



WELCOME

WE WANT TO HEAR FROM

You 

BUILD NEBRASKA ACT

THE NEXT 10 YEARS

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Purpose of Today's Meeting

The Nebraska Department of Roads is updating its capital improvement project prioritization process to better consider economic impacts and include more stakeholder input.

Today you'll see information about:

- NDOR's draft updated project prioritization process
- A list of proposed capital improvement projects for Build Nebraska Act - the next ten years

WE WANT TO HEAR FROM

You

After you review the information presented today, please share your input on a comment card or online at: <http://roads.nebraska.gov/projects/bna/next10>

We want to know:

1. What are your thoughts on the updated project prioritization process?
2. Should additional projects be considered for BNA funding?

Highway Projects in Nebraska

Asset Preservation Projects

These projects generally include modernizing, resurfacing or repairing highways or bridges. Asset preservation is NDOR's top priority, and we will continue to do these types of projects across the entire state.

Asset preservation projects are prioritized using an asset management system, not the process being presented today.



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Highway Projects in Nebraska

Capital Improvement Projects

Below are examples of the types of projects funded through the Build Nebraska Act and are the ones being discussed today. These are the types of projects that will be prioritized using the updated process.



**Interstate expansion
with new interchanges**



Railroad viaducts



Four lane expansion

The Selection Process

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Now: LISTENING



Public provides input at meetings or online on the proposed prioritization process and candidate project list.

PRIORITIZATION



Next: ANALYSIS



NDOR considers public input, then analyzes candidate projects.

SELECTION



Spring: PUBLIC REVIEW



The public reviews preliminary results and provides feedback.



FINAL SELECTION & ANNOUNCEMENT

NDOR considers the project analysis, feedback and many other important factors when making final project selections. Announcements are anticipated in summer 2016.

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The Build Nebraska Act

- ❖ The Build Nebraska Act was approved in 2011 by the Nebraska legislature.
- ❖ \$600 million in projects were selected for first 10 years.
- ❖ Four projects are complete, five are under construction, eight are under development.
- ❖ These will be completed or under construction by the end of 2023.
- ❖ Projects can take several years to plan and design, so it's time to select projects for the next 10 years.
- ❖ Project selections for Build Nebraska Act - the next ten years will be announced in Summer 2016. Construction of the selected projects is not anticipated to begin until 2023 or later.



Project Prioritization

The first 10 years of Build Nebraska Act projects were prioritized based on:

- Engineering Performance
 - Traffic Volumes
 - Improvement type
 - Travel time savings
 - Safety
 - Maintenance and operation costs
- Ready to build within 10 years
- Geographic inclusion
- Corridor completion



Updated prioritization process to also include:

Economic Performance
&
More Stakeholder Input



Including Economic Performance in Project Prioritization

Helps make sure transportation investments grow Nebraska's economy.



FOR EXAMPLE

By adding passing lanes to a highway that leads to a food processing plant, businesses may be able to make same-day deliveries to markets further away at a lower cost.

Increasing access to markets and reducing delivery costs can result in increased revenues and job growth.



FOR EXAMPLE

Using the example above, the Gross State Product would also increase due to increased net revenue.

NDOR is considering the use of the following to measure a project's economic performance:

Job and Income Growth: Estimates the growth of permanent jobs and income that result from the transportation project.

Growth in Gross State Product: Estimates the net increase in overall business activity generated in the state from the project.

Account for Economic Distress: Considers how job and income growth may be valued differently in economically distressed counties.

Differences between rural and urban areas will be accounted for.

What can economic performance tell us about a project?

Projects can look similar if you just consider engineering performance. When you also consider economic performance, you can see a difference.



EXAMPLE PROJECT A

Engineering Performance Analysis:

- Costs \$3 million
- Saves \$5.3 million in travel time
- 70% pass through traffic
- Serves mostly households & non-business locations
- Benefit/Cost = 1.76

Economic Performance Analysis:

- **100 Jobs for 25 years**
- **\$1.4 million business sales**
- **\$600,000 wage income**
- **\$830 million Gross State Product**



EXAMPLE PROJECT B

Engineering Performance Analysis:

- Costs \$3 million
- Saves \$5.3 million in travel time
- 30% pass through traffic
- 30% trucks
- Serves major industry locations
- Benefit/Cost = 1.76

Economic Performance Analysis:

- **200-300 Jobs for 25 years**
- **\$8.5 million business sales**
- **\$2.2 million wage income**
- **\$3.2 billion Gross State Product**

Other Suggested Projects?

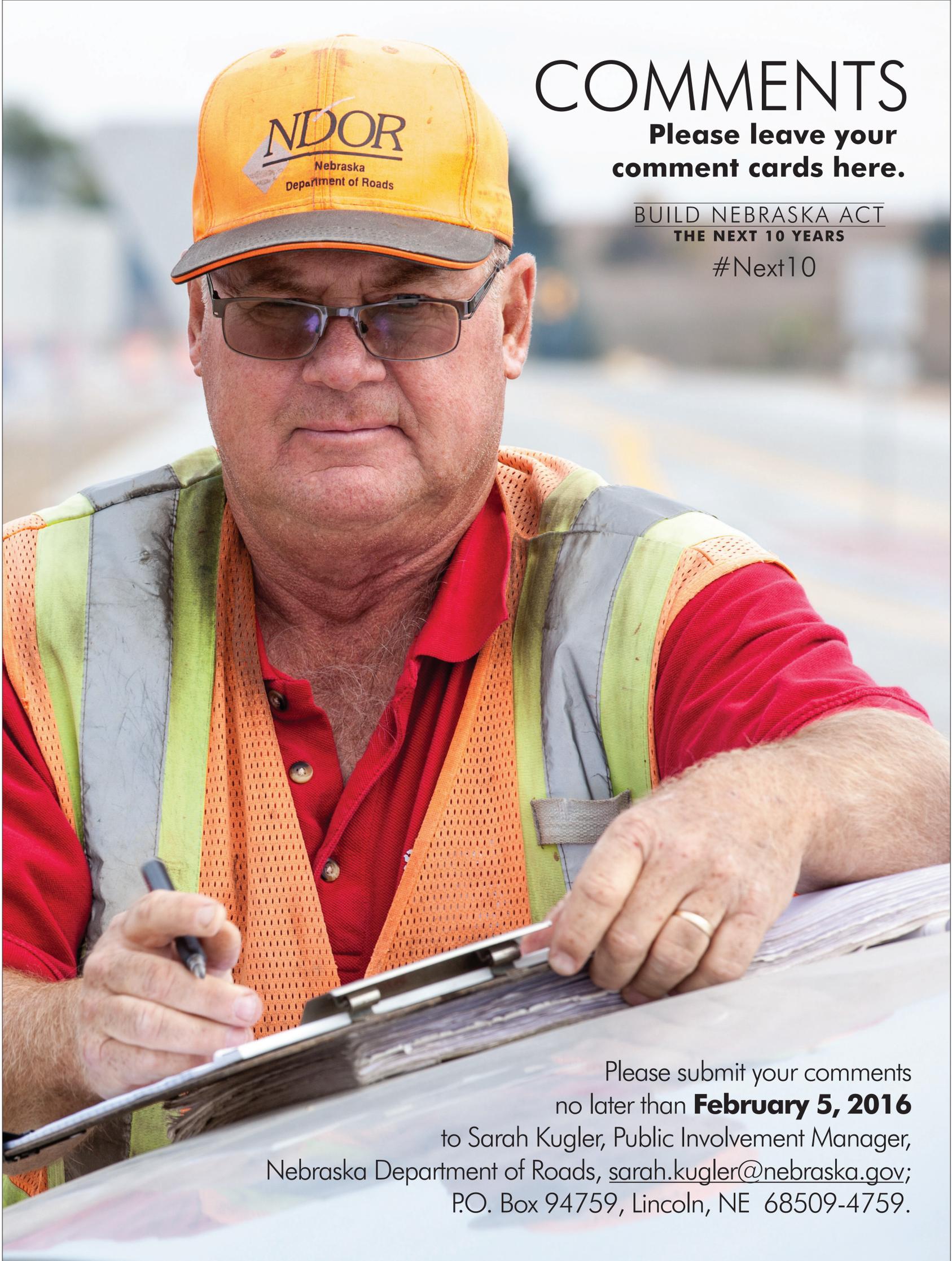
Place sticky notes on this map and complete a comment card regarding additional capital improvement projects you'd like to have considered for BNA funding.

Tell us:

- Where the project is located (highway, county, approximate beginning and end points).
- Approximately how long the project is.
- What transportation problems currently exist on this highway / at this location.
- What types of improvements you think are necessary.
- Why you think these improvements would be beneficial.

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COMMENTS

Please leave your
comment cards here.

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Please submit your comments
no later than **February 5, 2016**
to Sarah Kugler, Public Involvement Manager,
Nebraska Department of Roads, sarah.kugler@nebraska.gov;
P.O. Box 94759, Lincoln, NE 68509-4759.

Public Participation



Statewide Public Meetings



LEAVE ADDITIONAL COMMENTS AND SUBSCRIBE FOR UPDATES ONLINE



<http://roads.nebraska.gov/projects/bna/next10>

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Thank You!



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