

TOWER CROSSING CONCEPTUAL MASTER PLAN

SEPTEMBER 2024

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PROJECT BACKGROUND

York's primary gateway is the Highway 81 / Interstate 80 interchange, located on the City's far southside. Over 28 million vehicles pass through this interchange annually and of these vehicles, over 7 million are trucks carrying freight all over the country. Additionally, approximately 90,000 families stay overnight in this area and many more stop for gas, food, shopping, and other attractions in York. The interchange area of York has developed over the years like so many other locations around the country – automobile dependent and very little, if any, consideration given to pedestrians and bicyclists.

The City's 2017 Comprehensive Plan provided a variety of recommendations for this area and in the Plan, this area was referred to as Village 81. Overall, the Plan recognized the huge economic impacts Village 81 had on York's current and future land use, transportation, housing, parks and recreation, environmental and economic development goals.

With the planning, design and implementation of *Project Access York*, the City's recent \$15.6M RAISE Grant award from the USDOT, the area around the interchange of I-80 and Hwy 81 will receive considerable development and redevelopment pressure. *Project Access York* will provide additional active transportation infrastructure including ten miles of multiuse trails, on-street bicycle infrastructure and a bicycle/pedestrian bridge over Hwy 81 to provide safe and efficient access to all the land uses on both sides of Hwy 81. Active transportation projects are catalysts for increased economic investment by both the private and public sectors. Study after study has shown that every dollar spent on active transportation infrastructure yields large return on investment. York will be no different.

The Conceptual Master Plan study area is already in an area designated by the City of York as Redevelopment Area #10 (2023 Blight & Substandard Study, Proposed Amendment A to Redevelopment Area 4 and Redevelopment Areas 9 and 10, June 22, 2023). The City of York has redevelopment plans in place, including a workforce housing incentive plan authorized under 2018 LB498. The Conceptual Master Plan addresses the various deficiencies identified in the 2023 Blight and Substandard Study and accommodates a variety of housing types to promote workforce housing within the study area.

To be ahead of the oncoming development and redevelopment pressures, the City prepared this Conceptual Master Plan for the Highway 81 / Interstate 80 interchange area.

The purpose of the Conceptual Master Plan is to define land uses and transportation improvements that will maximize the return on investment being made in the area by *Project Access York*.

SECTION TWO

EXISTING CONDITIONS

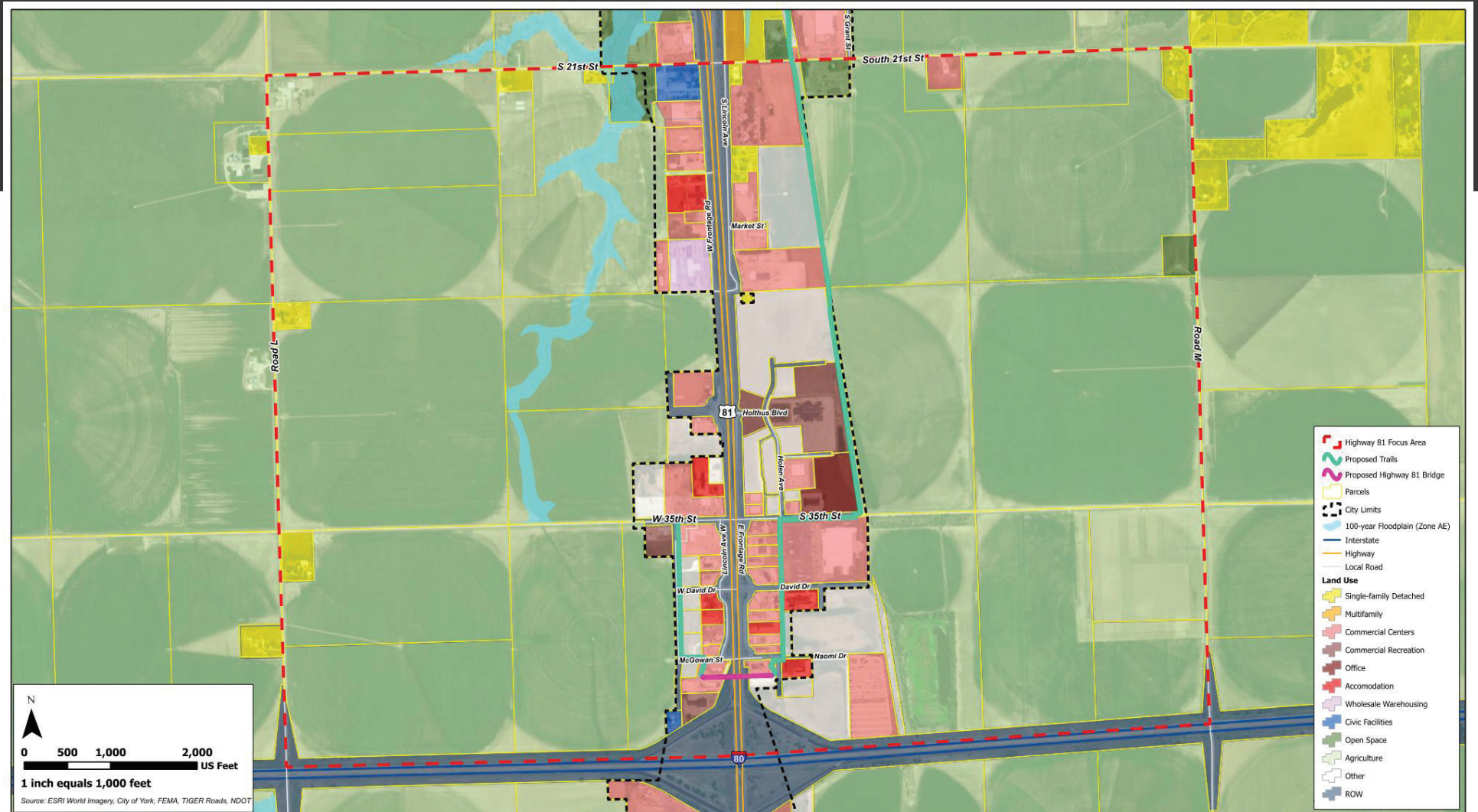
The study area boundaries for the Plan are Interstate 80 on the south, L Road on the west, South 21st Street on the north, and M Road on the east. The study area encompasses approximately 2,000 acres and includes land in both the City of York and York County. Highway 81 bisects the study area in a north/south direction.





EXISTING LAND USE

The land uses within the City of York in the study area are lodging, restaurants/food services, big box retail, local small businesses, residential (one mobile home park), and an RV Park. The land use in York County is agricultural.





EXISTING ZONING

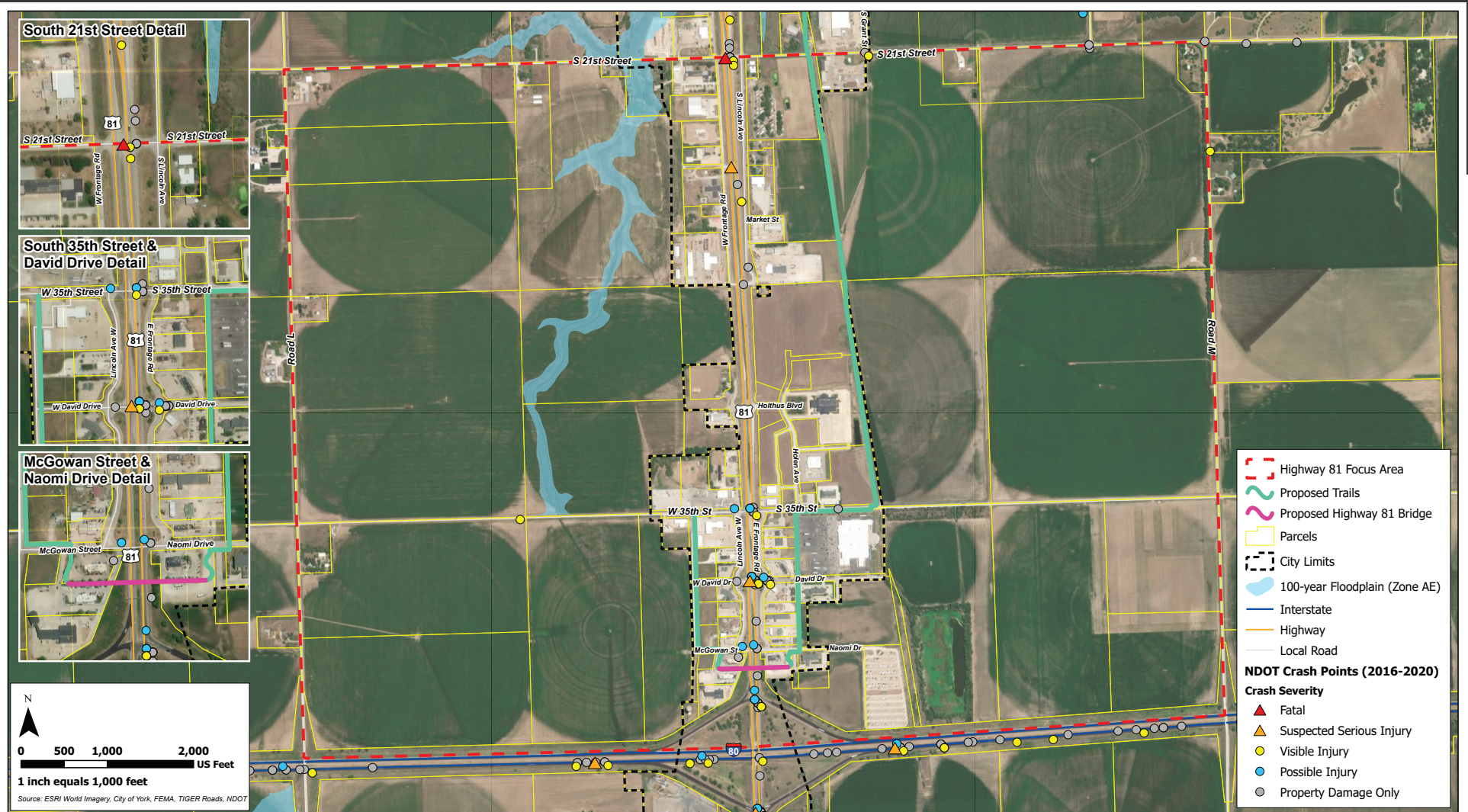
The west side of the Highway 81 corridor is zoned C3 – Highway Commercial District and the east side of the corridor is zoned C4- Highway Commercial District for the most part, with an area of C3 just south of David Drive, and a MP – Mobile Home Park District in the SE corner of the intersection of Highway 81 and S. 21st Street





CRASH DATA

Based on NDOT crash points data, there have been 24 crashes in the study area. None of the crashes resulted in a fatality. Most of the crashes were in the Visible Injury and Possible Injury categories and for the most part, the crashes occurred on the Highway 81 corridor at its intersections with the Interstate ramps, Naomi Drive, David Drive, 35th Street, and 21st Street.



SECTION THREE

DESIGN CHARRETTE OVERVIEW

Based on the development pressures the Hwy 81 and I-80 interchange area is experiencing, the city and its consultant determined to “fast track” the preparation of the Conceptual Master Plan with a day-long planning and design charrette with city officials, business owners, landowners, other stakeholders. The day-long charrette concluded with a community-wide Open House to present the results of the charrette process.

PROCESS

The day-long charrette was conducted on January 31, 2024, and the following agenda items were accomplished:

- **Session One:** Identify current development pressures (8:30 to 10:30 am)
- **Session Two:** Study Area Existing Conditions – Map Graphically (10:30 am to 12:00 pm)
- **Session Three:** Conceptual Master Plan Options (12:00 pm to 3:00 pm)
- **Session Four:** Review Day’s Results with Stakeholders (3 pm to 4:30 pm)
- **Session Five:** Conceptual Gateway Development Plan Open House (4:30 to 6 pm)

During Session Four, business owners and landowners in the study area were invited to review the concepts and provide their input prior to having the community-wide open house. Their comments are in Appendix A.

Key Discussion Points that shaped the Conceptual Plan Options

- Lack of shopping, nightlife, restaurants (sit-down)
- East-west movements in this area are limited to traffic signal at David Drive
- Relocate traffic signal from David Drive to 35th?, 21st?, Holthus Boulevard?
- High speeds along Hwy. 81, left turns and U-turns
- North-south frontage roads are segmented and cause traffic issues
- Insufficient semi-truck parking
- Crash issues at both Interstate ramps and at David Drive (u-turns), more crashes northbound on Hwy 81
- No accommodations for quality of life amenities – no place to stop and eat fast food, walk dog, stretch your legs
- Parking for trail access
- 21st Street is a high-volume intersection with Hwy. 81
- Lack of big box retailers (must travel to Lincoln, Nebraska)
- Lack of housing (area employs nearly 1,000 employees)





CONCEPTUAL PLAN OPTIONS

After Sessions One and Two, the attendees were separated into two “planning” groups with the task of defining future land uses that would leverage the investment being made with Project Access York into safe, efficient, sustainable development patterns. Based on the results of the earlier Sessions, the following Land Use Classifications were utilized during the “planning” breakout session:

• Trail Oriented Development

- New Land Use Classification to allow moderate to high-density, compact, mixed-use development along the trail between S. 21st Street and Interstate 80. An overlay zoning district would need to be adopted by the City of York.

• Mixed Use Commercial

- This Land Use Classification reflects York’s existing Zoning Districts of C3 and C4

• Mixed Use Entertainment

- This Land Use Classification would provide for public-sector and private-sector recreational and entertainment land uses.

• Park

- This Land Use Classification provides for parks and recreational land uses.

• Civic

- This Land Use Classification provides for public uses and schools.

• Residential

- This Land Use Classification provides for low, medium and high density residential uses.

• Mixed Residential

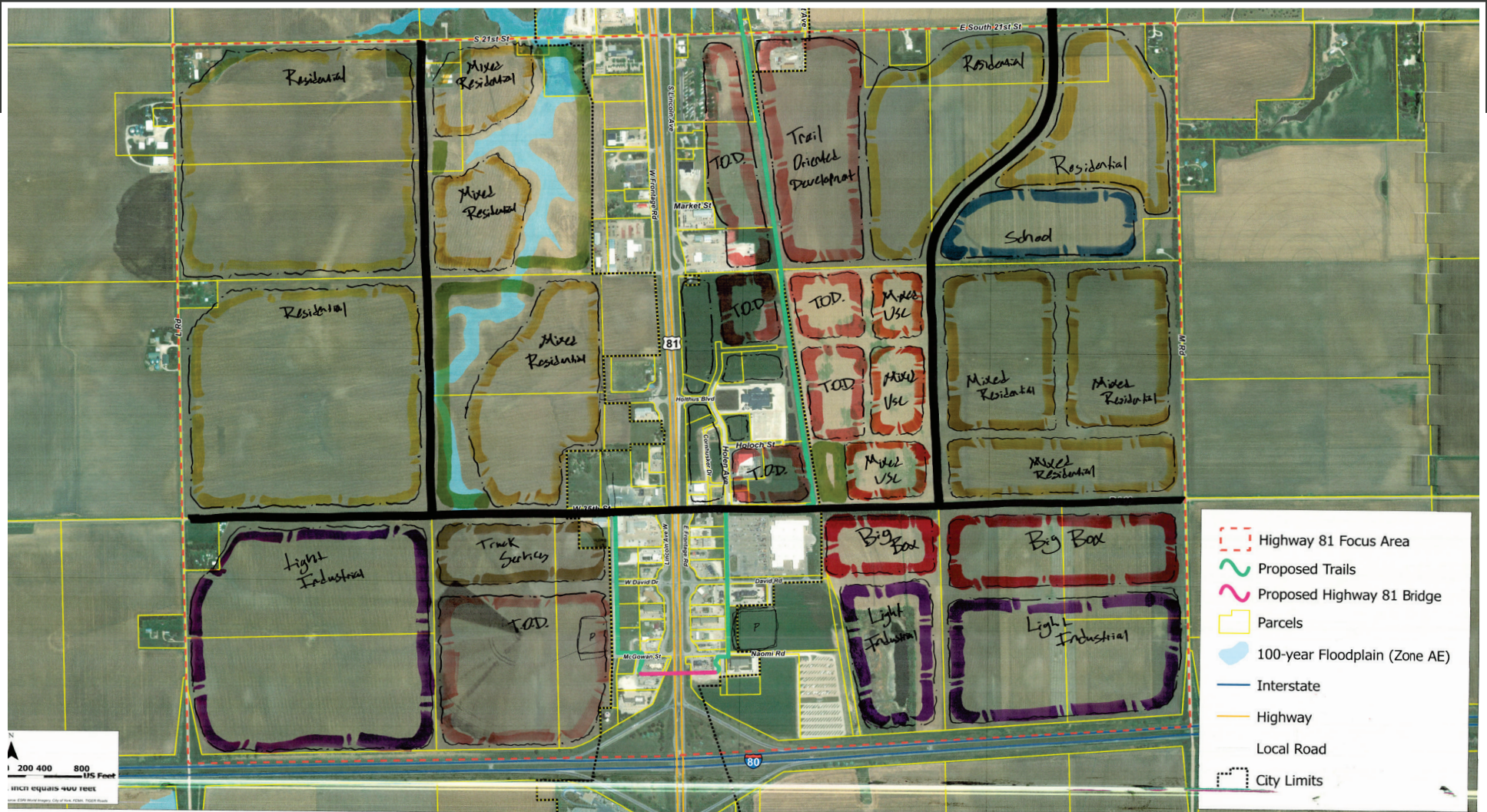
- This Land Use Classifications provides for a mixture and variety of residential uses.

• Light Industrial

- This Land Use Classification provides for a variety of light industrial uses.

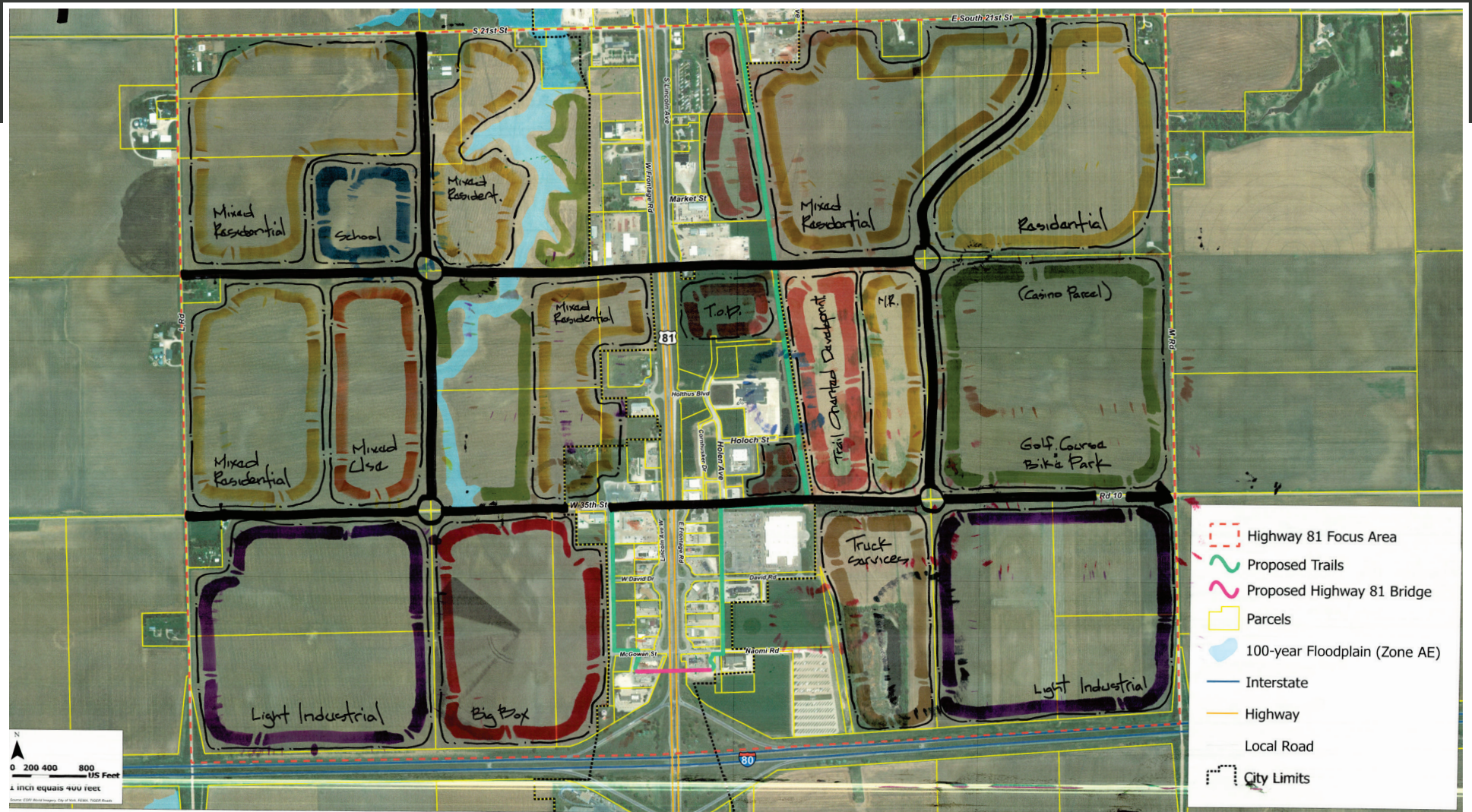
PLAN A

Plan A proposed higher intensity land uses between Interstate 80 and 35th Street and then transitioning to a mixture lighter intensity land uses north to 21st Street. To accommodate the higher intensity land uses Plan A proposed 35th Street to be a primary east-west corridor connecting to Road L to the west and Road M to the east. Other roadway improvements included the extension of Blackburn Avenue south from 21st Street to 35th Street. On the westside, a new north-south road was proposed to connect 35th Street to 21st Street. New park lands were proposed on the west side adjacent to the existing 100-year floodplain that extends between 21st Street and 35th Street. To accommodate the proposed residential areas a possible school site was proposed on the Blackburn Avenue extension.



PLAN B

Plan B likewise proposed higher intensity land uses between 35th Street and Interstate 80 and also called for 35th Street to be a primary east-west corridor between Road L and Road M. Blackburn Avenue was also recommended to be extended south to 35th Street. Plan B recommends a new east-west corridor to be considered between Road L and Road M immediately south of Sahling Kenworth-York (on the east side of Hwy. 81) and York Equipment, Inc. (on the west side of Hwy. 81). Another new road is proposed on the west side of Hwy. 81 to connect 35th Street and 21st Street. Plan B also proposed a mixed-use entertainment area with frontage on 35th Street, Blackburn Avenue extension, and M Road. Park land was also proposed along the 100-year floodplain area between 35th Street and 21st Street.



BUSINESS OWNER/LANDOWNER INPUT

Prior to the Public Open House, the business owners and landowners in the study area were invited to a review the Conceptual Plan options produced during the planning and design charrette. They were told that the planning efforts were visionary, and for the most part, long-term in nature. The land areas adjacent to the proposed trail were more short-term in development timing due to the interest the city was receiving from developers about land with close proximity to the trail. Comments received from this group were supportive of both Conceptual Plans and no opposition was encountered. The “Big Box” land use area along 35th Street in Plan A was preferred by the business owners and landowners.

COMMUNITY INPUT

After the business owners and landowners had their preview, the remainder of the evening the community at large was invited to the Open House to offer input about the plans. The following comments were received:

- Proposed bicycle/pedestrian bridge is too far south – would like to see it closer to Sapp Brothers Travel Center due to amount of foot traffic between Sapp Brothers and Wal Mart across Hwy. 81.
- Liked having mixed-uses proposed throughout the plan and especially along the proposed trail.
- Should a school ever be built in this area, have a heavy concentration of housing options on the same side of Highway 81 as the school – minimize kids having to cross Highway 81.
- Need truck parking on both sides of Highway 81.
- Need better pedestrian crossings at all intersections.

- Need more traffic signals to improve safety and slow down traffic.
- Extend Holthus Blvd west across Hwy 81 and then extend Broadwell Avenue north from 35th Street to intersect with Holthus Blvd.
- Have the land west of the Broadwell Ave extension be light industrial.

Specific to the Conceptual Plans for the area, the public was generally supportive and thought the City was doing the right thing to plan for the area’s growth. The only opposition that was expressed had nothing to do with the Plans but the proposed trail location in the abandoned railroad right-of-way. It was explained to the residents having opposition to the trail that Project Access York was an entirely different project and a separate public meeting would be held in the near future.

PROJECT NAME

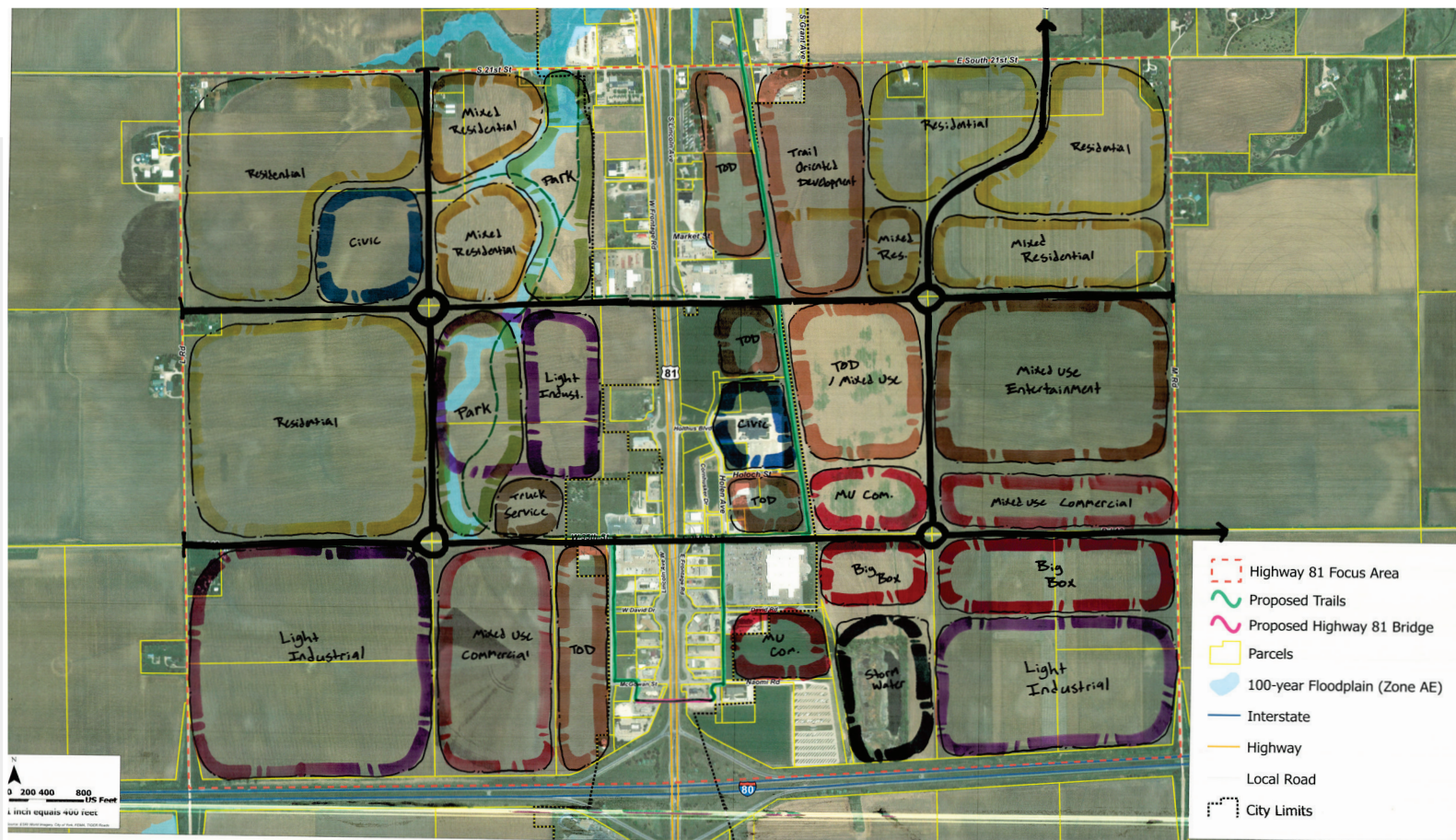
During the Charrette and the Open House the question was posed – what is the name for this area? In the Comprehensive Plan this area was referred to as Village 81. During discussions during the Charrette and the Open House, the term Village 81 was not supported. The following names were submitted for consideration: York South Point, SoYo (South York), District 80/81, South District, South Gateway, South Passage, CrossRoads District, York Crossing, Tower Place, York Down South, Tower Crossing, Tower Point, and Crossing 80/81. The selected name was: Tower Crossing.

TOWER CROSSING REFINED PLAN

Based on the public comments received at the Open House and discussions with City Staff and attendees at the planning and design charrette, a “blending” of Plan A and B was prepared and the Refined Plan was submitted to the City for review and comment.

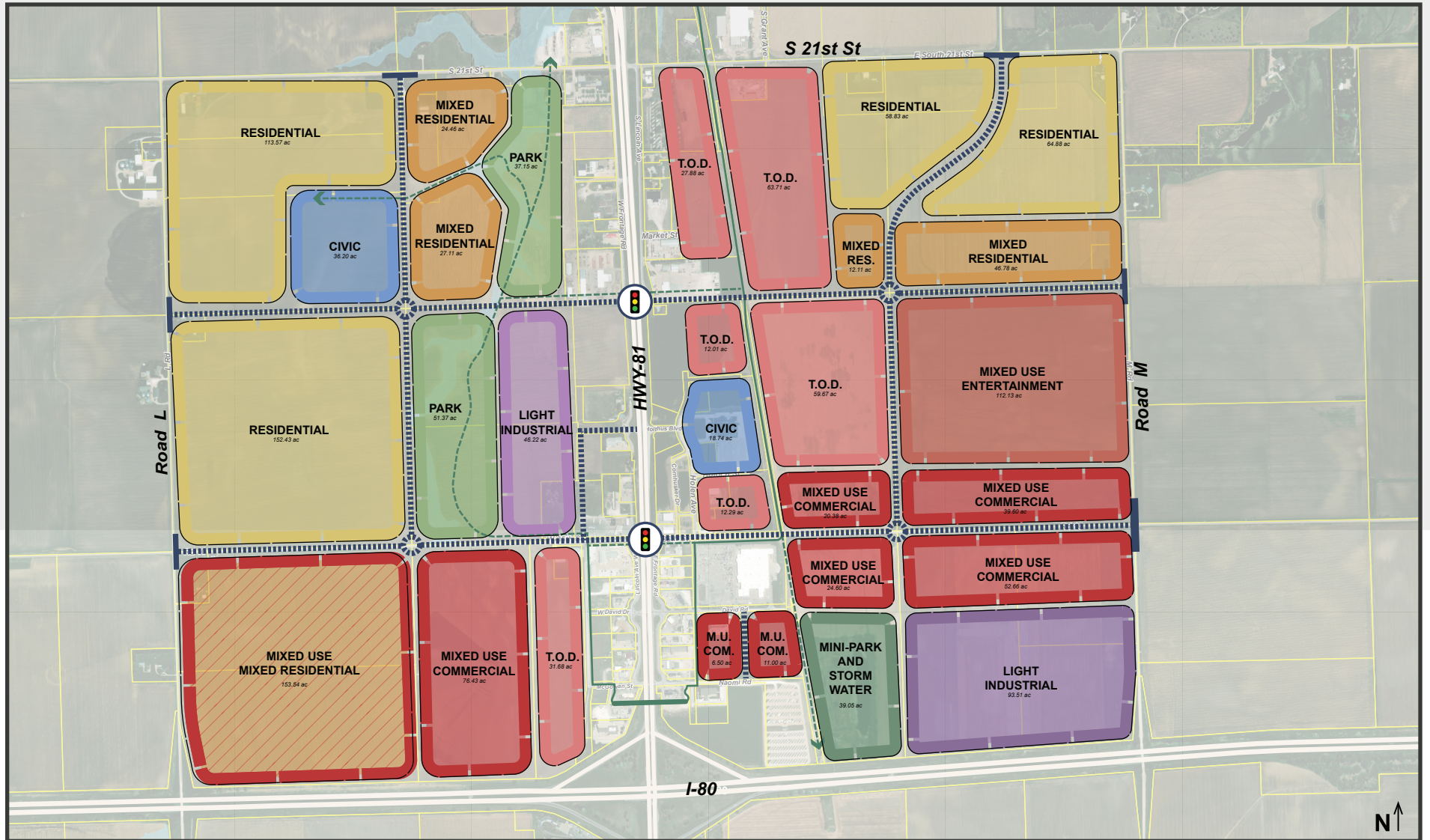
REFINED PLAN

The Refined Plan took the best of both plans and was shaped by the comments received by the public. The area between 35th Street and I-80 followed the land use pattern proposed in Plan A and the area north of 35th Street and Blackburn Avenue extension followed the land use proposed in Plan B. The new east-west corridor north of Holthus Convention Center was also adopted from Plan B.



SECTION FOUR

TOWER CROSSING CONCEPTUAL MASTER PLAN





LAND USES AND TRANSPORTATION IMPROVEMENTS

Land Use Overview - Tower Crossing is composed of nine Land Use Classifications that are in compliance with the City's 2017 Comprehensive Plan and generally compatible with the City's existing zoning districts. Tower Crossing takes Project Access York's active transportation foundation and transforms this area of York into a walkable and bikeable mixed-use development.

• RESIDENTIAL

Allow for low-density and medium-density single family housing.

• MIXED RESIDENTIAL

Allow for medium-density and high-density housing with a mix of attached, detached, zero lot line, cluster, or town house style housing.

• TRAIL ORIENTED DEVELOPMENT

For land parcels adjacent to the Project Access York trail, a mixture of residential, neighborhood commercial, office, restaurant, and lodging are proposed. Typical redevelopment that occurs along multi-use trails, like Project Access York, have commercial/office/retail uses on the ground floor and residential, office, and lodging uses on upper floors.

• MIXED-USE COMMERCIAL

Encourages a mixture of commercial uses such as big-box retail, "sit-down" restaurants, lodging, office, and residential above the ground floor level.

• MIXED-USE ENTERTAINMENT

Encourages a mixture of public and private-sector commercial, entertainment land uses. Land Uses could include the proposed casino and racetrack, along with private recreational uses for bicycles, golf, go-carting, etc.

• PARK

Encourages parks and recreation uses in the 100-year floodplain on the west side of Tower Crossing between 35th Street and 21st Street. Passive recreation uses and extension of trail network would be recommended uses.

• CIVIC

Public-sector, government-oriented uses, including schools.

• LIGHT INDUSTRIAL

Encourages a mixture of light industrial uses with a focus on technology-based industries.

LAND USE SUMMARY

The following table identifies the acreage breakdowns for each of the proposed Tower Crossing land uses.

LAND USE CLASSIFICATION	ACRES EAST	ACRES WEST	TOTAL	COMP PLAN ESTIMATE OVER 20 YEARS	ZONING COMMENTS
Residential	123.71	266	389.71	385 acres w/current demand of 200 ac.	Existing Res. Zoning sufficient, consider a Tower Crossing Overlay
Mixed Residential	58.89	128.34	187.23	Same as above	Same as above
Trail Oriented Development	175.56	31.68	207.24	Not addressed in the Comp. Plan	Develop a Trail Oriented Development Overlay in addition to Tower Crossing Overlay
Mixed-Use Commercial	134.24	153.20	287.44	101 acres forecast and did not consider Tower Crossing Impacts	Revise the Commercial Zoning Districts and add Mixed-use Comm. District
Mixed -Use Entertainment	112.13		112.13	Not addressed in the Comp. Plan	Develop a new Mixed-Use Entertainment District as a new Commerical District
Civic	18.74	36.2	59.94	Not addressed in the Comp. Plan	Existing Zoning sufficient
Park		88.52	88.52	Comp Plan recommended new park land in this area - currently none exists	Existing Zoning sufficient
Stormwater Mangement Basin	39.05		39.05	N/A	N/A
Light Industrial	93.51	46.22	138.73	216 acres forecast	Possible updates to allowable/ permitted uses

Transportation Improvements – The following transportation improvements are also recommended in the Master Plan. Overall, the recommendations improve the area’s north-south and east-west travel options and allow local traffic to access Tower Crossing on local streets and avoid Highway 81.

EAST-WEST CORRIDORS

• **35th Street**

- Recommend widening 35th Street to a three-lane section (two 12’ travel lanes and an 12’ center turn lane) between L Road and M Road to accommodate the proposed land uses along 35th. Recommended right-of-way is 80’ to accommodate sidewalks/multiuse trails on both sides and greenspace/landscape buffers.
- Recommend relocating the traffic signal from the intersection of David Drive and Highway 81 to the intersection of 35th Street and Highway 81 to better serve the existing and proposed commercial developments along the 35th Street corridor.

• **Tower Crossing Boulevard**

- Recommended, new east-west corridor located just south of Sahling Kenworth. The new corridor would be a three-lane section (two 12’ travel lanes and an 12’ center turn lane) between Road L and Road M.
- This intersection with Highway 81 is also recommended to have a traffic signal. Recommended right-of-way is 80’ to accommodate sidewalks/multiuse trails, and greenspace/landscape buffers.

• **Holthus Boulevard**

- Recommend extending Holthus to the west side of Highway 81 and intersect with the extension of Broadwell Avenue. Extension is recommended to be a two-lane section with 12’ wide travel lanes. Recommended right-of-way is 50’ to accommodate 5’ sidewalks on both sides of Holthus and greenspace/landscape buffers.

NORTH-SOUTH CORRIDORS

• **Blackburn Avenue**

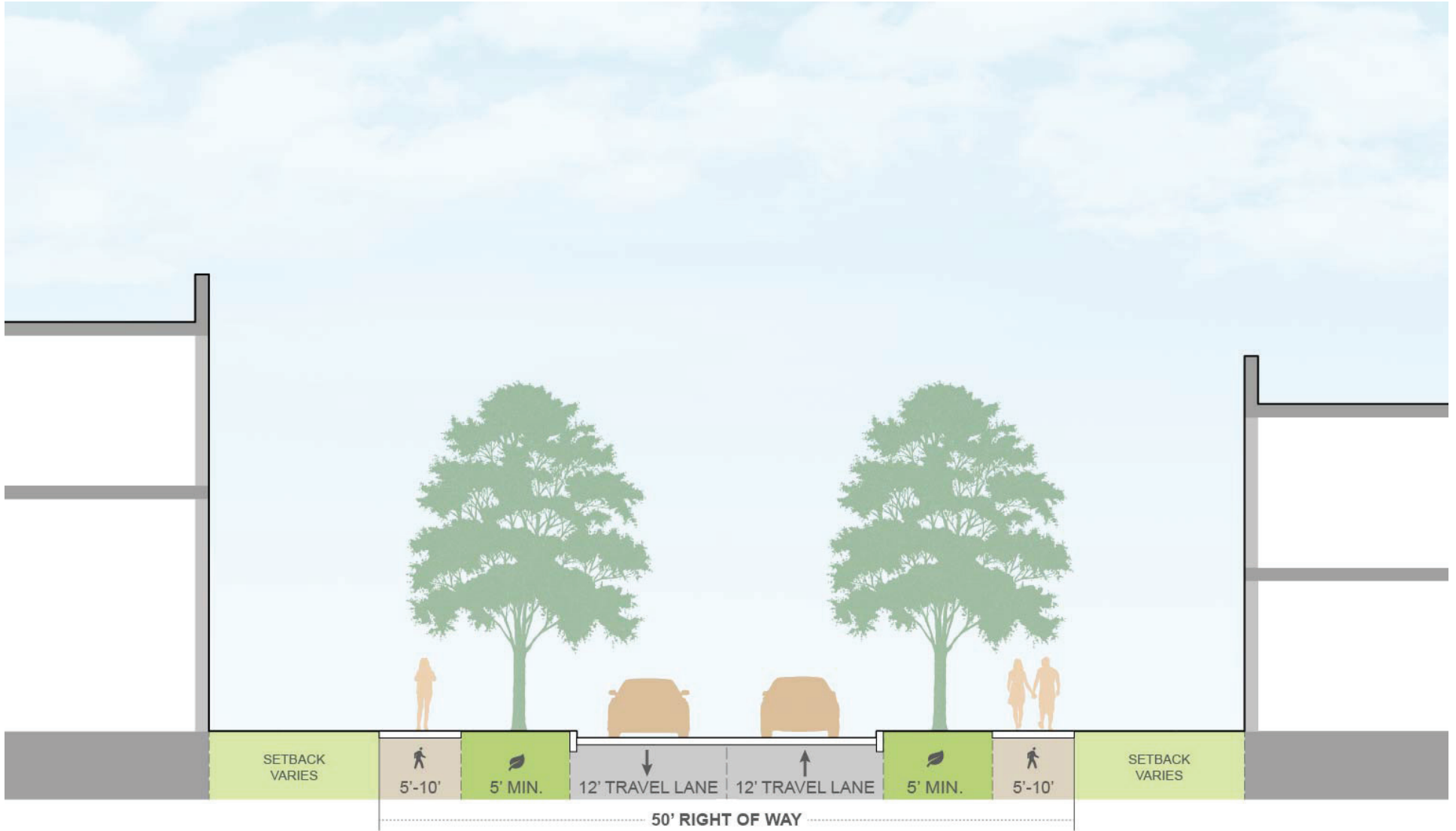
- Blackburn Avenue is recommended to be extended south from its current terminus at 21st Street to 35th Street. The extension is recommended to be a three-lane section (two 12’ travel lanes and an 12’ center turn lane). Recommended right-of-way is 80’ to accommodate sidewalks/multiuse trails on both sides and greenspace/landscape buffers.

• **Broadwell Avenue**

- Extend Broadwell Avenue north from 35th Street and intersect with the Holthus Boulevard extension. Extension is recommended to be a two-lane section with 12’ wide travel lanes. Recommended right-of-way is 50’ to accommodate 5’ sidewalks on both sides of Holthus and greenspace/landscape buffers.

• **Park Lane**

- Recommended new north-south corridor between 35th Street and 21st Street on the west side of Highway 81. The extension is recommended to be a three-lane section (two 12’ travel lanes and an 12’ center turn lane). Recommended right-of-way is 80’ to accommodate sidewalks/multiuse trails on both sides and greenspace/landscape buffers.



TYPICAL 2-LANE STREET SECTION



TYPICAL 3-LANE STREET SECTION

OPINION OF PROBABLE COST FOR PUBLIC INFRASTRUCTURE

35TH STREET - RECONSTRUCTION

ITEM	UNIT	QTY	UNIT PRICE*	TOTAL COST
Reconstruction of 35th - from 2 lane to 3 lane section		10,700	\$800	\$8,560,000
10' Concrete Trail	LF	10,700	\$100	\$1,070,000
5' Concrete Sidewalk	LF	10,700	\$35	\$374,500
Landscaping	LF	21,400	\$5	\$107,000
Traffic Signal at Highway 81	LS	1	\$500,000	\$500,000
Contingency - 15%	LS			\$1,591,800
SUBTOTAL (Rounded)				\$12,204,000

HOLTHUS BOULEVARD

ITEM	UNIT	QTY	UNIT PRICE*	TOTAL COST
Holthus Blvd. - 2-lane	LF	450	\$800	\$360,000
5' Concrete Trail	LF	900	\$35	\$31,500
Contingency - 15%	LS			\$58,800
SUBTOTAL (Rounded)				\$451,000

TOWER CROSSING BOULEVARD

ITEM	UNIT	QTY	UNIT PRICE*	TOTAL COST
Tower Crossing Blvd. - 3 lane section	LF	10,700	\$800	\$8,560,000
10' Concrete Trail	LF	10,700	\$100	\$1,070,000
5' Concrete Sidewalk	LF	10,700	\$35	\$374,500
Landscaping	LF	21,400	\$5	\$107,000
Traffic Signal at Highway 81	LS	1	\$500,000	\$500,000
Contingency - 15%	LS			\$1,591,800
SUBTOTAL (Rounded)				\$12,204,000

BROADWELL AVE.

ITEM	UNIT	QTY	UNIT PRICE*	TOTAL COST
Broadwell Ave. - 2-lane	LF	1,225	\$800	\$980,000
5' Concrete Trail	LF	2,450	\$35	\$87,750
Landscaping	LF	2,450	\$5	\$12,250
Contingency - 15%	LS			\$161,700
SUBTOTAL (Rounded)				\$1,240,000

PARK LANE

ITEM	UNIT	QTY	UNIT PRICE*	TOTAL COST
Park Lane - 3-Lane	LF	5,225	\$800	\$4,180,000
10' Concrete Trail	LF	5,225	\$100	\$522,500
5' Concrete Sidewalk	LF	5,225	\$35	\$182,875
Landscaping	LF	10,450	\$5	\$52,250
Contingency - 15%	LS			\$740,700
SUBTOTAL (Rounded)				\$5,679,000

BLACKBURN EXTENSION

ITEM	UNIT	QTY	UNIT PRICE*	TOTAL COST
Blackburn Extension - 3-Lane	LF	5,500	\$800	\$4,400,000
10' Concrete Trail	LF	5,500	\$100	\$550,000
5' Concrete Sidewalk	LF	5,500	\$35	\$192,500
Landscaping	LF	11,000	\$5	\$55,000
Contingency - 15%	LS			\$779,700
SUBTOTAL (Rounded)				\$5,978,000

IMPLEMENTATION STRATEGIES

Possible Funding Strategies

Although many of the projects proposed within this plan are solely public in nature, the private investment anticipated in the Tower Crossing district will be an essential component to financing both infrastructure and private improvements. Three initial strategies, which may be stacked together or in combination with other funding sources, are detailed below. It should also be noted that additional funding opportunities may arise as the plan is explored further and concrete development projects arise. The various unique aspects of each development – whether that be income restricted housing or hospitality focused businesses will dictate the priorities from federal and state programs and agencies will align to result in a competitive application process. It is recommended that the funding strategy for Tower Crossing be reviewed alongside subdivision and zoning standards and the economic development plan for the district.

• Employment Enhancement District

Nebraska State Statute 18-2142.02 lays out the power of a city, by ordinance, to levy a general business occupation tax within a designated “Enhanced Employment Area” to pay for expenses related to any redevelopment project in that area. Such a tax is tied to bonds issued for such improvements and runs concurrent with those bonds. Eligible expenditures under this structure generally follow the guidelines of Community Redevelopment Law, but more specifically include but are not limited to: public offstreet parking; landscaping; pedestrian and vehicular over- and underpasses; development and promotion of public events; enhancement of architectural design

of public areas; capital and noncapital betterment of public facilities; public art; and staff to carry out the program. An Enhancement area must either be designated as blighted or result in specified creation of jobs and private investment based on population. The general business tax may not include existing specified taxable sectors: Liquor manufacturers or wholesalers (53-160); fuel (66-489, 66-489.02, 66-4,140, 66-4,145, 66-4,146); cigarettes and tobacco (77-2602, 77-4008); or tax exempt products (77-2704.24).

• Tax Increment Financing

Tower Crossing is already in an area designated by the City of York as Redevelopment Area #10. The City of York has redevelopment plans in place, including a workforce housing incentive plan authorized under 2018 LB498. Although such plans may merit reassessment to better support the final development plan for Tower Crossing, utilization of TIF to both incent private development and defray the cost of public infrastructure is strongly recommended for consideration. It should be noted that the 60 year annexation requirement currently in use may restrict some of the proposed developments in the district from fully utilizing TIF.

• EPA/ NE Game and Parks Funds

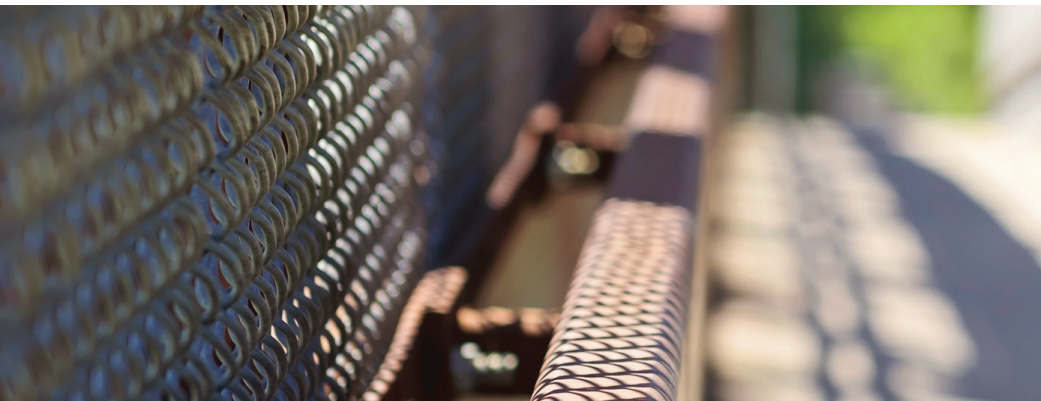
The proposed plans for Tower Crossing include a green belt stretching north-south and encompassing an existing floodplain area. Reimagining this seasonal wetland as both park space and flood management feature opens opportunities for funding through both the Land and Water Conservation Fund (LWCF) and the Recreational Trails Program (RTP) as well as potential corollaries with climate resilience priorities in various federal funding programs based on past and

potential significant rainfall or flooding events. The RTP provides funding on an annual basis for trails and trailhead amenities which would enhance the proposed green space and provide opportunity for further non-vehicular connectivity to the existing trail and sidewalk network within York. The LWCF is managed by the State of Nebraska, Game and Parks Division and accepts applications on an annual basis. Although most park facilities and enhancements are eligible under this program, for the purposes of Tower Crossing it may be most applicable to the acquisition of land for a new park. LWCF can provide up to 50% of the costs of this purchase, reducing the initial investment required by the City to pre-develop the area and entice private investors and developers. Utilizing an innovative design to protect existing wetlands, enhance natural features of the area, and channel storm water to reduce strain on infrastructure and provide for controlled groundwater recharge in a public space reduces the cost to developers to manage such infrastructure on their own, increases the value of adjacent properties, and may minimize the future budgetary burden on the City to maintain more expensive, traditional stormwater infrastructure.

Possible Updates to Existing Codes/Ordinances/Plans

While preparing the Tower Crossing Master Plan the City's existing development regulations, zoning ordinance and plans were reviewed to ensure the Master Plan would be in close compliance with existing regulations and not require an entire redo of all the City's previous efforts. The following updates are provided to guide with the implementation of the Tower Master Plan.

- Update City's Comprehensive Plan. Existing plan was adopted in 2017 and given the various development pressures Project Access York will bring, an update of the Comprehensive Plan is timely. At a minimum, a Sub Area Plan amendment should be prepared for the Tower Crossing area.
- Update City's 2023 Blight & Substandard Study with focus on Redevelopment Area 10.
- Traffic Impact Study for Tower Crossing area to assist with the design of the proposed roadway improvements and new roadways and the relocation of the traffic control signal at David Drive to 34th Street and the new traffic control signal proposed at Tower Crossing Blvd.
- Update to City's Zoning Ordinance that provides additional clarity to some of the zoning districts as well as add new zoning definitions in line with the proposed land uses for Tower Crossing.
- Regional Stormwater Management Plan for the Tower Crossing area.



OTHER FEDERAL AND STATE FUNDING SOURCES

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

- The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives.
- The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. RAISE can provide funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies). This flexibility allows RAISE and our traditional partners at the State and local levels to work directly with a host of entities that own, operate, and maintain much of our transportation infrastructure, but otherwise cannot turn to the Federal government for support.
- The RAISE Notice of Funding Opportunity is usually issued late fall and applications are due typically in February of the new year. Both planning and capital projects are funded through the RAISE grant process.

Safe Streets and Roads For All

- The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Over \$2 billion is still available for future funding rounds.
- The SS4A program supports the U.S. Department of Transportation's (USDOT) National Roadway Safety Strategy and our goal of zero roadway deaths using a Safe System Approach.
- Both planning and implementation projects can be funded with SS4A funds. There are typically one to three grant application opportunities each fiscal year.

Nebraska DOT Highway Improvement Safety Program (HSIP)

- The federal Infrastructure Investment and Jobs Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, performance-based, and strategic approach to improving highway safety on all public roads. More information on HSIP is available on the Federal Highway Administration's website.