

## IX. Financing the Plan

To implement *Transportation Plan 2030's* improvements, many funding sources would need to be considered. The following is a brief summary of the sources available.

### Roadways

#### **Federal Surface Transportation Program (STP)**

Eligible projects include aid to public road jurisdictions with funding for any road or bridge project on the federal aid system (excluding local and minor collectors), transit, capital improvements, bicycle and pedestrian facilities, and transportation planning activities. Any agency with public road jurisdiction, public transit responsibilities, or transportation planning responsibilities is eligible to receive STP funding.

#### **State Highway funds**

The Nebraska Department of Roads (NDOR) uses state gas taxes for funding of improvements to the state highway system.

#### **Federal and State Highway Safety funds**

Federal or State funding available for improvements to hazardous locations in the transportation system.

#### **Federal Bridge Replacement and Rehabilitation Program**

Funding for any agency with public road jurisdiction to replace or rehabilitate structurally or functionally deficient public roadway bridges.

### Public Transit Service

#### **Federal Transit Administration (FTA) funds**

To provide federal funding for support of transit activities in rural areas and in urban areas of less than 50,000 population.

#### **Federal Surface Transportation Program (STP) funds**

Eligible projects include aid to public road jurisdictions with funding for any road or bridge project on the federal aid system (excluding local and minor collectors), transit, capital improvements, bicycle and pedestrian facilities, and transportation planning activities. Any agency with public road jurisdiction, public transit responsibilities, or transportation planning responsibilities is eligible to receive STP funding.

### **Capital Grants Program**

Provides federal funding assistance for transit capital improvements including bus/bus facility replacement or expansions, fixed guide way modernization, and new starts.

## **Aviation**

### **Federal Aviation Administration (FAA) Airport Improvement Program**

Funding for public agencies to fund public-use airport improvements and airport planning.

### **State Aviation Programs**

Funding for public agencies to fund public-use airport improvements, navigational aids, communication equipment, marketing, education and the development of airport layout and master plans.

## **Other Modes**

### **Federal Surface Transportation Program (STP) funds**

Eligible project include aid to public road jurisdictions with funding for any road or bridge project on the federal aid system (excluding local and minor collectors), transit, *capital improvements, bicycle and pedestrian facilities, and transportation planning activities*. Any agency with public road jurisdiction, public transit responsibilities, or transportation planning responsibilities is eligible to receive STP funding.

### **Federal Transportation Enhancement Program**

Funds for public recreational trails. Public agencies and private organizations (and/or individuals) are eligible to sponsor. Private sponsorship requires a public agency co-sponsor. Activities fall into three categories: trails and bikeways; historic preservation, restoration, and archeological; and scenic and natural resources.

### **National Recreational Trails Fund**

Provides and maintains motorized and non-motorized recreational trails and trail-related projects. Public agencies and private organizations (and/or individuals) are eligible to sponsor. Private sponsorship requires a public agency co-sponsor.

### **Federal Rail/Highway Crossing Safety Fund**

Funding for railroad companies and public road jurisdictions to improve the safety of railroad/highway grade crossings.

## Funds Available for All Modes

### Funds from Bonds

Bonds, typically general obligation bonds, are often used to fund transportation maintenance and improvements.

## Analysis

The contact point for most of these funding sources is the Nebraska Department of Roads (NDOR). However, the number and cost of potential projects greatly outweighs the amount of funds available to the City from all the sources available, let alone NDOR. This aspect makes the analysis and recommendations throughout this plan key to the future transportation development of Norfolk.

## Recommendations

The City should remain in constant communication with their NDOR District Engineer to ensure all funding sources have been reviewed prior to the implementation of any of the actions listed within this plan. In addition, the City should conduct at least an annual review of the transportation projects proposed by this plan and the funding options available to adequately implement the improvements needed to keep up with the transportation needs of the City.

## X. Amendments and Reviews

*Transportation Plan 2030* is meant to be under constant review and consideration when undertaking transportation decision-making in the Norfolk planning area. The plan should be a continuously evolving document that suits the needs of the City and its citizenry. The Planning Commission should initiate plan reviews on an annual basis, with full updates every five years, utilizing professional planners whenever possible. Public involvement should be incorporated into the review process as well. Any changes to the plan should consider *Transportation Plan 2030's* goals and objectives and be made utilizing the proper procedures for amendments.

At the beginning of each year a report should be prepared by the Planning and Zoning Commission that provides information and recommendations on:

- Whether the Transportation Plan is current in respect to population, economic changes, or recent impacts; and
- The recommended policies are still valid for the City and its long-term growth.

The Norfolk Planning and Zoning Commission should hold a public hearing on the aforementioned report to:

1. Provide citizens and/or developers with an opportunity to present possible changes or additions to *Transportation Plan 2030*;
2. Identify any changes in the status of projects called for *Transportation Plan 2030*; and,
3. Bring forth any issues, or identify any changes in conditions, which may impact the validity of *Transportation Plan 2030*.

Major shifts in policy or substantive changes to *Transportation Plan 2030's* basic assumptions and conditions will likely necessitate revision. When the Commission identifies such changes, it should recommend changes or request further study of those changes. This process may lead to identification of amendments to that would be implemented in accordance with Nebraska Revised Statute, involving a process that includes Planning Commission and City Council public hearings.