

Build Nebraska Act and Transportation Innovation Act

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

2022

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EXECUTIVE SUMMARY

Together the **Build Nebraska Act** and the **Transportation Innovation Act** allow the Nebraska Department of Transportation (NDOT) to support the economic vitality of the State by maintaining and expanding our transportation network.

These pieces of legislation enable NDOT to strategically plan for the future while also expediting planning, development and construction for a 21st Century Infrastructure System.

The tools and funding that resulted from the Build Nebraska Act and the Transportation Innovation Act are vital to maintaining Nebraska's quality of life and economic growth.



BUILD NEBRASKA ACT

Enacted in 2011, the Build Nebraska Act (BNA) dedicated one-quarter of 1% of sales tax receipts for expansion of the Expressway System, federally designated High Priority Corridors, and preservation of the existing transportation system.

REVENUE

Revenue became available in fall of 2013, and was originally projected to generate \$1.2 billion for NDOT. Due to actual revenues to date and recently updated estimates, it is now projected to generate \$1.8 billion for NDOT before sunset in June 2033.

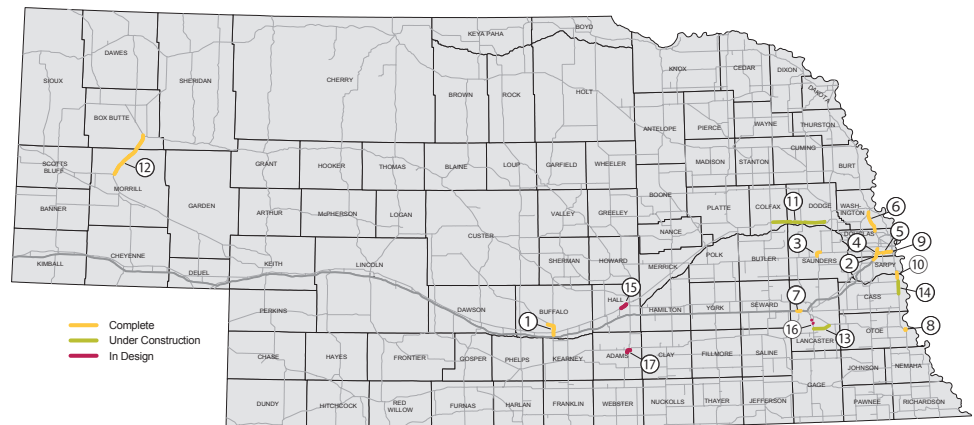
PROGRAMS AND PROGRESS

In November 2011, NDOT announced approximately \$600 million in investments to expand 17 expressway, interstate or national High Priority Corridors. To date, 14 of 17 corridors selected are complete or under construction. Three are in development and on track to be ready for construction before BNA sunsets. Current funding projections and construction inflation may influence the construction schedule of the remaining three corridors. Project details are available at dot.nebraska.gov/projects/tia/cap-improve/.

BNA Initial Selection

Complete Projects

- 1 **N-10 Kearney East Bypass**
4-Lane Divided Highway
- 2 **I-80 126th to 96th, Omaha**
Additional Lane, EB
- 3 **US-77 Wahoo Bypass**
4-Lane Divided Highway
- 4 **I-680 Center to Pacific St., Omaha**, Additional Lane, NB
- 5 **I-80 60th to 24th, Omaha**
Additional Lane, WB
- 6 **N-133 Blair to Omaha**
4-Lane Divided Highway
- 7 **I-80 NW 56th to US-77, Lincoln**
6-Lane Reconstruction
- 8 **US-75 Nebraska City Southeast**
Interchange Reconstruction
- 9 **I-80 24th to 13th, Omaha**
Additional Lane, EB & WB
- 10 **US-75 Plattsmouth to Bellevue**
(North of Platte River)
4-Lane Divided Expressway
- 12 **US-385 L62A to Alliance**
4-Lane Divided Highway



Under Construction

- 11 **US-30 Schuyler to Fremont**
4-Lane Divided Expressway
- 13 **N-2 Lincoln South Beltway**
4-Lane Divided Expressway on New Alignment
- 14 **US-34 / US-75 Murray to Plattsmouth**
4-Lane Divided Expressway

Estimate (millions)

\$181

\$461

\$55

In Design

- 15 **US-30 / 281 West Grand Island**
4-Lane Divided Expressway
- 16 **US-77 Lincoln West Beltway**
Interchanges at Warlick Blvd. & Pioneers Blvd.
- 17 **US-6 Hastings Southeast**
3-Lane Urban Highway

Estimate (millions)

\$42

\$35.5

\$36



TRANSPORTATION INNOVATION ACT

Enacted in April 2016, the Transportation Innovation Act (TIA) provided NDOT with new revenue, programs and tools to increase mobility, freight, economic growth and safety in Nebraska. The purpose of TIA is to accelerate highway capital improvement, promote innovative solutions for deficient county bridges, and help finance transportation improvements that support new and growing businesses.

REVENUE

The TIA legislation created the Transportation Infrastructure Bank (TIB) that received a one-time transfer of \$50 million from the Cash Reserve Fund in 2016. The TIB receives annual revenue from fuel taxes generated by the TIA. NDOT projects that \$455 million will be generated for infrastructure investments prior to 2033.

PROGRAMS AND PROGRESS

Three Programs were created by TIA including the County Bridge Match Program, the Economic Opportunity Program and the Accelerated Capital Improvement Program. Each program contains needed tools to better support the continued development of a robust statewide transportation system.



COUNTY BRIDGE MATCH PROGRAM

OVERVIEW

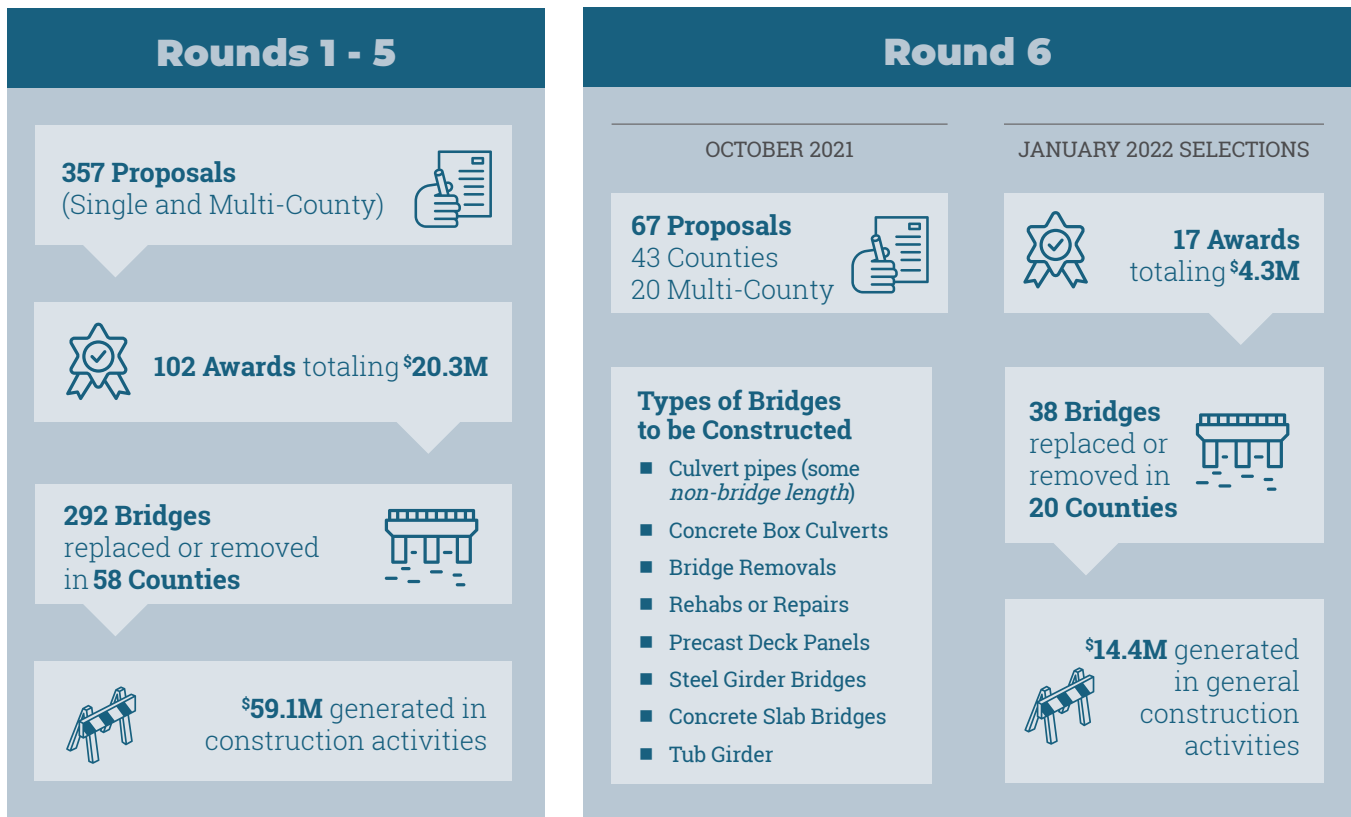
The County Bridge Match Program (CBMP) is an example of NDOT's commitment to working with local agencies and counties to address transportation concerns of the system statewide. CBMP allocates up to \$40 million from the Transportation Infrastructure Bank for the innovative replacement and repair of deficient bridges on county roads. CBMP awards can fund 55% of the bridge construction costs, up to \$250,000 for each bridge. The program will sunset in 2023.

A working group of NDOT and county officials developed the selection criteria and program details, which are available at dot.nebraska.gov/projects/tia/bridge-match.

Eligible bridges are:

- Structurally deficient
- Greater than 20 feet long
- Located on a roadway classified as a local road or above

PROGRESS



The final round of CBMP funding next year will award \$5M to projects around the state. The CBMP encourages innovative ideas and solutions that positively impact the design, construction and maintenance of bridge replacement and repair projects. Program innovations implemented thus far include:

- **Bundling multiple bridges** awarded two or more similar bridge projects to a single contractor to reduce bid prices and save money.
- **Multi-county coordination** saw counties cooperate by combining similar projects.
- **Construction with county forces** focused on building bridges with county employees and equipment.
- **City, county and NRD coordination** developed a flood control project to reduce flows and require shorter, less expensive bridges.
- **Bridge removals** took down deficient bridge spans.
- **Rehabilitation/repair** updated still-viable spans.
- **Replacement with non-bridge length structures** allowed some counties to substitute culvert piping for bridge-length spans.
- **Construction with precast concrete deck panels** permitted on-site assemblage of components made elsewhere.
- **Multiple culvert pipes** replaced spans with roadway atop a series of culvert openings.

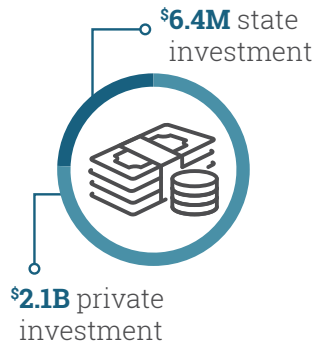
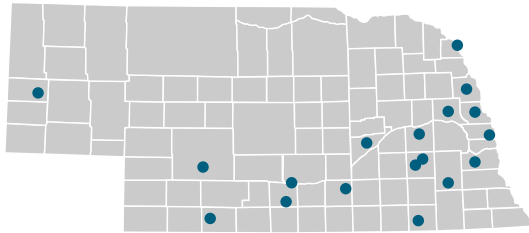


Thayer County bridge before and after reconstruction. Information about the County Bridge Match Program (CBMP) and the list of selected bridges is available at: dot.nebraska.gov/projects/tia/bridge-match/.



ECONOMIC OPPORTUNITY PROGRAM

OVERVIEW



\$16.2B
Six Year Expected
Economic Benefit

Note: Project information is current as of November 2022. Economic analyses performed by NDED using IMPLAN. The number of jobs anticipated to be created are submitted by applicants and will be documented as a term of the executed agreements.

1,822 full-time jobs
projected



18 active projects



94% of projects in rural communities

The Economic Opportunity Program (EOP) targets transportation projects that connect new or expanding businesses to Nebraska's multimodal transportation network, with the goal of creating jobs and private investment in Nebraska. This TIA Program is administered and run as a partnership between NDOT and Nebraska Department of Economic Development (NDED).

Program criteria includes:

- Projects must show a clear need for transportation improvements that enhance economic prosperity within the State of Nebraska.
- Projects must lead either to immediate creation or to retention of permanent, high quality, private sector jobs, or to new private capital investment in Nebraska.
- Only local public entities (e.g. Nebraska cities, counties, or Metropolitan Planning Organizations) can apply for EOP funding, but NDOT encourages supporting participation by private sector beneficiaries.
- Recipients must provide matching funds equal to at least 25% of eligible project costs.
- Recipients are responsible for ensuring that funds are used only for projects that meet EOP Program goals. Funds used in projects that do not meet those goals will be subject to repayment to the NDOT.
- Complete program guidelines can be found at dot.nebraska.gov/projects/tia/eco-opp/. NDED performs an economic analysis to determine the impacts of each eligible project.

PROGRESS

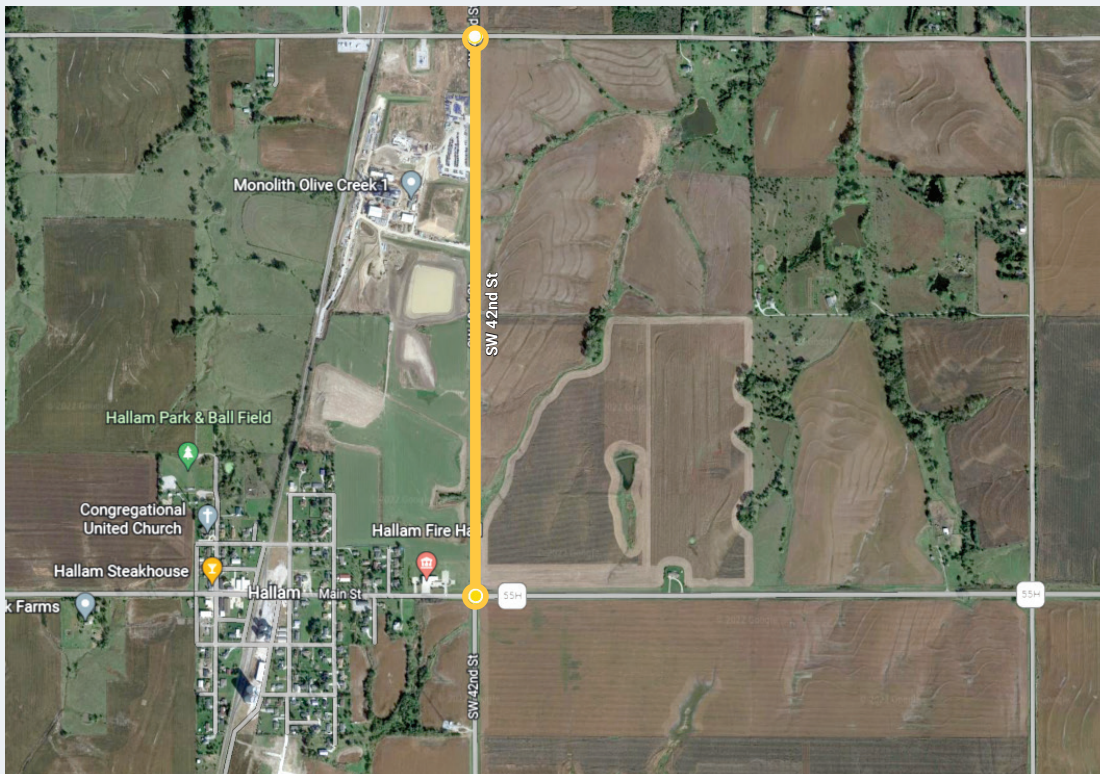
The sixth year of the EOP saw the approval of two new EOP grants, both of which are from rural areas. Both projects remain active and one is projected to create approximately 800 jobs in western Nebraska. The infrastructure improvements for both projects are scheduled for construction in 2023. Overall, the EOP has 18 active or completed projects across Nebraska, from Gering to South Sioux City to Plattsmouth. Seventeen of the 18 projects are in rural areas.

The EOP estimates that the 18 projects will create over 1,800 new jobs. These full-time, high-quality jobs are within industries that NDED has identified as a priority, such as manufacturing, agriculture research, and transportation logistics, to name a few.

In addition to jobs, these projects will bring a total of approximately \$2.1 billion in private capital investment to Nebraska. Each project has been analyzed by NDED and shown positive economic return on investment prior to grant approval. It is anticipated that six years of operations from these companies will have an impact on the state's economy of approximately \$16.2 billion. These jobs and economic activity were made possible by a total investment by NDOT of approximately \$6.4 million used to support \$22.9 million in infrastructure development and improvement. To date, the State of Nebraska has fully reimbursed ten projects for roughly \$3.9 million.

PROJECT HIGHLIGHT

The EOP was proud to partner with Lancaster County to help secure Monolith Materials' expansion to their existing manufacturing facility. **The EOP agreed to provide a \$500,000 grant to assist with the \$1.2 million cost of paving SW 42nd Street from W Hallam Road to W Pella Road northeast of Hallam.** This infrastructure improvement was pivotal in securing Monolith's commitment to investing \$1 billion and creating 110 jobs. This development is projected by NDED to generate an economic impact of \$2.9 billion during its first six years of operations. Monolith will use their expanded facility to produce carbon black, an integral component used worldwide in products such as tires and plastics, going from a current rate of 14,000 tons per year to 194,000 tons per year.





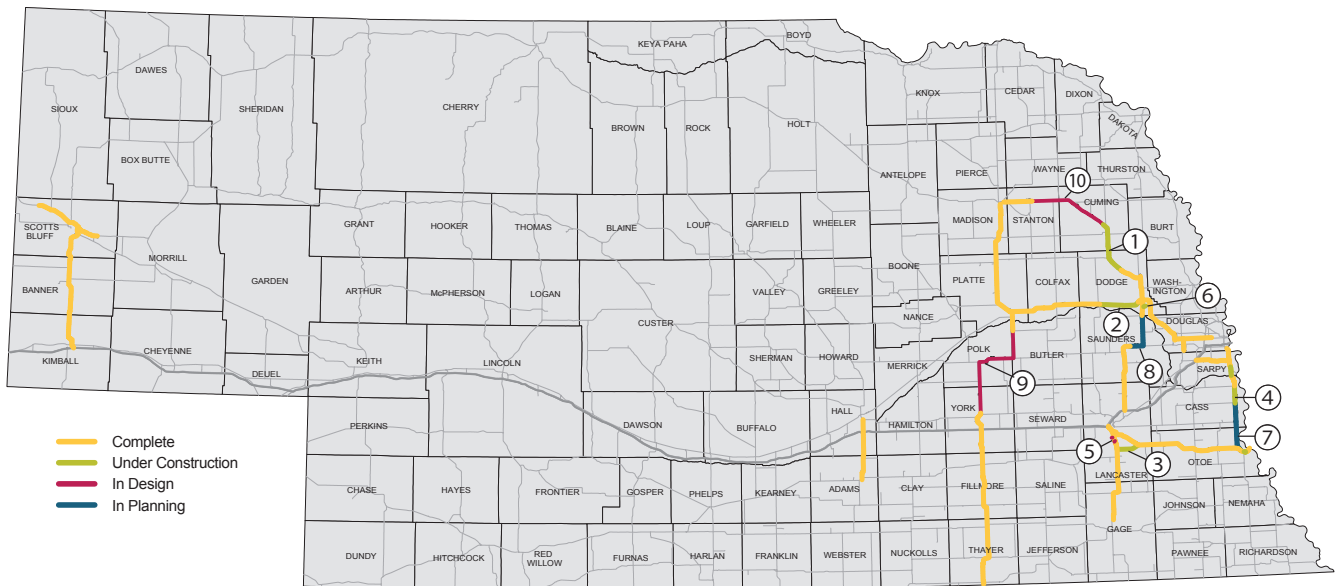
ACCELERATED CAPITAL IMPROVEMENT PROGRAM

OVERVIEW

The Accelerated State Highway Capital Improvement Program is focused on fast-tracking completion of Nebraska's 600-mile Expressway System by 2033. Investments from the TIA and BNA have allowed the state to make progress towards building a 21st century transportation system that improves mobility and supports economic development.

The legislation also authorized the use of alternative contracting methods to expedite the delivery process of the state's largest capital improvement projects. Design-Build and Construction Manager/General Contractor (CMGC) methods streamline processes to provide the earliest possible mobility, freight, safety and economic benefits to the public.

Original Nebraska Expressway System (1988) Progress Map



- Complete
- Under Construction
- In Design
- In Planning

	Under Construction or Contract	Estimate (millions)
①	US-275 Scribner to West Point 4-Lane Divided Expressway	\$144
②	US-30 North Bend to Fremont 4-Lane Divided Expressway on New Alignment	\$97
③	N-2 Lincoln South Beltway 4-Lane Divided Expressway on New Alignment	\$461
④	US-34/US-75 Murray to Plattsmouth 4-Lane Divided Expressway	\$55
⑥	US-77 Fremont Southeast Beltway 4-Lane Divided Expressway on New Alignment	\$76

	In Design	Estimate (millions)
⑤	US-77 Lincoln West Beltway Interchanges at Warlick Blvd. & Pioneers Blvd.	\$35.5
⑨	US-81 York to Columbus 4-Lane Divided Expressway	\$296
⑩	US-275 West Point to West of Pilger 4-Lane Divided Expressway	\$201

	In Planning	Estimate (millions)
⑦	US-75 Nebraska City to Murray 4-Lane Divided Expressway	\$156
⑧	US-77 Wahoo to Fremont 4-Lane Divided Expressway	\$116

PROGRESS

Expressway System

In 1988, the Legislature placed into law the creation of an Expressway System. The first needs analysis presented by NDOT in December 1988 identified the highways to be included. The Nebraska Expressway System was expanded to encompass 16 corridors of approximately 600 miles, based on:

- **Socioeconomic Data:** Employment data, population and demographic trends, and economic activity as based on sales tax revenue and agricultural production
- **Connecting Urban Centers to the Interstate:** Population over 15,000
- **Serve Commercial Traffic:** More than 500 trucks traveled on average daily
- **Continuity Between Expressway Segments**

Current Construction Schedule for the Uncompleted Expressway System																								
Location	Length	ADT*	Truck ADT*	Total Cost**	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40	FY41
US-77 (Corridor No. 3)	5																							
Lincoln West Bypass	4.6	27,765	2,185	\$35.5																				
US-275 (Corridor No. 7)	46																							
Scribner North & South	5.34	6,410	910	\$53.7																				
Scribner North	4.38	6,370	1,145	\$41.8																				
West Point South	4.26	7,920	1,095	\$20.7																				
West Point North & South	4.58	8,570	1,245	\$28.3																				
Beemer – West Point	5.52	5,670	965	\$39.8																				
Wisner – Beemer	6.55	5,025	880	\$47.2																				
Pilger – Wisner	5	6,630	1,265	\$33.9																				
Pilger West	10.3	5,480	1,140	\$80.3																				
US-75 (Corridor No. 10)	23																							
Murray – Plattsmouth	5.8	4,360	520	\$55.2																				
Union South	9.62	4,360	520	\$89.2																				
Union – Murray	7.2	4,815	470	\$66.7																				
US-77 (Corridor No. 11)	19																							
Fremont South Beltway	3.3	9,900	605	\$75.4																				
Wahoo East	6.12	8,520	1,075	\$44.1																				
Mead North	5.05	4,850	775	\$36.4																				
Fremont South	4.97	5,605	880	\$35.8																				
US-30 (Corridor No. 12)	11																							
North Bend – Fremont	10.66	8,310	900	\$97.0																				
US-81 (Corridor No. 13)	41																							
York North	6.8	4,055	510	\$49.0																				
Stromsburg South	5.9	3,950	460	\$42.5																				
Stromsburg North	4.5	3,385	515	\$32.5																				
Osceola East & West	8.4	3,955	610	\$60.6																				
Shelby East & West	6.4	3,985	615	\$46.1																				
E Jct N-92 North	9	6,210	675	\$64.9																				

*Average Daily Traffic
 Total Cost is based on current prices which includes design, utility relocation, land acquisition, and construction engineering (In Million**)

■ Construction ■ In Design ■ Planning

Expressway Status

To date, \$1.8 billion has been spent on the Expressway System expansion. There are 136 miles of Expressway System either under construction or in preparation for construction. Current revenue and inflation projections indicate that NDOT cannot fund all remaining Expressway System expansion prior to BNA sunset. Traditional Expressway System expansion projects require 5-11 years of preparation prior to construction.



NDOT's projected timeline to construct the uncompleted expressway system is provided above, assuming development is not constrained by the following:

- Resource agency constrained staffing
- Contractor capacity
- Extreme weather conditions
- Significant cost escalation due to influx of funding
- Material shortage
- Future inflation

Expressway System Highlights

Fremont Southeast Beltway Construction Nears Completion

As a major capital improvement project, the Fremont Southeast Beltway connects three major U.S. highways—US-30, US-275, and US-77. The Beltway was designed to enhance regional connectivity for the traveling public, including heavy truck traffic. With an average daily traffic of over 11,000 vehicles, the connectivity of the Beltway to major highway systems would facilitate truck traffic to Fremont, reduce the challenges of truck traffic within residential and downtown areas of Fremont, and support the expanding economic growth of the area.

The Fremont area experienced significant economic development since 2016 when the Build Nebraska Act (BNA) created the funding to prioritize the Beltway. Stakeholders and the public voiced the need to divert truck traffic outside of town to reduce travel time in the city. In 2018, the project was fast-tracked and moved from a 2024 construction season to 2020 due to the growing need to improve mobility and support increased truck traffic associated with economic growth of the region. The accelerated timeline would not have been possible without the partnerships and the combined \$30M of financial support from the City of Fremont, Dodge County, and local businesses. The additional funding provided by the Fremont community will expand the local infrastructure system to support new and existing regional economic expansion.

Delivery of Highway 77 Wahoo to Fremont is Underway

This 16-mile, four-lane expansion, spanning US-77 from Wahoo to Fremont, would progress the completion of the Expressway System identified in the 1988 Nebraska Highway Needs Study. Since 2009, Fremont and Lincoln have experienced steady population growth. Expansion of this section of US-77 to a four-lane expressway would support continued development in these communities and others along the corridor by improving regional connectivity for vehicles, including commercial vehicles, and providing important expressway connections with existing Nebraska highway(s) while maintaining convenient highway access for communities within the area. The project is anticipated to start in 2027 and would be constructed in three phases as a 2+2 approach, utilizing the existing two-lane highway and constructing an additional two lanes on either side, pending the availability of funds.

2016 Capital Improvement Selections

In the summer of 2016, NDOT rewrote the book on Capital Improvement selection. The new selection process, StEEP (Stakeholder. Engineering. Economics. Priorities.), incorporated a listening campaign that emphasized public input. StEEP was used to prioritize candidate projects that reflect the connection between transportation investments and the economy. More than 2,000 Nebraskans participated in the process that identified more than \$8 billion in potential transportation projects for funding consideration. Candidate projects were evaluated for their economic and engineering performance and given an overall performance score. Projects were selected based on performance scores and other important considerations, such as geographic inclusion, progress on Expressway and High Priority Corridors, Interstate and Expressway connectivity, and available supplemental funding.

The StEEP selection process resulted in a \$300 million investment in eight construction projects, 12 design projects and the planning of two more. These selections were funded by a combination of the BNA Next 10 Years and the TIA projected revenues anticipated by 2033. This investment will improve safety on our highways, promoting economic growth throughout the state and advance our progress to complete the Expressway System.

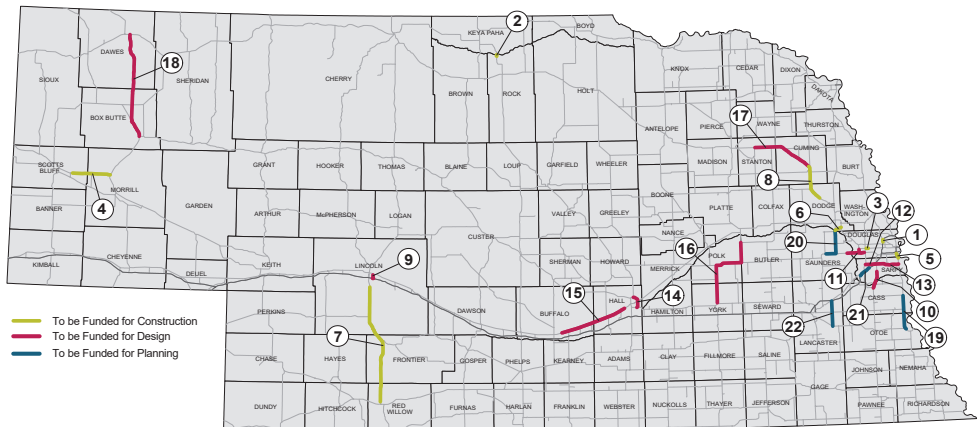
In September 2016, NDOT announced that 100% of the Expressway System was either complete, under construction or funded for construction or design.

2016 Capital Improvement Selections

Locations selected for construction, design and planning in the next 10 years of the BNA and TIA.

Selected for Construction

- 1 **I-680 Fort St. to Irvington St.**
6-Lane Reconstruction
- 2 **N-7 Bassett to Springview**
Modernization
- 3 **US-6 192nd & West Dodge Rd.**
Omaha Interchange Reconstruction
- 4 **US-26 Minatare to US-385**
4-Lane Divided Highway
- 5 **US-75 Chandler Road Northbound**
Additional Lane, NB
- 6 **US-77 Fremont Southeast Beltway**
4-Lane Divided Expressway
- 7 **US-83 McCook to North Platte**
Super 2
- 8 **US-275 Scribner to West Point**
4-Lane Divided Expressway



Selected for Design

- 9 **I-80 Newberry Interchange & L56G to US-30**
Modified Interchange & 4-Lane Construction
- 10 **N-50 Louisville to Springfield**
4-Lane Divided Highway
- 11 **N-92 Yutan East Corridor**
4-Lane Divided Highway
- 12 **N-370 Gretna East to I-80**
6-Lane Reconstruction
- 13 **N-370 I-80 to Bellevue**
6-Lane Reconstruction

- 14 **US-30 Grand Island East Bypass**
4-Lane Divided Highway
- 15 **US-30 Kearney to Grand Island**
Super 2
- 16 **US-81 York North**
4-Lane Divided Expressway
- 17 **US-275 West Point to West of Pilger**
4-Lane Divided Expressway
- 18 **US-385 Alliance to Chadron**
Super 2

Selected for Planning

- 19 **US-75 Nebraska City to Murray**
4-Lane Divided Expressway
- 20 **US-77 Wahoo to Fremont**
4-Lane Divided Expressway
- 21 **I-80 New Interchange(s), Omaha**
New Interchange(s)
- 22 **New Lincoln East Beltway**
4-Lane Divided Highway

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