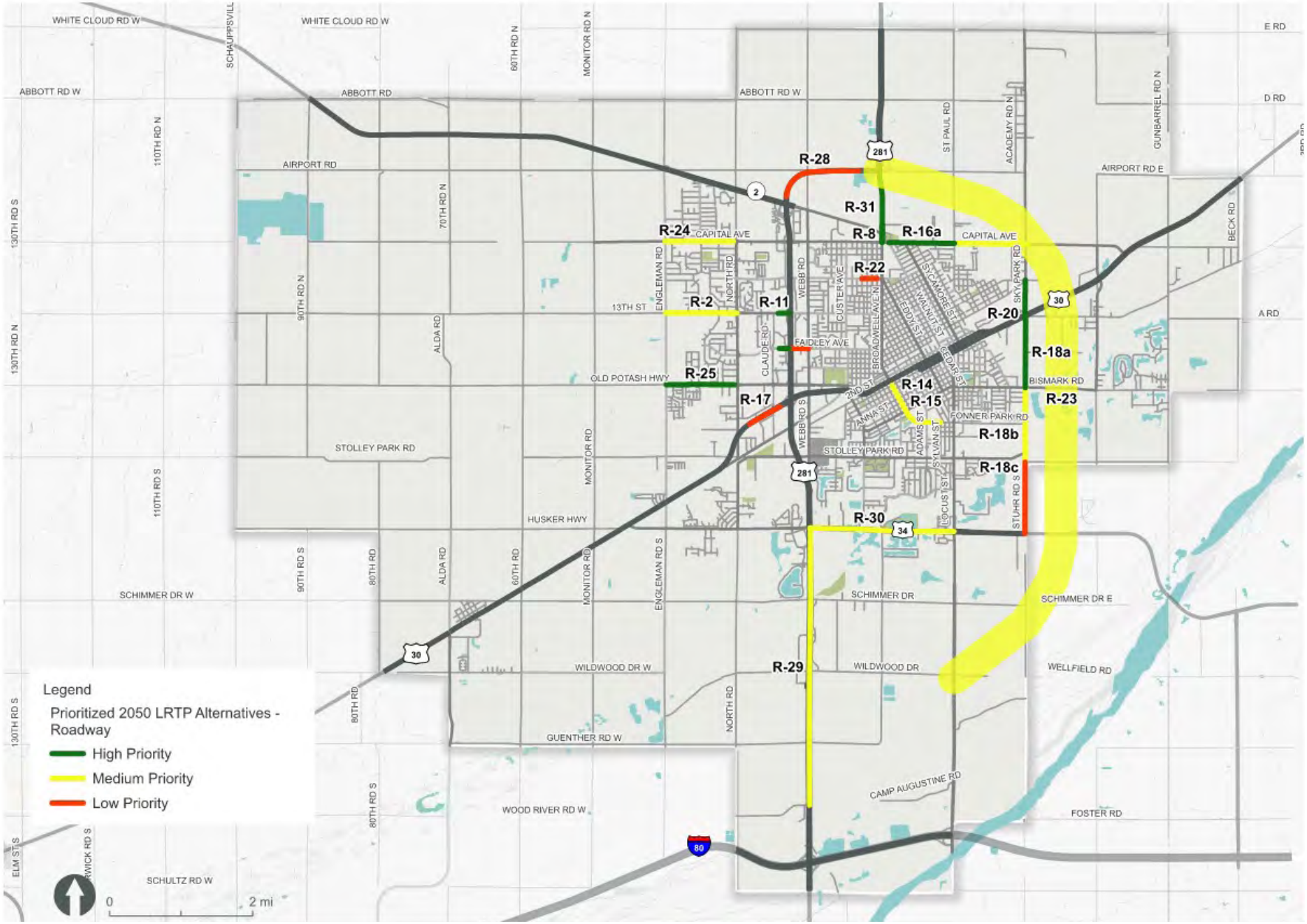
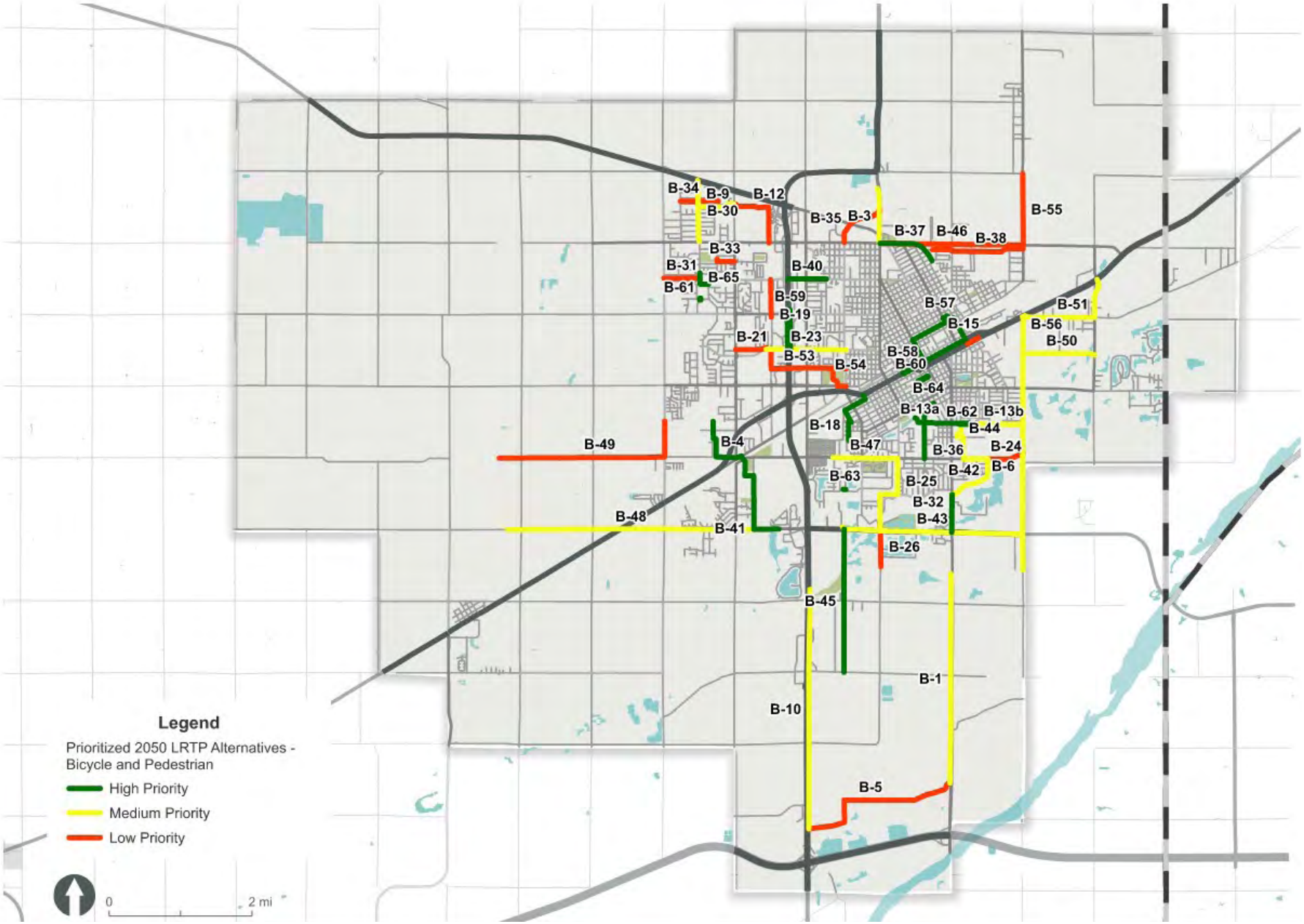


Figure 48: Prioritization Results for the 2050 LRTP Bicycle and Pedestrian Alternatives



Chapter 8 – Future Transportation Revenues

This chapter summarizes the transportation funding analysis conducted for the LRTP. It reviews GIAMPO's historic transportation revenues sourced from key federal, state, and local funding programs and projects reasonably expected to receive future transportation revenues for the implementation of future transportation improvements. This analysis outlines:

- Revenues available for transportation projects after system operations and maintenance costs are factored in
- A reasonably expected future transportation revenue level to support the 2050 LRTP's fiscal constraint

This chapter summarizes federal, state, and local funding from the perspective of:

- Program Summaries
- Historical Funding Levels
- Future Funding Forecasts

Appendix E contains more detailed discussion on the future transportation revenues methodology.

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 describes the main programs that provide the revenues necessary to operate and maintain GIAMPO's multimodal transportation system.

Federal Funding Programs

Various federal transportation funding has been used in the GIAMPO region. Those key federal funding sources 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

This section provides the main sources of annual state transportation funding received by GIAMPO's member agencies from the Nebraska Department of Transportation (NDOT).

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.

Local Funding Programs

Local revenues for multimodal transportation improvements within the GIAMPO region play two roles:

- Local funds often serve as matching funds for federally funded projects, which is typically (but not always) 20% of total project costs while the remaining 80% is comprised of the federal funds.
- In some cases local revenues fully fund local, non-federally funded projects, whether these are considered regionally significant or not.

Regionally Significant Projects

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

The City of Grand Island has the largest amount of local transportation revenues within the GIAMPO region with Alda, Hall and Merrick Counties providing some additional local transportation revenues. Past City of Grand Island Capital Projects listings were reviewed to understand local transportation funding levels for the city's General Fund, Gas Tax Fund, and Sales Tax Fund as the main sources of revenues leveraged for capital improvements.

Historic Funding Trends

Historic funding trends provide a baseline understanding to forecast reasonably expected future transportation revenues. This section details historic federal, state, and local transportation revenues received by GIAMPO's partner agencies.

Historic Federal Funding

Historic federal funds programmed in the GIAMPO region between 2020 and 2026 are summarized in **Table 21** for key highway program sources and key transit program sources. These revenue levels are based on GIAMPO's annual TIP fiscal constraint tables for highway and transit programs. It should be noted that the four federal programs shown for highway projects are all directed by NDOT and not at the discretion of local municipal partners.

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 21: Historic Federal, State, and Local Highway Funding Levels from Past GIAMPO TIPs

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 $4,003,000 relates to a NDOT project.
Source: Grand Island Metropolitan Planning Organization, *Transportation Improvement Programs FY2019-FY2026*

Table 22: 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 22**. These historic state funding revenues include:

- **Highway User Revenue Distribution:** These funds are from the State Highway Trust Fund – Highway Allocations, Build Nebraska Act, and Motor Vehicle Fees for Grand Island, Alda, and Hall and Merrick Counties. NDOT allocates 46.6% of annual State Highway Trust Fund revenues to cities and counties while retaining 53.3% for use in the state Highway Cash Fund.[15] The historic Highway User Revenues are shown in **Table 23**.
- **Federal Funds Purchase Program Funding:** These funds are from the STP and Bridge allocation amounts for 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 24.

It is noted that NDOT publications for the year 2025 were not available during the analysis of historic state funding trends, so the historic revenue levels shown in **Table 24** represent amounts received between 2020 and 2024.

15 Nebraska Department of Transportation, *Nebraska Transportation Financing*.

Table 23: 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

Table 24: 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 25**. 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 25: 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

To establish reasonably expected future revenues, forecasted revenues for key federal, state, and local programs were forecasted through the year 2050 based on historic revenue levels and other assumptions received by GIAMPO's member agencies. This section discusses the forecasted future revenue levels for GIAMPO's key funding programs and the underlying forecast assumptions. **Figure 49** summarizes the process for developing the 2050 LRTP funding plan.

Figure 49: GIAMPO 2050 LRTP Funding Plan Process

Baseline Revenue and Growth Factor Assumptions

Baseline Revenues

Baseline revenues are the starting point for forecasting future 2050 LRTP revenues. These baseline amounts were identified from historic funding levels for each program and refined based on input from MPO and jurisdictional partner staff. **Table 26** shows the baseline revenue level used for each funding program forecast. The amounts for each respective program represent aggregated amounts for their associated agency.

Table 26: Baseline Levels for Forecasting Future Revenue

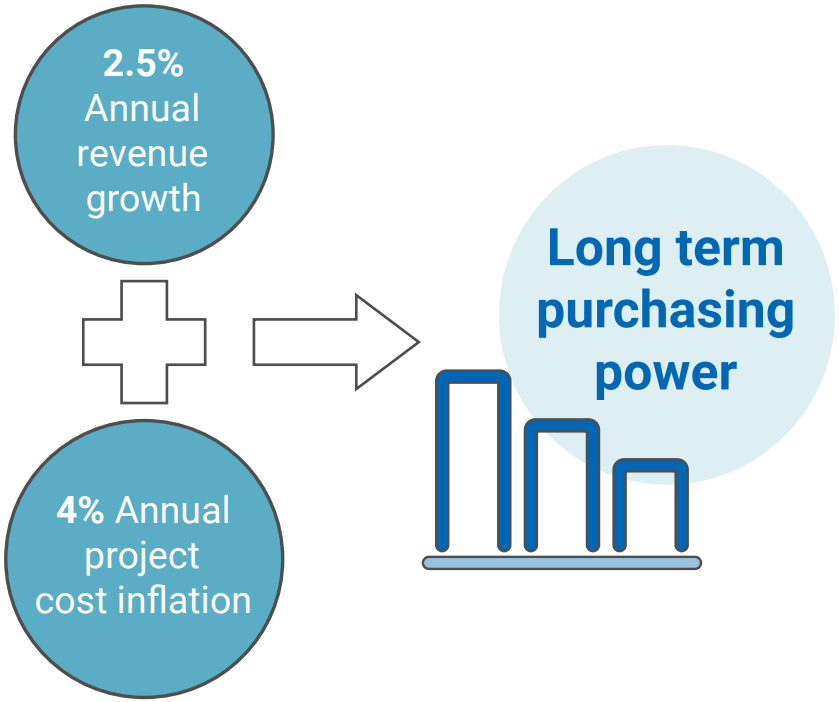
Funding Program	Baseline Revenue
Revenue	$1,383,630
FFPP-Bridge	$274,429
Transportation Alternatives	$300,000
STBG – State	$1,110,000
National Highway Performance Program	$9,150,000
Highway Safety Improvement Program – Local System	$1,337,857
Highway Safety Improvement Program – State System	$2,600,000
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
City of Grand Island 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.

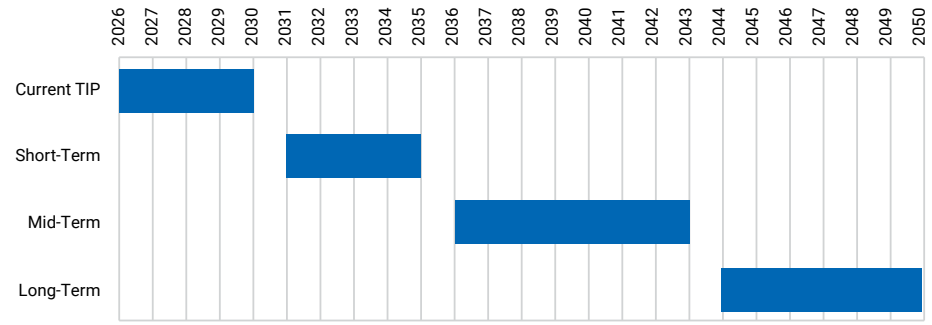
Growth Factor Assumptions

Growth Assumptions

Future revenue forecasts were developed assuming a 2.5% annual revenue increase between 2026 and 2050; for transit revenues, an annual growth rate of 2% 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 details on forecasts are provided in **Appendix E**.



Future year revenues 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 Transportation Revenue

Future transportation revenue was developed based on the baseline levels and assumptions documented above.

GIAMPO Local Future Revenues

Future funding levels for locally directed programs and programs that GIAMPO partners would likely apply for local projects are shown in **Table 27**. These include FFPP-STP and FFPP-Bridge (locally directed) and TA and local system HSIP (NDOT discretionary) programs.

NDOT Highways Program Revenues

Future funding levels for NDOT's Highway Program funds improvements on the state-owned system are from a variety of sources, including STBG, NHPP, and HSIP. **Table 28** summarizes these state-directed forecasts for the state highway system funding programs.

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 29**. This funding can also be used by GIAMPO's member agencies towards local projects, similar the GIAMPO local future revenues previously discussed.

Table 27: 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 28: 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 29: 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 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 2031-2050 planning period. **Table 30** 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 30: 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 for the 2050 LRTP. **Table 31** summarizes the transit revenue forecasts by time band, including match funds from NDOT, city of Grand Island, and Hall County.

Table 31: 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 and other GIAMPO partners maintain most of the local street system. To demonstrate fiscal constrain, the LRTP provides a summary of anticipated operations and maintenance (O&M) funding requirements into the future for the City of Grand Island. These O&M costs include:

- Personnel Costs
- Office Operating Expenses
- Snow Removal
- Non-Capital Street Maintenance
- Street Maintenance Operating Expenses

Recent City of Grand Island budgets indicate that street O&M costs are anticipated to be $7,623,000 in 2025.

Forecasted O&M Expenditures

Future forecasted O&M expenditures were calculated assuming an annual growth rate of 3.4 percent (reflecting historic levels). Forecasted O&M needs are shown in **Table 32**. Overall, total forecasted O&M expenditures through the life of the 2050 LRTP are anticipated to be just under $255.1 million.

Table 32: 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**

The transit system allocates sufficient funds to operate and maintain the bus service for both the City of Grand Island and Hall County. Transit O&M costs are shown for the TIP period in Chapter 9, **Table 35** as "operations" for both urban and rural transit categories.

Future Local Program Funding Levels

Future funding levels for Grand Island's locally directed transportation projects are shown in **Table 33**, including a comparison to needed funds for system O&M. 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. After system O&M needs Grand Island is anticipated to have nearly $80M in revenues for transportation capital projects between 2031 and 2050.

Table 33: 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**

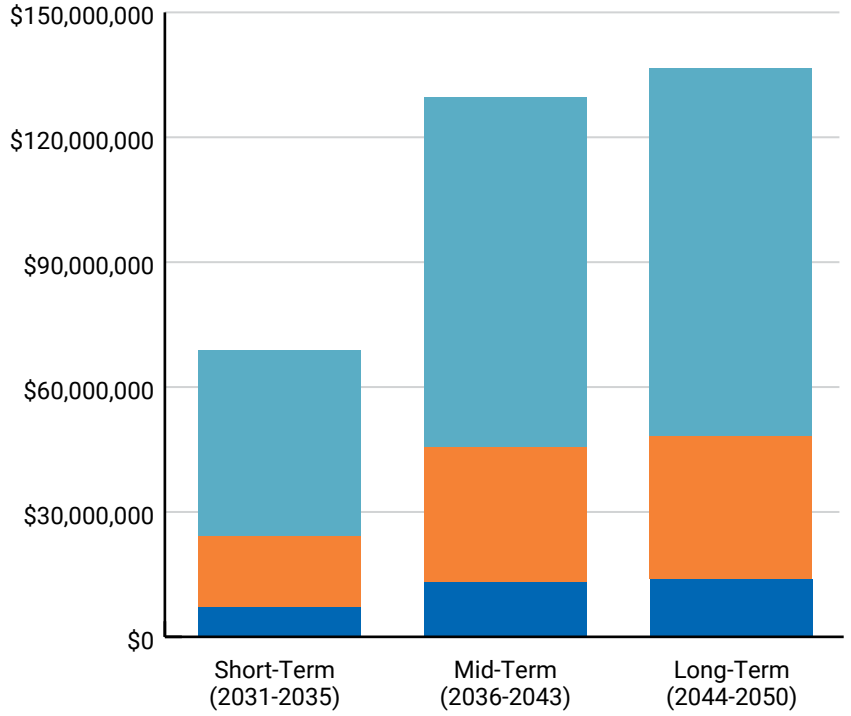
Chapter 9 – Fiscally Constrained Plan

The Fiscally Constrained Plan of the 2050 LRTP serves as the guide for GIAMPO and its member agencies in planning and programming federally funded and regionally significant multimodal transportation improvements over the next 25 years.

Federal requirements governing metropolitan transportation planning state that the LRTP's Fiscally Constrained Plan must demonstrate that costs associated with the identified improvements be within reasonably expected future revenue levels. To this end, the future revenue levels presented in Chapter 8 comprise the range of reasonably expected future revenues anticipated to be available for GIAMPO and its member agencies through 2050. These future revenue levels serve as the basis for the 2050 LRTP's Fiscally Constrained Plan.

Figure 50 provides a summary of the anticipated levels of local revenues that will be available for non-transit transportation improvements over the 2050 LRTP time bands, organized by funding sources.

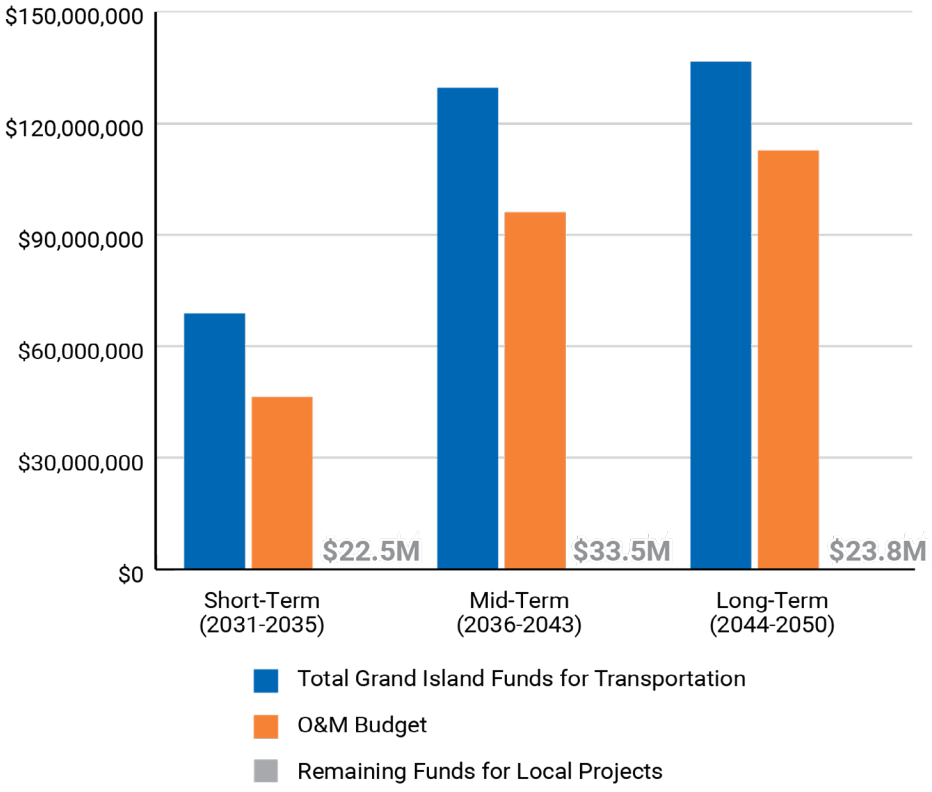
Figure 50: Anticipated Local Revenues by LRTP Time Band



	Short-Term (2031-2035)	Mid-Term (2036-2043)	Long-Term (2044-2050)
Grand Island Municipal Highway Allocation	$4,466,200	$83,974,000	$88,396,000
Grand Island Local Funding	$17,230,000	$32,440,000	$34,200,000
Grand Island FFPP Funds	$6,990,000	$13,160,000	$13,863,000

Figure 51 illustrates the future revenue constraints assumed for the 2050 LRTP's Fiscally Constrained Plan. These revenue constraints were determined by comparing the total funds for transportation anticipated to be available over the life of the LRTP to the forecasted O&M budgets corresponding to the 2050 LRTP time bands, with the differences between these revenues and budgets representing the available local revenue amounts.

Figure 51: Comparison of Total Funds Available for Transportation and Forecasted O&M Budgets



Identifying Fiscally Constrained Projects

Projects selected for inclusion in the 2050 LRTP Fiscally Constrained Plan were chosen based on the prioritization efforts associated with the list of alternatives detailed in **Chapter 7** as well as input from GIAMPO and member agency staff, and input received during public engagement activities.

The Fiscally Constrained Projects are those that best align with the 2050 LRTP goal areas and objectives while also meeting the most pressing needs of the region. A second key consideration driving the selection of the projects is the ability of each project's estimated year-of-expenditure (YOE) cost to fall within the reasonably expected future revenue levels calculated for HSIP, STBG-TA, and local revenues.

YOE costs were calculated for each Fiscally Constrained Project by applying a 4 percent per year cost inflation factor to the projects estimated 2025 cost.

Committed Projects

Projects that have been programmed for the years 2025 through 2030 are considered as committed projects and are anticipated to be implemented prior to the start of the LRTP's short-term time frame (beginning in 2031).

Committed projects reflect those identified in GIAMPO and its member agencies short-term improvement plans, including GIAMPO's 2026-2030 Transportation Improvement Program (TIP) and the city of Grand Island's Capital Improvement Plan (CIP). Fiscally Constrained projects identified for the short-term are intended to provide the basis for GIAMPO's TIP cycles beginning in 2030.

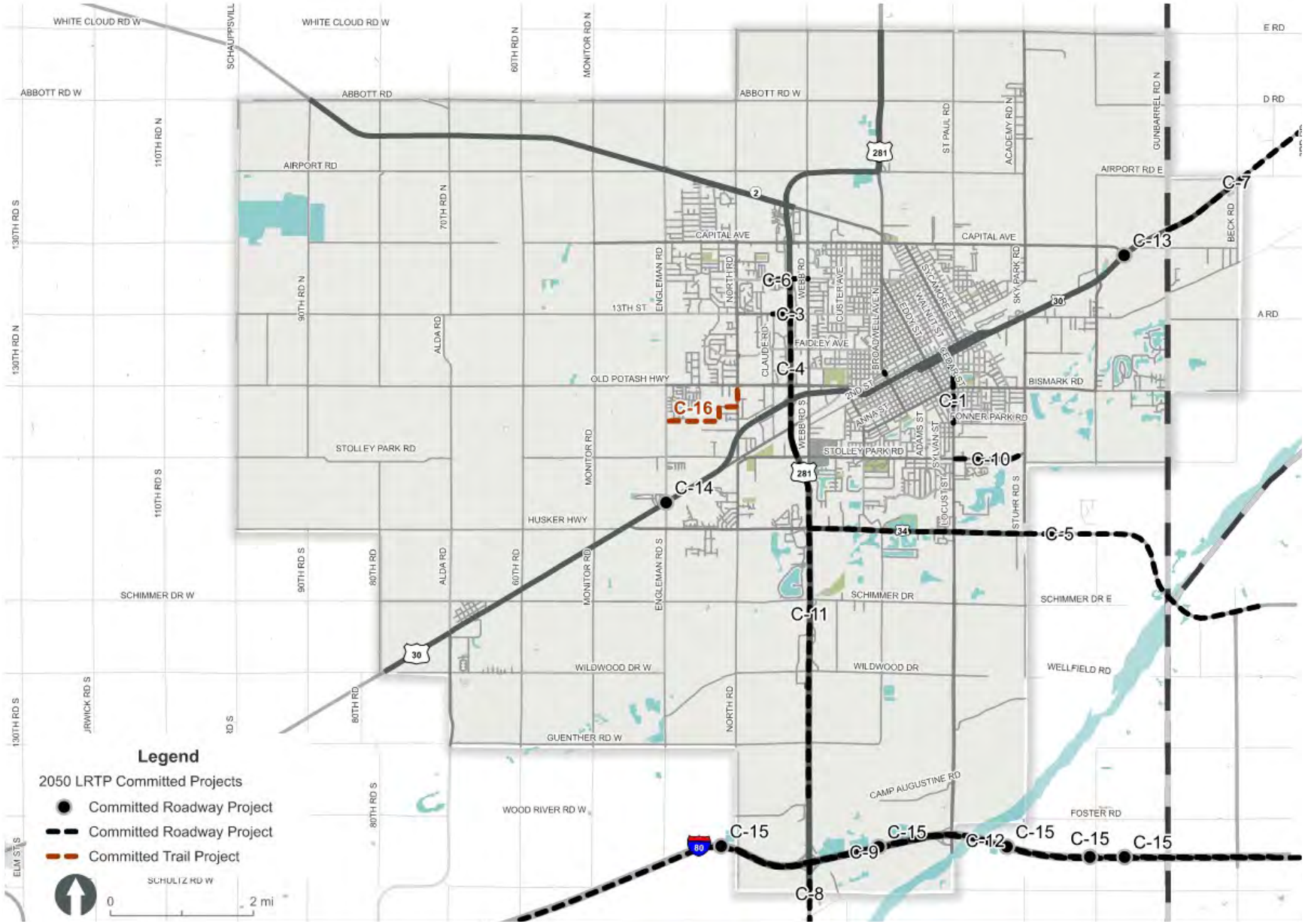
Committed streets and bicycle and pedestrian projects are detailed in **Table 34** and their locations within the GIAMPO region are shown in **Figure 52**.**Table 35** summarizes committed transit projects.

Table 34: Committed Streets and Bicycle and Pedestrian Projects

ID	Corridor	From	To	Cost (YOE)	Description
C-1	Locust Street	2nd Street	Fonner Park	$12,400,000	Locust Street Improvements
C-2	Broadwell Avenue	At Union Pacific Railroad		$34,210,000	Railroad Grade Separation
C-3	13th Street	Claude Road	Webb Road	$2,800,000	Improvements to Aid in Traffic Flow and Access Restrictions (Median Improvements)
C-4	US 281	State Street	Stolley Park Road	$5,363,000	Intersection Improvements along the US 281 Corridor
C-5	US 34	US 281	East of N 2	$5,161,000	Resurface, Bridge Repair
C-6	State Street	Webb Road	Claude Avenue	$2,016,000	Median Improvements
C-7	US 30	Merrick County Line	Chapman	$5,869,000	Resurface, Lighting
C-8	US 34	Doniphan	I-80	$8,381,000	Resurface, Bridge Repair
C-9	I-80	Along I-80		$8,750,000	Cable Median Guardrail
C-10	Stolley Park Road	S Locust Street	Stuhr Road	$3,269,000	Reconstruction of Stolley Park Road
C-11	US 34	South of US 30	North of I-80	$6,167,000	Resurface, Bridge Repair
C-12	I-80	Platte River	East of N 2/B Road	$20,023,000	Resurface
C-13	US 30	At Capital Avenue		$881,000	Construct Turn Lane
C-14	US 30, I-80	Along US 30 and I-80		$1,486,000	Install Dynamic Messaging Signs
C-15	I-80	Along I-80		$7,965,000	Install Variable Speed Advisory Displays
C-16	Grand Island West Connector Trail	Old Potash Highway	City of Grand Island Water Tower at Engleman Road	$1,875,000	Construct 10' Trail

Source: City of Grand Island

Figure 52: Committed Streets and Bicycle and Pedestrian Projects



Source: City of Grand Island

Table 35: Committed Transit Projects

TIP Year	Project Description	Cost (YOE)	Federal Funding Source(s)
2026	Urban Transit Operations	$2,097,000	FTA 5307/City of Grand Island
2026	Rural Transit Operations	$689,000	FTA 5311/Hall County/NDOT
2026	Urban Capital Projects	$200,000	FTA 5307/City of Grand Island
2027	Urban Transit Operations	$2,125,000	FTA 5307/City of Grand Island
2027	Rural Transit Operations	$556,000	FTA 5311/Hall County/NDOT
2027	Urban Capital Projects	$150,000	FTA 5339/City of Grand Island
2028	Urban Transit Operations	$2,229,000	FTA 5307/City of Grand Island
2028	Rural Transit Operations	$625,000	FTA 5311/Hall County/NDOT
2028	Urban Capital Projects	$100,000	FTA 5339/City of Grand Island
2029	Urban Transit Operations	$2,338,000	FTA 5307/City of Grand Island
2029	Rural Transit Operations	$614,000	FTA 5311/Hall County/NDOT
2029	Urban Capital Projects	$180,000	FTA 5339/City of Grand Island

Source: Grand Island Metropolitan Planning Organization, Transportation Improvement Programs FY2026-FY2029

Fiscally Constrained Projects

Streets Projects

The streets projects identified for inclusion in the 2050 LRTP's Fiscally Constrained Plan reflect those that best align with LRTP goal areas and objectives as well as being reasonably implementable in their time frame, being fundable within their time frame, and demonstrating the ability to meet the transportation needs within the region. These projects are summarized in **Table 36** and shown in **Figure 53**.

Funding for the Fiscally Constrained streets projects that are not located on state-owned facilities is expected to come from a mix of local revenues, which include the City of Grand Island's annual FFPP-STP allocations and other local funding sources. Project R-29, Intersection Control on US 281 is anticipated to be funded with 80% HSIP funds.

Bicycle and Pedestrian Projects

The bicycle and pedestrian projects identified for inclusion in the 2050 LRTP's Fiscally Constrained Plan reflect the alternatives that best align with LRTP goal areas and objectives as well as demonstrate the ability to meet the most pressing transportation needs within the region. These projects are summarized in **Table 37** and shown in **Figure 54**.

Funding for the Fiscally Constrained bicycle and pedestrian projects is expected to come from a mix of STBG-TA and local revenues.

Table 36: Fiscally Constrained Streets Projects

ID	Corridor	Location	Project Type	Cost (2025$)	Cost (YOE)	Local Share
Short-Term (2031-2035)						
R-11	W 13th Street	W of Diers Avenue to US 281	Access Management	$3,700,000	$5,064,000	$5,064,000
R-12	W Faidley Avenue	W of Diers Avenue to US 281	Access Management	$4,100,000	$5,611,000	$5,611,000
R-14	S Broadwell Avenue	W Anna Street to W 1st Street	Widen to 3-Lane Urban Section	$2,800,000	$3,832,000	$3,832,000
R-15	S Broadwell Avenue	S Adams Street to W Anna Street	New Corridor	$7,200,000	$9,854,000	$9,854,000
					Short-Term Total	**$24,361,000**
Mid-Term (2036-2043)						
R-16a	E Capital Avenue	N Wheeler Avenue to St. Paul Road	Widen to 3-Lane Urban Section	$6,300,000	$11,126,000	$11,126,000
R-25	Old Potash Highway	North Road to Engleman Road	Widen to 3-Lane Urban Section	$6,600,000	$11,655,000	$11,655,000
R-2	W 13th Street	North Road to Engleman Road	Widen to 3-Lane Urban Section	$6,600,000	$11,655,000	$11,655,000
R-22	State Street	N Lafayette Road to Huston Avenue	Widen to 3-Lane Urban Section	$1,500,000	$2,649,000	$2,649,000
R-29*	US 281	US 34 to I-80	Intersection Control	$3,600,000	$6,357,000	$1,271,400
					Mid-Term Total	**$38,356,400**
Long-Term (2044-2050)						
R-32	W Faidley Avenue	US 281 to N Webb Road	Widen to 4- or 5-Lane Section	$3,100,000	$7,347,000	$7,347,000
					Long-Term Total	**$7,347,000**

*R-29 is identified for funding under the NDOT HSIP program, and the local share amount shown reflects a 20 percent local contribution to total YOE project cost

Figure 53: Fiscally Constrained Streets Projects

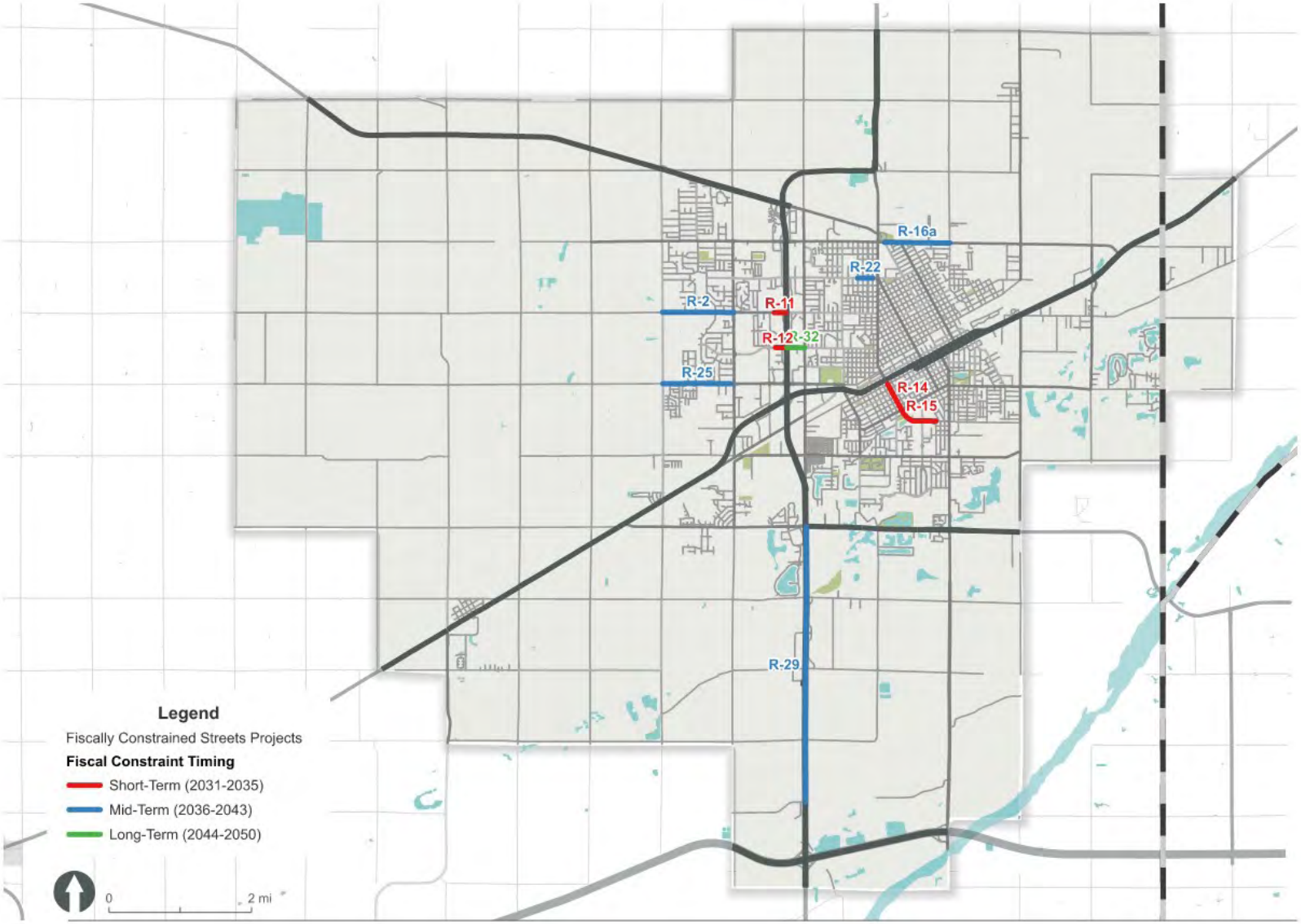
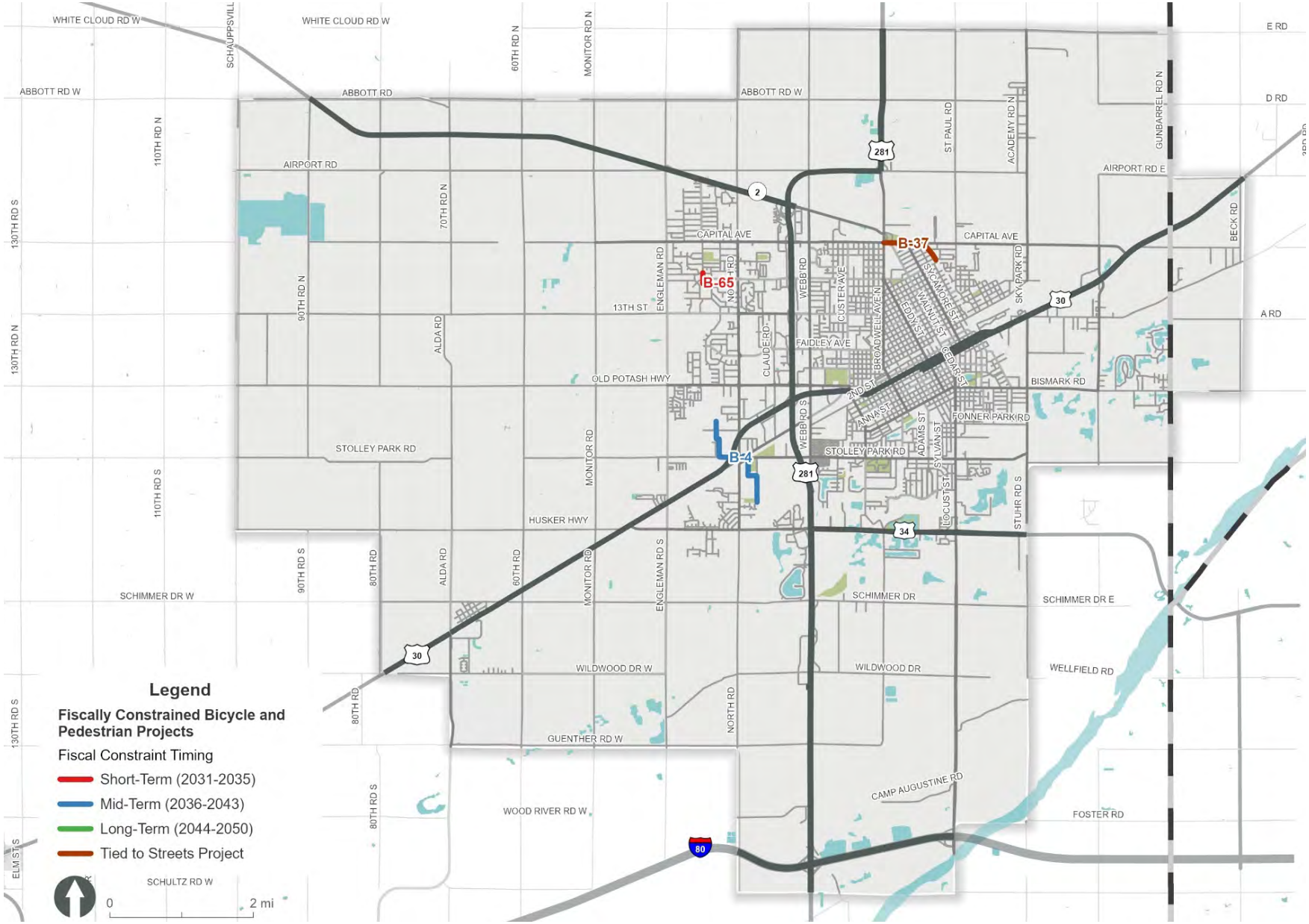


Table 37: Fiscally Constrained Bicycle and Pedestrian Projects

ID	Corridor	Location	Project Type	Cost (2025$)	Cost (YOE)	TAP Share	Local Share	State Share
B-65	Independence Avenue	Manchester Road to Mansfield Road	Trail	$300,000	$411,000	$328,800	$82,200	$0
					Short-Term Total	**$328,800**	**$82,200**	**$0**
B-4	Stolley Park Road	Aiden Street to Highway 34	Trail	$4,100,000	$7,240,000	$5,792,000	$1,448,000	$0
B-37*	W Capital Avenue	N Broadwell Avenue to E 18th Street	Trail	$400,000	$706,000	$0	$0	$0
					Mid-Term Total	**$5,792,000**	**$1,448,000**	**$0**
-	**-**	**-**	**-**	**-**	**-**	-	-	-
					Long-Term Total	**$0**	**$0**	**$0**

*B-37 is considered tied to Fiscally Constrained Streets project R-16, thus is anticipated to be funded through Local Streets revenues.

Figure 54: Fiscally Constrained Bicycle and Pedestrian Projects



Fiscal Constraint for Grand Island Funds

Local funding sources from the City of Grand Island are anticipated to make up the majority of LRTP project funding. To demonstrate fiscal constraint, the reasonably expected local transportation funding levels were evaluated against eligible project costs.

- **Local Transportation Budget:** As noted in **Chapter 8**, $79,825,000 in local YOE funds are anticipated to be available for transportation projects over the 2031 to 2050 period after funding necessary O&M needs.
- **Local Street Plan Costs:** As shown in **Table 36**, there is $70,064,400 in YOE costs for street projects (including HSIP match) over the 20-year planning period.
- **Local Bicycle and Pedestrian Plan Costs:** As shown in **Table 37,** there is $2,236,200 in YOE costs for local match of STBG-TA bike/pedestrian projects over the 20-year planning period.
- **Local Funding Surplus:** These $72,300,600 in local funding YOE needs compared to a $79,825,000 budget leave a surplus of $7,524,400 with the fiscally constrained plan.

Fiscal Constraint for Federal Programs

Similar to the local funds, the HSIP and STBG-TA programs are anticipated to be fiscally-constrained for the years 2031 to 2050.

- **HSIP Budget:** $37,535,000 in YOE HSIP funds are projected for the GIAMPO area for the years 2031-2050.
- **HSIP Project Costs:** $5,085,600 in YOE HSIP project costs are projected for the years 2031-2050.
- **Remaining HSIP Budget Balance:** $32,449,400 balance in HSIP funds between 2031-2050.
- **STBG-TA Budget:** $6,259,000 in YOE HSIP funds are projected for the GIAMPO area for the years 2031-2050.
- **STBG-TA Project Costs:** $6,259,000 in YOE STBG-TA project costs are projected for the years 2031-2050.
- **Remaining STBG-TA Budget Balance:** $1,758,200 balance in STBG-TA funds between 2031-2050.

Thus, the use of Federal funding sources for the HSIP and STBG-TA programs are fiscally-constrained for this LRTP.

Transit Projects

The transit projects identified for inclusion in the 2050 LRTP's Fiscally Constrained Plan reflect those that best meet the long-term operating and capital needs of CRANE transit while remaining fiscally constrained per the anticipated future federal, state, and local transit revenues expected for future transit projects. These projects are summarized in **Table 38**.

Fiscal Constraint for Transit Programs

Similar to the local funds, the HSIP and STBG-TA programs are anticipated to be fiscally-constrained for the years 2031 to 2050.

- **FTA 5307 Budget:** $60,870,000 in YOE FTA 5307 funds are projected for the GIAMPO area for the years 2031-2050.
- **FTA 5307 Project Costs:** $54,858,000 in YOE FTA 5307 project costs are projected for the years 2031-2050.
- **FTA 5311 Budget:** $14,477,000 in YOE FTA 5311 funds are projected for the GIAMPO area for the years 2031-2050.
- **FTA 5311 Project Costs:** $4,973,000 in YOE FTA 5311 project costs are projected for the years 2031-2050.
- **FTA 5339 Budget:** $8,521,000 in YOE FTA 5339 funds are projected for the GIAMPO area for the years 2031-2050.
- **FTA 5339 Project Costs:** $4,733,600 in YOE FTA 5339 project costs are projected for the years 2031-2050.
- **City of Grand Island Budget:** $21,896,000 in YOE city of Grand Island funds for transit projects are projected for the years 2031-2050.
- **City of Grand Island Project Costs:** $21,896,000 in YOE city of Grand Island funds project costs are projected for the years 2031-2050.
- **Hall County Budget:** $2,161,000 in YOE Hall County funds for transit projects are projected for the years 2031-2050.
- **Hall County Project Costs:** $2,161,000 in YOE Hall County funds project costs are projected for the years 2031-2050.
- **NDOT Budget:** $1,880,000 in YOE NDOT funds for transit projects are projected for the years 2031-2050.
- **NDOT Project Costs:** $1,880,000 in YOE NDOT funds project costs are projected for the years 2031-2050.

Thus, the use of Federal funding sources for the FTA programs are fiscally-constrained for this LRTP.

Table 38: Fiscally Constrained Transit Projects

Time Frame	Project Description	Cost (2025 $)	Cost (YOE $)	Potential Federal Share	Potential Local Share	Potential State Share	Potential Funding Sources
Short-Term (2031-2035)	Urban Transit Operations	$10,060,000	$13,768,000	$9,295,600	$4,472,400	$0	FTA 5307/City of Grand Island
	Rural Transit Operations	$1,200,000	$1,642,000	$782,000	$465,000	$395,000	FTA 5311/Hall County/NDOT
	Urban Capital Projects	$788,000	$1,078,000	$862,400	$215,600	$0	FTA 5339/City of Grand Island
			Short-Term Total	**$10,940,000**	**$5,153,000**	**$395,000**	
Mid-Term (2036-2043)	Urban Transit Operations	$16,096,000	$28,425,000	$20,329,000	$8,096,000	$0	FTA 5307/City of Grand Island
	Rural Transit Operations	$1,920,000	$3,391,000	$1,807,000	$848,000	$736,000	FTA 5311/Hall County/NDOT
	Urban Capital Projects	$1,260,000	$2,225,000	$1,780,000	$445,000	$0	FTA 5339/City of Grand Island
			Mid-Term Total	**$23,916,000**	**$9,389,000**	**$736,000**	
Long-Term (2044-2050)	Urban Transit Operations	$14,084,000	$33,378,000	$25,233,800	$8,144,200	$0	FTA 5307/City of Grand Island
	Rural Transit Operations	$1,680,000	$3,981,000	$2,384,000	$848,000	$749,000	FTA 5311/Hall County/NDOT
	Urban Capital Projects	$1,103,000	$2,614,000	$2,091,200	$522,800	$0	FTA 5339/City of Grand Island
			Long-Term Total	**$29,709,000**	**$9,515,000**	**$749,000**	

High Priority Vision Projects

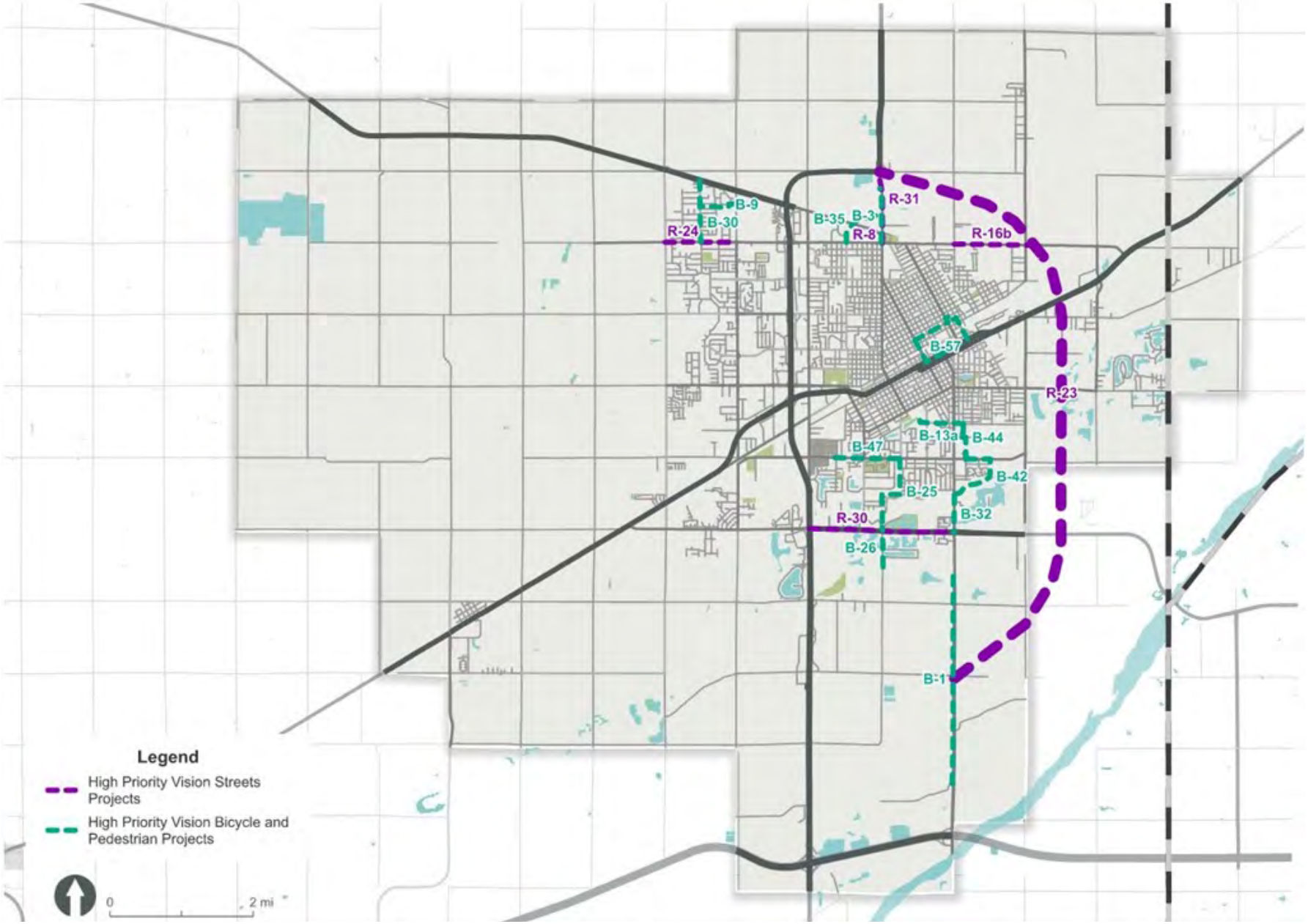
High Priority Vision Projects, sometimes referred to as "Illustrative" projects, are defined as those 2050 LRTP alternatives that were mostly determined to be of High or Medium priority, based on the LRTP prioritization criteria, but were unable to be included in the Fiscally Constrained Plan due to YOE costs exceeding available future revenues. These projects serve as candidates for implementation beyond 2050, or if future revenues sufficient to implement them become available prior to 2050.

Projects included in the High Priority Vision list are detailed in **Table 39** and their locations are shown in **Figure 55**.

Table 39: High Priority Vision Projects

ID	Location	Project Type	Cost (2025$)
Streets Projects			
R-8	N Broadwell Avenue, from W Capital Avenue to W Roberts Street	Grade Separation	$13,700,000
R-16b	E Capital Avenue, from St. Paul Road to Sky Park Road	Widen to 3-Lane Urban Section	$7,200,000
R-23	East Bypass	Expressway	$80,300,000
R-24	W Capital Avenue, from North Road to Engleman Road	Widen to 3-Lane Urban Section	$6,600,000
R-30	Highway 34, from S Locust Street to Highway 281	Widen to 4-Lane Divided Section	$24,800,000
R-31	N Broadwell Avenue, from W Capital Avenue to Airport Road	Widen to 3-Lane Urban Section	$6,900,000
Bicycle and Pedestrian Projects			
B-1	S Locust Street, from Wood River Diversion to Camp Augustine Entrance	Trail	$6,000,000
B-3	Eagle Scout Park Trail, from Capital Avenue to Eagle Scout Park	Trail	$800,000
B-9	North Road Connector, from Independence Avenue to North Road	Trail	$500,000
B-13a	E Fonner Park Road, from Sycamore Street to Suck's Lake Park	Trail	$700,000
B-25	Pioneer Boulevard Connector, from W Stolley Park Road to Highway 34	Trail	$1,200,000
B-26	S Blaine Street, from Highway 34 to Riverway Bike Trail	Trail	$600,000
B-30	Independence Avenue, from Highway 2 to W Capital Avenue	Trail	$900,000
B-32	S Locust Street, from Highway 34 to Proposed Wood River Trail	Trail	$500,000
B-35	Veteran's Athletic Complex Connector, from W Capital Avenue to N Broadwell Avenue	Trail	$800,000
B-42	Wood River Trail, from S Locust Street to E Stolley Park Road	Trail	$600,000
B-44	Fonner Park Connector, from E Stolley Park Road to E Fonner Park Road	Trail	$600,000
B-47	W Stolley Park Road, from Brentwood Boulevard to Pioneer Boulevard	Trail	$900,000
B-57	Downtown Grand Island	Curb Extensions	$1,000,000

Figure 55: High Priority Vision Projects



Additional LRTP Action Items

In addition to planned roadway, bicycle and pedestrian, and transit improvements, the 2050 LRTP recommends additional activities. These additional LRTP action items are to update the GIAMPO's 2017 Bicycle and Pedestrian Plan and the East Bypass Design study.

Bicycle and Pedestrian Master Plan Update

The current Bicycle and Pedestrian Plan was completed in 2017. This study would update that plan to reflect updates to the regional transportation network and develop a new plan for active transportation in the Grand Island area.

East Bypass Design Study

This study would be led by NDOT and complete the planning study identified for design funding by the Build Nebraska Act. It would identify the feasibility of various potential alignments for an East Bypass of Grand Island between south Locust Street and US 281 north of Grand Island via an improved, limited access corridor.

Future Planned System Performance

Potential impacts on travel demand associated with the full build-out of the 2050 LRTP's Fiscally Constrained Plan were evaluated through the development of a fiscally constrained or "Existing plus Committed plus Planned" (E+C+P) TDM network scenario. These travel demand impacts are summarized in the E+C+P systemwide performance statistics as shown in **Table 40**.

- **VMT** for the 2050 E+C+P scenario is anticipated to increase by 32 percent over the 2023 baseline scenario.
  - Compared to the 2050 E+C scenario, the E+C+P scenario reduces VMT by roughly 1,200 miles.
- **VHT** for the 2050 E+C+P scenario is anticipated to increase by 33 percent over the 2023 baseline scenario.
  - Compared to the 2050 E+C scenario, the E+C+P scenario reduces VHT by 100 hours.
- **Average Trip Length** for the 2050 E+C+P scenario is anticipated to decrease by 0.4 percent over the 2023 baseline scenario.
  - Average Trip Length for both the 2050 E+C and 2050 E+C+P scenarios is 4.65 miles.
- **Average Trip Speed** for the 2050 E+C+P scenario is anticipated to decrease by 0.6 percent over the 2023 baseline scenario.
  - Compared to the 2050 E+C scenario, the E+C+P scenario has average trip speeds slightly higher than the 2050 E+C scenario.

Table 40: Comparison of GIAMPO's Existing and Future System Performance Statistics

	2023	2050 E+C	2050 E+C+P	2023-2050 E+C Change	2023-2050 E+C+P Change
Households	21,724	29,080	29,080	+34%	+34%
Employment	34,341	44,769	44,769	+30%	+30%
Vehicle Miles Traveled	1,523,100	2,017,600	2,016,341	+32%	+32%
Vehicle Hours Traveled	40,100	53,500	53,400	+33%	+33%
Daily Trips	326,100	433,700	433,700	+33%	+33%
Average Trip Length (Miles)	4.67	4.65	4.65	-0.4%	-0.4%
Average Trip Speed (MPH)	37.98	37.71	37.75	-0.7%	-0.6%

Source: Grand Island Metropolitan Transportation Planning Organization Travel Demand Model

Chapter 10 – Environmental Review and Mitigation

The GIAMPO area (Study Area) was evaluated for environmental resources within the natural and built environment. Federal, state, and tribal agencies concerned with management, regulation, and wildlife resources have been consulted in the draft plan phase of the Long Range Transportation Plan update.

Under the National Environmental Policy Act (NEPA) of 1969, federal agencies are required to consider environmental resources and potential impacts on them during the planning design phase of any project receiving federal funding. As such, this analysis highlights potential environmental resources that could require further consideration for future implementation.

Environmental Screening and Considerations

Environmental resources that could potentially be affected by transportation projects within the Study Area are discussed in this section. **Figure 56** through **Figure 58** show some of the environmentally sensitive natural and human-built areas in the Study Area. Discussion regarding the resources shown in the figures, such as recreational resources and waters of the United States, are detailed below.

Archaeological and Historical Resources

The consideration of impacts on cultural resources is subject to several federal laws, regulations and guidelines. Principal among these is Section 106 of the National Historic Preservation Act. Section 106 requires federal agencies (and agencies receiving federal assistance for projects) to take into account the effects of their undertakings on historic properties (any prehistoric or historic district, site, building, structure, or object listed on or eligible for listing on the National Register of Historic Places). Through the consultation process among agency officials and other parties, the effects of the undertaking on historic properties are considered, beginning with the earliest stages of project planning. The goal is to identify historic properties within the area of potential effect (APE) as early as possible in project development, evaluate the historic significance of the properties, assess the expected project impacts, and seek ways to avoid, minimize, or mitigate any adverse effects.

Archaeological and historical data from the "Nebraska National Register of Historic Places" public access website, maintained by the Nebraska State Historical Society were reviewed to determine the number of historic sites within and within proximity to the Study Area. The Study Area includes historic structures and districts. Early in transportation project development, an Area of Potential Effect (APE) would be developed by sponsoring agencies (NDOT and local governments). Records of known historic sites would be searched to determine the presence of existing historic resources within the APE. A survey for resources listed on and eligible for listing on the NRHP would also be completed.

The potential for unknown archaeological sites would be determined through site specific cultural resource surveys. Through consultation with SHPO, the potential for projects to affect historic resources would be determined – No Historic Properties Affected, No Adverse Effect on Historic Properties, or an Adverse Effect on Historic Properties (when a historic resource cannot be avoided). In the event of an adverse effect on historic properties, FHWA must contact the Advisory Council to advise it of the situation and offer an opportunity for participation in the consultation with SHPO and others to plan measures to minimize harm and, ultimately, to mitigate the adverse effects. The agency sponsoring the project would consult with SHPO and other interested parties to formulate a mitigation plan which would become the basis for a Memorandum of Agreement (MOA) drawn up and executed between FHWA, SHPO, and the DOT or local agency. Execution of the MOA completes consultation under Section 106 unless there are changes or additions to the project.

Section 4(f) and Section 6(f) Resources

The Department of Transportation Act (DOT Act) of 1966 included a provision – Section 4(f) – which is intended to protect any publicly-owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state or local significance or any land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site). U.S. Department of Transportation agencies, including FHWA,

cannot approve any program or project which requires the use these lands unless:

- There is no feasible and prudent alternative to the use of such land, and the program or project includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use; or
- FHWA determines that the use of the property, including any measures to minimize harm (such as avoidance, minimization, mitigation, or enhancement measures), would have a de minimis impact (a determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f) or a Section 106 finding of no adverse effect or no historic properties affected on a historic property).

The use of a Section 4(f) resource is evaluated under three types: exception to a use, de minimis use, and constructive use. A direct use would be the conversion of public park land into a transportation use and may include de minimis impacts. Various exceptions to the requirement for Section 4(f) exist including temporary occupancy. Temporary occupancy, a more commonly utilized use, is the temporary use of Section 4(f) land for construction operations. Constructive use is proximity impacts, such as noise, of a proposed project that is adjacent, or nearby, to a Section 4(f) property resulting in a substantial impairment to the property's activities, features, or attributes that qualify the property for protection under Section 4(f). The Study Area includes parks and other Section 4(f) protected properties (**Figure 56**). Transportation projects would be further evaluated in the project planning phase to determine uses of Section 4(f) eligible resources.

Section 6(f), which was created as a part of the Land and Water Conservation Act, protects state- and locally-sponsored projects that were funded as part of the Land and Water Conservation Fund (LWCF). These lands cannot be converted to non-park/recreation use without the approval of the National Park Service and the Nebraska Game and Parks Commission who administers the program in Nebraska. Conversion of these lands is allowed if it is determined that there are no practicable alternatives to the conversion and that there would be provision of replacement property. Mitigation for Section 6(f) lands impacted by a project must include replacement with land of at least the same fair market value, and reasonably equivalent usefulness and location relative to the impacted land. The potential presence of Section 6(f) lands was evaluated by determining the presence of public parks, recreation areas, and refuges using GIS data from the city of Grand Island and Hall County. The Study Area includes those properties that may be Section 6(f)-protected lands; further evaluation would be needed in the project planning phase.

Regulated Material Sites

Regulated materials are hazardous substances that are regulated by federal, state, or local entities based on their potential to result in environmental contamination and potentially affect public health. The purpose of an initial regulated materials review is to identify properties that have, or may have, regulated materials within the Study Area so that the presence of these properties may be factored into subsequent transportation selection and design considerations. It is preferable to avoid highly contaminated sites in order to minimize potential additional costs, liability, or schedule delays due to site remediation.

The Study Area was evaluated using GIS data from the Nebraska Department of Environment and Energy (NDEE) to determine the presence of any national priority sites, non-national priority sites, contaminated sites, and leaking underground storage tanks as defined by NDEE and U.S. EPA. The Study Area includes regulated material sites. More detailed assessments of transportation projects moving forward in the planning process would be needed in future environmental reviews.

Wetlands and Waters of the U.S.

For purposes of the Clean Water Act (CWA) and its implementing regulations, the term "waters of the United States" means: all waters which are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide; all interstate waters, including interstate wetlands; the territorial seas; all impoundments of waters otherwise identified as waters of the United States (U.S.) in the CWA; and all tributaries, as defined in the CWA. Waters of the U.S. are subject to the CWA and are under the jurisdiction of the United States Corps of

Engineers (USACE). A permit from USACE is necessary for all projects that would discharge dredged or fill material into waters of the U.S., including wetlands.

The National Wetlands Inventory (NWI) and aerial photography were reviewed within the Study Area to determine potential project impacts on wetlands and other waters of the U.S. The Study Area includes potential wetlands and other waters of the U.S. Wetland delineations are recommended in the initial stages of transportation projects to determine the boundaries of wetlands and other waters of the U.S. within the project area and to coordinate with USACE to determine if USACE has jurisdiction over these areas.

Floodplains

Development in floodplains is regulated by the Federal Emergency Management Agency (FEMA) and the Nebraska Department of Natural Resources (DNR). A hydraulic review must be completed for projects within floodplains to determine the effect of the project on the water surface elevation of the 100-year flood. FEMA regulations prohibit encroachments in regulated floodways unless it is accompanied by a no-rise analysis that demonstrates the project would cause no increase in the 100-year flood level. A floodplain permit from Nebraska DNR, city, or county is required for most projects within a floodplain.

The Study Area was reviewed to determine the extent that occurs within the 100-year floodplain and designated floodways using the latest Flood Insurance Rate Maps in Hall and Merrick County. Portions of the Study Area are in floodplains and floodways and impacts resulting from transportation projects would need to be further evaluated.

Threatened and Endangered Species

Threatened and endangered species listed under the federal Endangered Species Act (ESA) would need to be considered for each transportation project. The State of Nebraska also maintains a list of state-listed threatened and endangered species, and species of concern. Consultation with U.S. Fish and Wildlife Service (USFWS) and the Nebraska Game and Parks Commission (NGPC) would be required to determine which listed species have the potential to occur within each project area and the potential for the project to affect each species present.

Multimodal projects moving forward in the planning process would need further review for their potential to affect species by completing habitat surveys and potential consultation with USFWS and NGPC.

Socioeconomic and Community Composition

The National Environmental Policy Act (NEPA) requires federal agencies, and state and local agencies receiving federal funding, to identify and assess the effects of a proposed project on the human environment, its relationship to people within the environment, and the reasonable alternatives to proposed projects that would avoid or minimize adverse effects upon the quality of the human environment, such as those that disproportionately affect communities with socioeconomic and community composition concerns.

When assessing socioeconomic and community impacts, particular attention is given to underserved populations that have historically had a greater impact as a result of transportation and other types of infrastructure projects. A review of the community characteristics, including demographic data and income for areas in persistent poverty, was conducted, and readily identifiable underserved populations, including minority and low-income populations, were identified within the Study Area.

The LRTP is one of the first steps in the project development process. As it relates to later project development steps that are federally funded, representatives of the communities that may be affected by a project must be given the opportunity to be included in the impact assessment and public involvement process. Using localized Census data and other relevant information sources, data is gathered to review the community demographics in the project area. Study area data may also be compared to State data.

1. If the potential for adverse impacts to families or communities of the proposed project have been identified, proposed mitigation will be considered. Adverse impacts may include, but are not limited to noise, water pollution, soil contamination, a denial of or reduction in transportation services, increased difficulty in raising children in a safe and stable environment, and destruction or disruption of community cohesion, safety, or economic vitality.

2. The application of effective mitigation techniques can reduce or eliminate adverse impacts that might otherwise impact families and communities. Mitigation techniques provide benefits for families and communities. The benefits may include, but are not limited to: economic opportunities, such as increased access to jobs, healthcare facilities, recreational activities, commercial activity, or any actions or project components that will help alleviate poverty, enhance safety, and primarily benefit families and communities by improving their quality of their lives, raising their standard of living, or enabling them to participate more fully in our economy.
3. The analysis concludes with a determination that the proposed project either will or will not result in adverse impacts on families and communities.

The Grand Island Area MPO's Public Participation Plan may be utilized to determine the appropriate level of public outreach, to make all practical efforts to allow for meaningful engagement of all persons within the community. The public involvement process would help guide the rest of the community composition analysis, evaluating potential impacts to vulnerable populations at a more detailed level, and address potential impacts to the overall community. The results of the public involvement process would document, including those events conducted with vulnerable populations, and any avoidance or minimization measures to the community characteristics would be summarized in the NEPA document of a federal-aid project.

Figure 56: Human Environmental Constraints

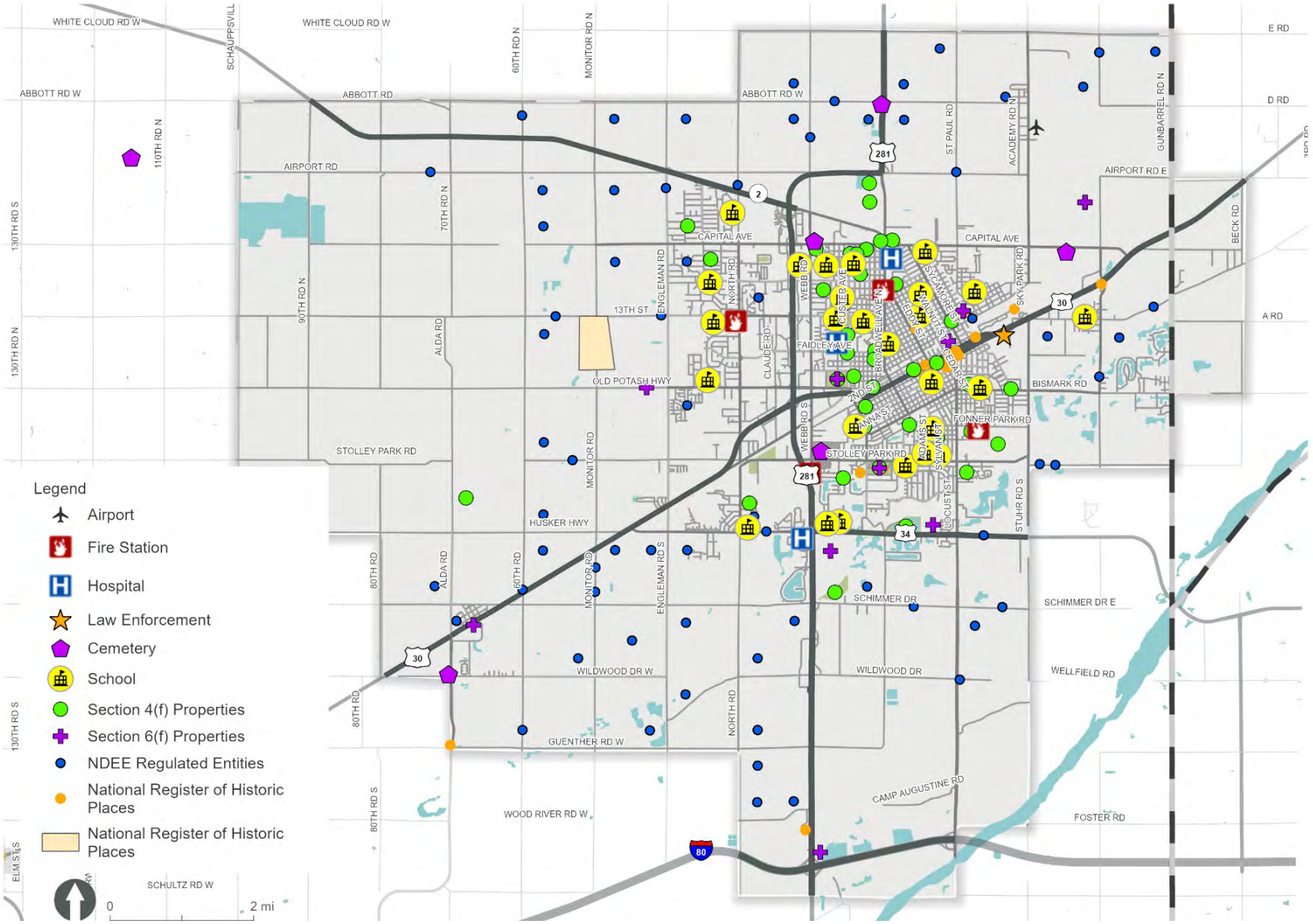


Figure 57: Physical Environmental Constraints

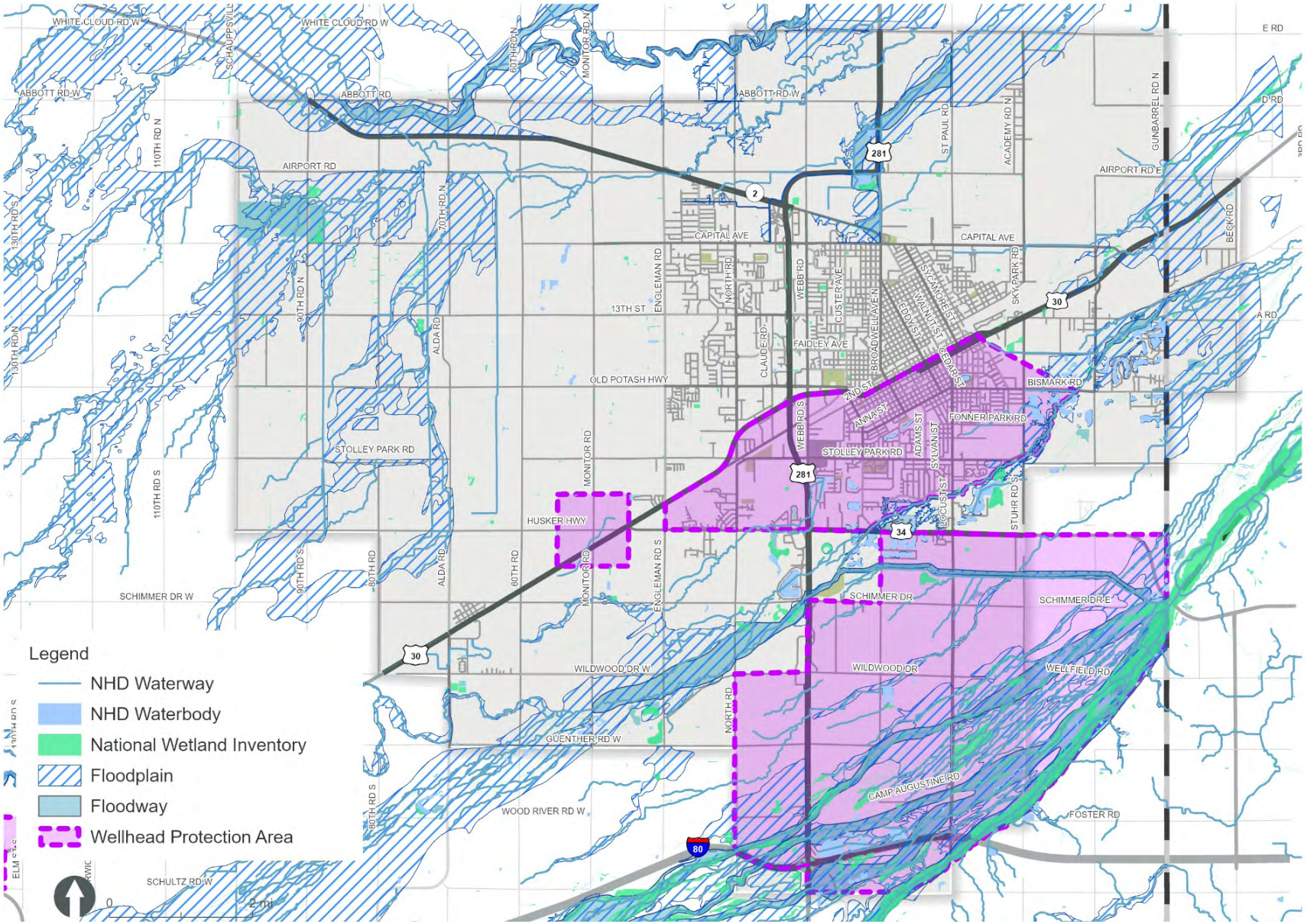
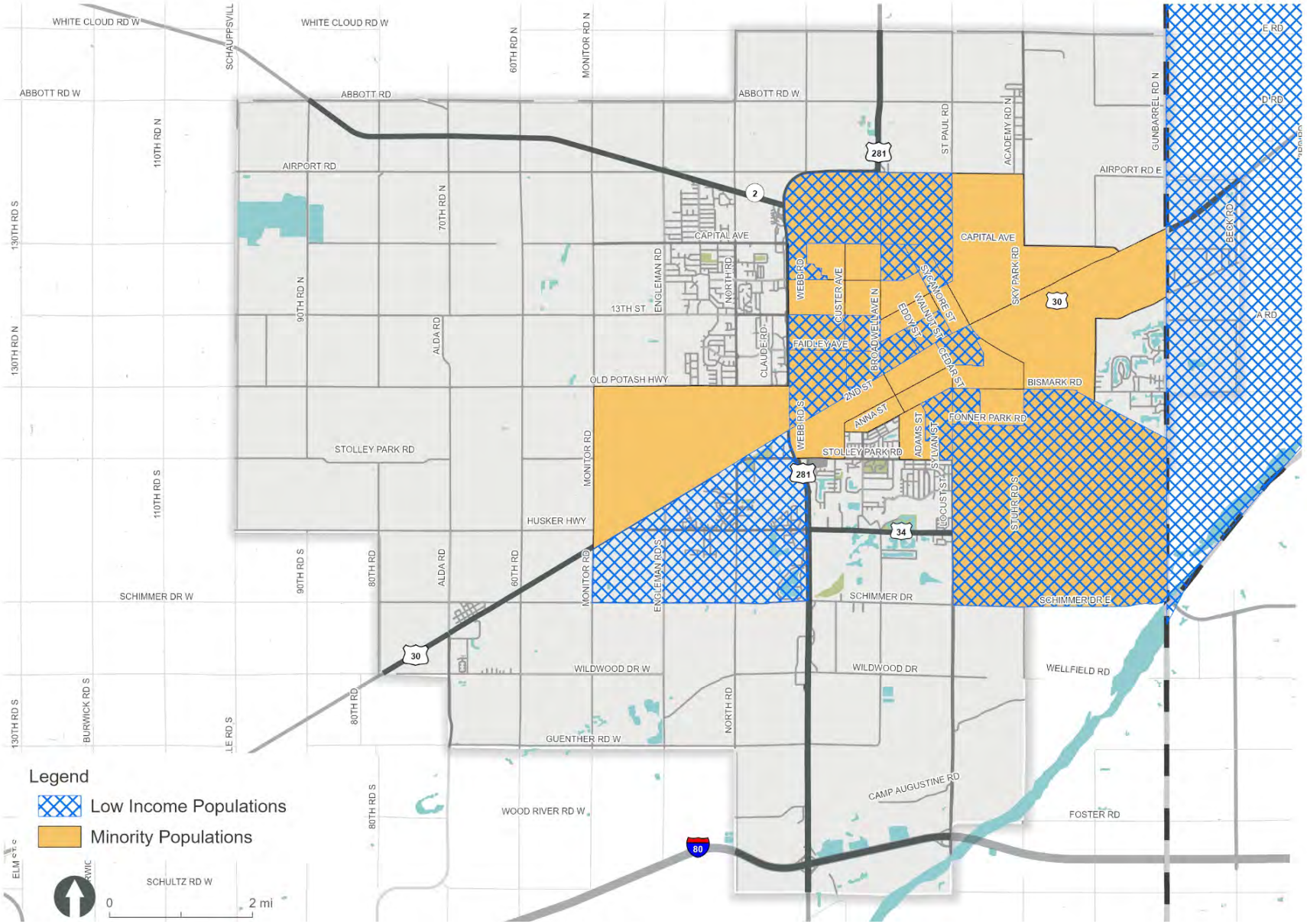


Figure 58: Low Income and Minority Populations



Community Impact

Projects included in the Fiscally Constrained Plan were further analyzed to determine their proximity to underserved populations and identify potential impacts. Fiscally constrained street and bicycle and pedestrian projects that were determined to have potential impacts on minority and low-income population Census block groups identified in **Figure 55** are highlighted in **Table 41**. The table also summarizes potential impacts to wetlands and waters of the US, parks and recreation properties, floodplains, and regulated floodways.

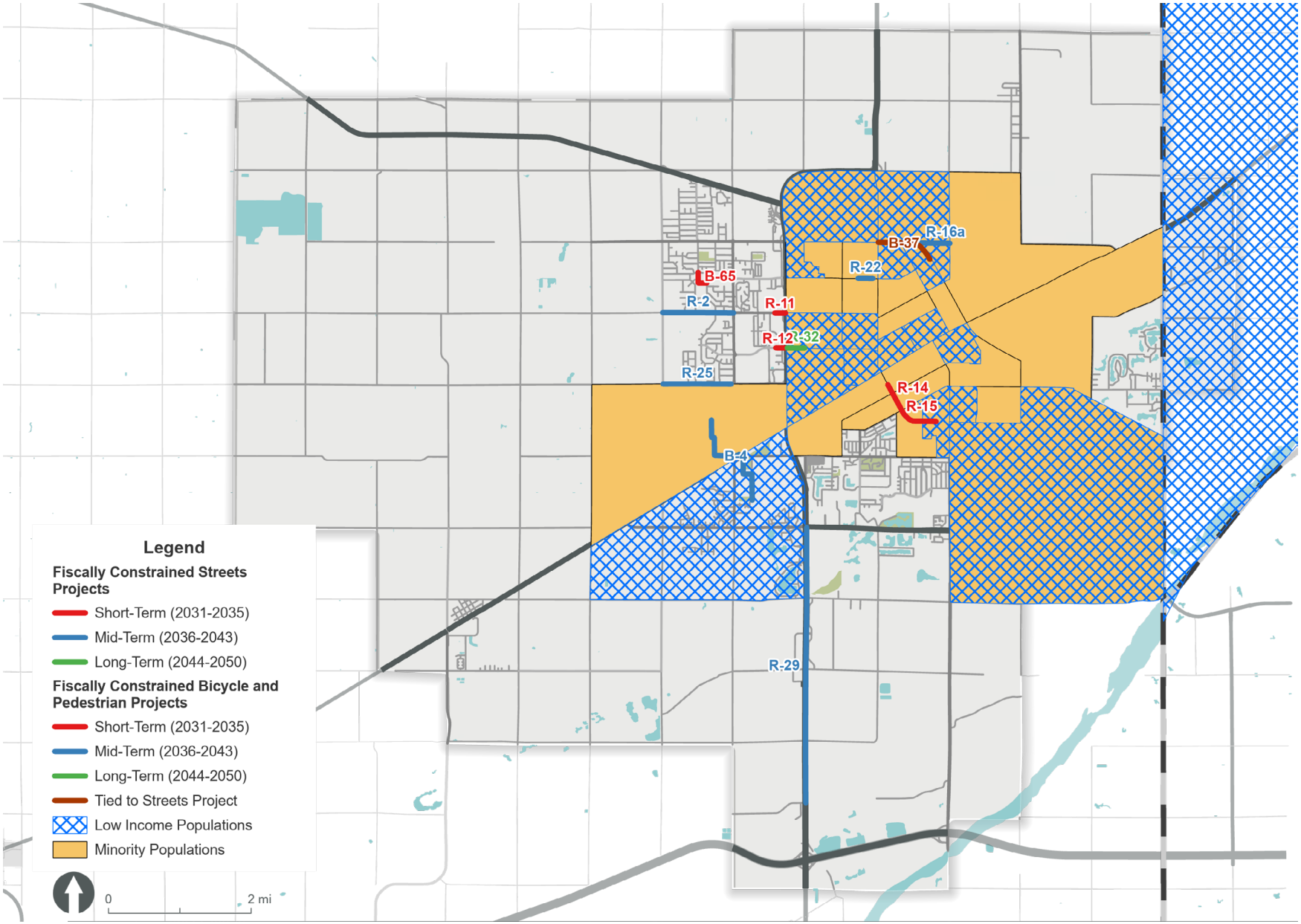
Figure 59 shows fiscally constrained projects alongside the previously identified underserved block groups in the GIAMPO region. Bicycle or pedestrian projects in the Fiscally Constrained Plan were not considered to have a negative community impact, as they would not lead to an increase in vehicular traffic, thereby do not increase noise and pollution levels in surrounding areas.

Projects that are located in identified underserved block groups will undergo further evaluation prior to construction to mitigate potential negative impacts to surrounding areas.

Table 41: Fiscally Constrained Projects Located in Areas of Community Impact

Project ID	Corridor	Low-Income	Minority	Wetlands and WOUS	Parks and Recreation Properties	Floodplains/ Regulated Floodway
R-2	W 13th Street	--	--	--	--	--
R-11	W 13th Street	--	--	--	--	--
R-12	W Faidley Avenue	--	--	--	--	--
R-14	S Broadwell Avenue	--	X	--	--	--
R-15	S Broadwell Avenue	X	X	--	X	X
R-16a	E Capital Avenue	X	X	--	--	--
R-22	State Street	--	X	--	--	--
R-25	Old Potash Highway	--	X	--	--	--
R-29	US 281	X	--	--	--	X
R-32	W Faidley Avenue	X	X	--	--	--
B-4	Stolley Park Road	X	X	--	--	--
B-37	W Capital Avenue	X	X	--	--	--
B-65	Independence Avenue	--	--	--	--	--

Figure 59: Fiscally Constrained Projects in Community Impact Areas



Chapter 11 – Federal Compliance

Alignment with Federal Metropolitan Transportation Planning Factors

The GIAMPO 2050 LRTP follows the federal guidelines set by 23 CFR § 450.306, Metropolitan Transportation Planning and Programming, which outlines the process for developing a Metropolitan Transportation Plan. GIAMPO followed the federal requirements of creating a performance-based LRTP document by providing objectives and performance measures that align with federal, state, and local requirements.

The following 10 federal planning factors influenced how the locally-tailored plan was developed, particularly in terms of planning alignment with goals and objectives.

1. Support the economic vitality of the metropolitan area.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system across modes for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism

Table 42 demonstrates the alignment of the 2050 LRTP's goal areas and objectives with the ten federal planning factors.

Table 42: 2050 LRTP Goal Areas and Objectives Alignment with Federal Metropolitan Transportation Planning Factors

Goal Area	Objectives	1	2	3	4	5	6	7	8	9	10
Safety	Reduce fatal and serious injury crashes		X								
	Reduce the occurrences of total crashes		X								
	Reduce bicycle and pedestrian crashes		X								
Accessibility	Provide improved connections to key destinations across the community				X		X	X			X
	Provide efficient freight connections	X			X		X				
	Increase connectivity of the bicycle and pedestrian system				X		X				
	Continue to provide quality public transit services				X		X				
Economic Development	Identify transportation strategies that support economic development	X									
	Identify transportation strategies that provide enhanced access to jobs, services, and educational opportunities for all residents	X			X		X				
	Provide active transportation options to promote the health and well-being of residents	X									
System Efficienc and Reliability	Limit the emergence of recurring congestion				X			X			
	Improve travel reliability on arterial roadways			X	X			X			
	Support high levels of freight reliability on the state highway system	X			X		X	X			
Public and Active Transportation	Support safe and accessible active transportation infrastructure		X		X			X			
	Improve the reliability and availability of public transit services in a sustainable manner				X						
	Increase multimodal connectivity between bicycle and pedestrian networks				X		X				
Preservation and Sustainability	Identify sufficient financial resources to maintain all Federal-Aid streets and bridges in fair or good condition					X			X		
	Invest in maintenance of existing biking and walking infrastructure					X			X		
	Transportation projects should limit impacts to the natural and built environment					X			X	X	
	Identify strategies to make transportation infrastructure more resilient to natural and man-made events			X		X				X	

Federal Performance Measures

As part of the federally-required performance-based planning approach, State DOT's and MPOs are responsible for developing performance management measures and targets into their planning processes, and tracking progress made towards these goals.

Federal requirements related to performance measures cover a range of topics, including:

- Safety (PM-1)
- Infrastructure Condition (PM-2)
- System Performance (PM-3)
- Transit Asset Management (TAM)
- Transit Safety

Each of the performance measure areas above has a series of performance measures and corresponding target setting requirements. State DOTs and transit providers have the authority to set their own performance targets, and MPOs are able to develop their own regional performance targets or elect to support the targets established by State DOTs and transit providers.

GIAMPO's 2050 LRTP was developed to align with federal performance-based planning requirements, including the federal performance measures and targets GIAMPO has set for the region's multi-modal transportation system. This was accomplished in part through the development of LRTP goal areas and objectives that tie into GIAMPO's established federal performance measures and targets. **Table 43** through **Table 47** present GIAMPO's current federal performance measures and targets; it is noted that GIAMPO has elected to support NDOT's performance targets for PM-1, PM-2, and PM-3 and to support the TAM and Transit Safety performance targets developed by the City of Grand Island.

Table 43: PM 1 Safety Performance Baseline and Targets

Performance Measure	Baseline	Target
Number of Fatalities	234.6	233
Fatality Rate (per 100 million VMT)**	1.12	1.12
Number of Serious Injuries	1,275.20	1,155.00
Serious Injury Rate (per 100 million VMT)**	6.084	5.487
Number of Non-motorized Fatalities and Serious Injuries	111.6	106

*Statewide baseline performance and calendar year target are recorded as a 5-year rolling average
**VMT is vehicles miles traveled
Source: Nebraska Department of Transportation

Table 44: PM 2 Infrastructure Condition Performance Baseline and Targets*

Performance Measure	Baseline	2-Year Target	4-Year Target	4-Year Adjustment
% of Interstate Pavements in Good Condition	77.50%	65.00%	65.00%	50.00%
% of Interstate Pavements in Poor Condition	0.10%	5.00%	5.00%	
% of Non-Interstate NHS Pavements in Good Condition	56.00%	40.00%	40.00%	
% of Non-Interstate NHS Pavements in Poor Condition	2.30%	10.00%	10.00%	
% of NHS Bridges by Deck Area Classified as in Good Condition	57.70%	55.00%	55.00%	
% of NHS Bridges by Deck Area Classified as in Poor Condition	2.00%	10.00%	10.00%	

*4-year Performance Period of 2022-2025
Source: Nebraska Department of Transportation

Table 45: PM 3 System Operations Performance Baseline and Targets*

Performance Measure	Baseline	2-Year Target	4-Year Target	4-Year Adjustment
% of the Person-Miles Traveled on the Interstate That Are Reliable	98.80%	98.50%	98.50%	96.00%
% of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	96.20%	92.00%	92.00%	85.00%
Truck Travel Time Reliability (TTTR) Index (the Freight Reliability measure)	1.14	1.2	1.2	1.25

*4-year Performance Period of 2022-2025
Source: Nebraska Department of Transportation

Table 46: Transit Asset Management 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*

*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.
Source: City of Grand Island TAM Plan

Table 47: Transit Safety Performance Baseline and Targets

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	1.6	1.5
Safety Events (Rate per 100,000 VRM)	Major	0.71	0.93	0	0.53	0.5
	Minor	7.08	2.78	3.39	4.08	4
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

*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.
Source: Crane Public Transportation Agency Safety Plan, 2024