
BUILD NEBRASKA ACT

THE NEXT 10 YEARS

#Next10

What we've heard

- Stakeholders overwhelmingly support expanding the prioritization process
 - Safety remains a top priority
 - Must consider the diverse needs of Nebraska
 - We should continue with transparent analysis
 - NDOR should seek outside expertise where needed
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Consider differences in urban and rural needs. For example, population may be shifting to cities, but agriculture remains a top industry for the state.

Look at community and regional impacts. Participants encouraged NDOR to consider how a project may impact both a specific community as well as the surrounding region. Some projects may result in impacts that extend far beyond the location of the project.

Safety is the top concern. Participants agree, safety should be the top priority. Some suggested creating a three-part prioritization approach with safety, engineering and economic performance as the three primary categories for scoring.

“Still need to use some good old common sense. Sometimes objective factors will lead to decisions that don't make sense. Will also need to balance the diverse population areas in Nebraska, or all improvements will be in the eastern part of the state.”

Transportation connects people to goods and services. Highways provide access to goods and services, healthcare, and recreation, not just job centers. There are many people who have to travel significant distances to goods and services, in addition to commuters traveling to and from work. The need to move people and freight should be balanced.

Relationship of transportation to development. People recognize transportation investments contribute to the economy in many ways. We heard lots of different perspectives on how these contributions should be accounted for in the prioritization process.

Good investments come full circle. Some participants pointed out that as we invest in projects that improve the Nebraska economy, this could ultimately lead to more funding availability for even more highway improvements.

“Economic performance is a no brainer. The economic impact could greatly assist with paying for the project over time. Stakeholder input is important, but just because they are the loudest doesn't mean their project is the most important to the state. Economic performance should trump this.”

“On behalf of the Cass County Nebraska Economic Development Council, thank you... we certainly understand that your organization has a tough job ahead as you try to prioritize these projects. We appreciate being able to provide input... will help any way we can.”

“Including economic factors is important because if the money invested in a road project improves the state’s economy that likely means additional money available for future road projects through increased tax revenues. Likewise, improved local economy helps local governments fund more local projects. In the end improved economics will improve any engineering safety concerns because more road projects are completed.”

west, so Nebraska has major east-west corridors. What we don’t have are many well developed north/south corridors, connecting Canada through Texas.

Consider more project scope options. There are more than just 4-lane improvements that could be beneficial. Other options could be adding passing lanes or other kinds of improvements that provide valuable incremental benefits.

“The one stretch of highway I have the most complaint about is...It is nothing but hills...and is full of semis...It is also packed with campers and boats. I did see something about passing lanes being a possibility. That would help...4 lanes would be ideal but am sure that will not happen in my lifetime. I would recommend the passing lanes every 5 miles or so.”

Economic distress may be important and should be considered with transparency and caution. This is an area that requires significant consideration as we move forward - for example, how close does an economically distressed region need to be to a project to actually benefit? Is there a difference in how a community that is historically distressed responds compared to one that has recently become distressed as a result of an industry leaving?

Long-term sustainability is important. Transportation projects have costs that extend beyond initial construction costs. We should consider how sustainable these improvements are over the long term for operations and maintenance.

North and South corridors are important. Traditionally, commerce has flowed east and

“It is very difficult for the NDOR officials to know everything there is to know about Nebraska’s roads, and allowing for stakeholder input as well as taking into account economic performance should assist in more accurately assessing the prioritization of projects.”

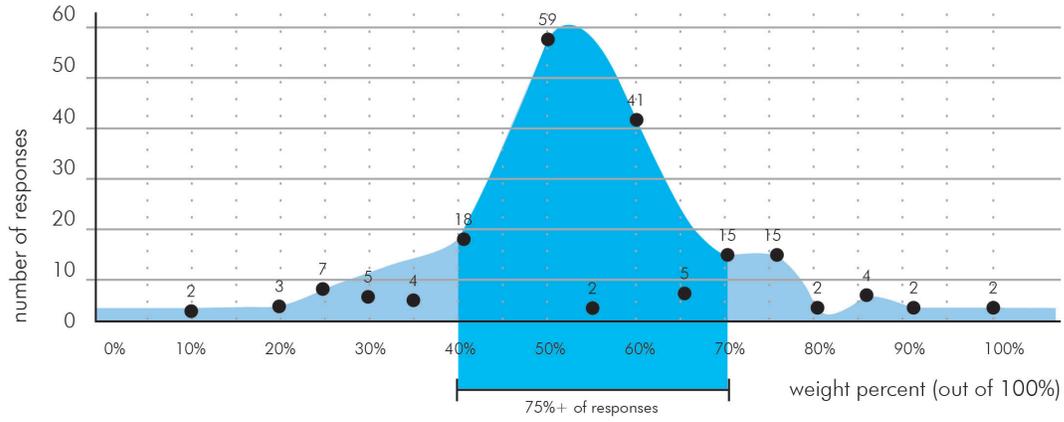
Strategic competitiveness with surrounding states. Transportation can be a key ingredient in business attraction and retention. We need to be sure Nebraska is competitive with surrounding states.

Not all economic growth is equal. We heard in every community that not all economic growth is equal. While the State Highway System serves all Nebraskans, it serves different communities in different ways. For example, creating 10 jobs in a rural area may have a larger impact than 100 jobs created in an urban area. Similarly, the agriculture industry may require fewer workers but is a primary economic driver for the state. Localized community impacts may not be felt statewide, but certainly matter to the community in which they occur.

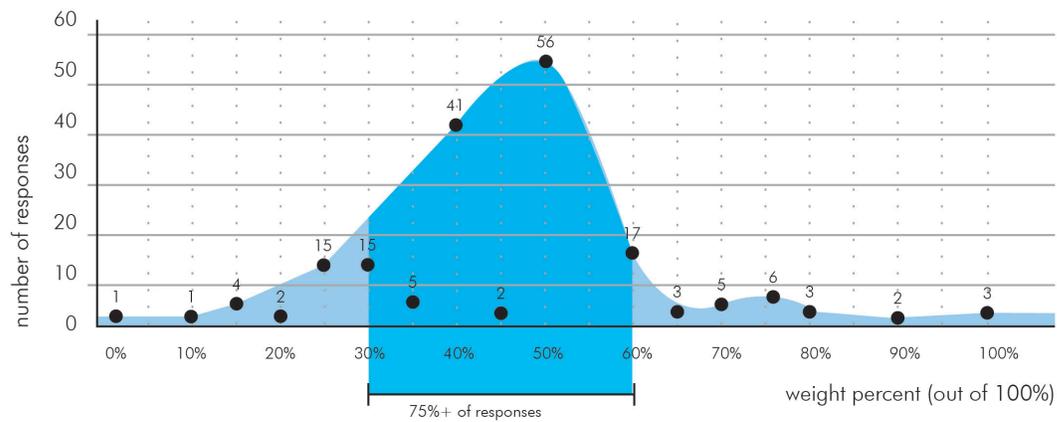


For more information, visit:
www.roads.nebraska.gov/projects/bna/next10/

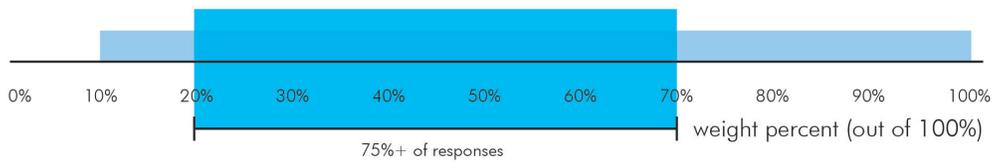
How would you weight Engineering Factors?



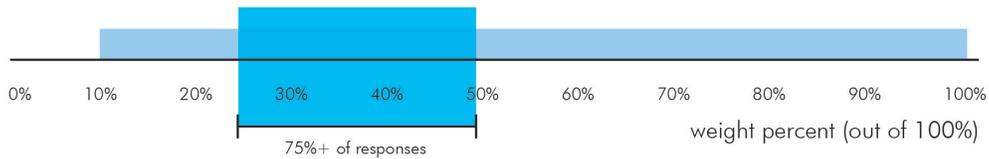
How would you weight Economic Factors?



When considering Economic Factors how would you weight Gross State Product?



When considering Economic Factors how would you weight Jobs?



When considering Economic Factors how would you weight Wages?

