

Build Nebraska Act & Transportation Innovation Act

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

2023



*Lincoln South
Beltway*

JIM PILLEN
Governor


VICKI KRAMER
Director

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.



*Bridge Construction on the
Fremont Southeast Beltway*



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 by sunset in June 2033. Due to actual revenues to date and recently updated estimates and BNA extension, it is now projected to generate \$3.4 billion for NDOT before sunset in 2042.

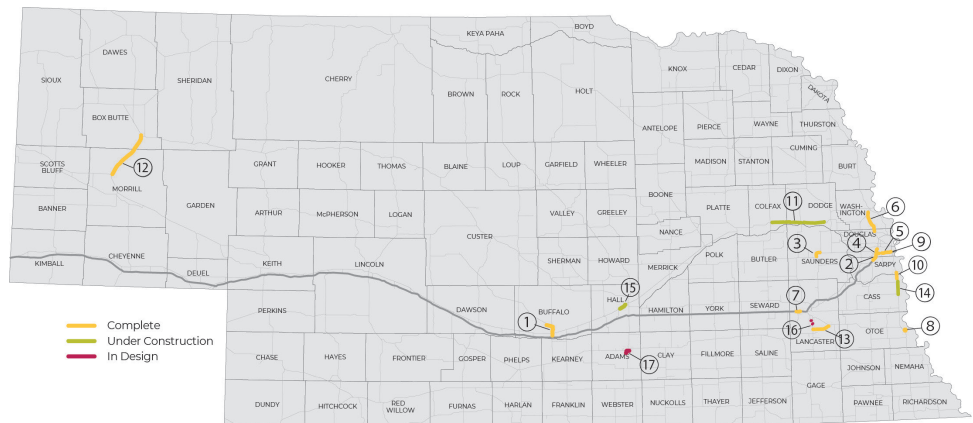
PROGRAMS AND PROGRESS

In November 2011, NDOT announced approximately \$600 million in investments to expand 17 expressway, interstate or national High Priority Corridors. To date, 15 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
- 13 **N-2 Lincoln South Beltway**
4-Lane Divided Expressway
on New Alignment



Under Construction

- 11 **US-30 Schuyler to Fremont**
4-Lane Divided Expressway
- 14 **US-34 / US-75**
Murray to Plattsmouth
4-Lane Divided Expressway
- 15 **US-30 / 281 West Grand Island**
4-Lane Divided Expressway

In Design

- 16 **US-77 Lincoln West Beltway**
Interchanges at Warlick Blvd.
& Pioneers Blvd.
- 17 **US-6 Hastings Southeast**
3-Lane Urban Highway



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 \$837 million will be generated for infrastructure investments prior to 2042.

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

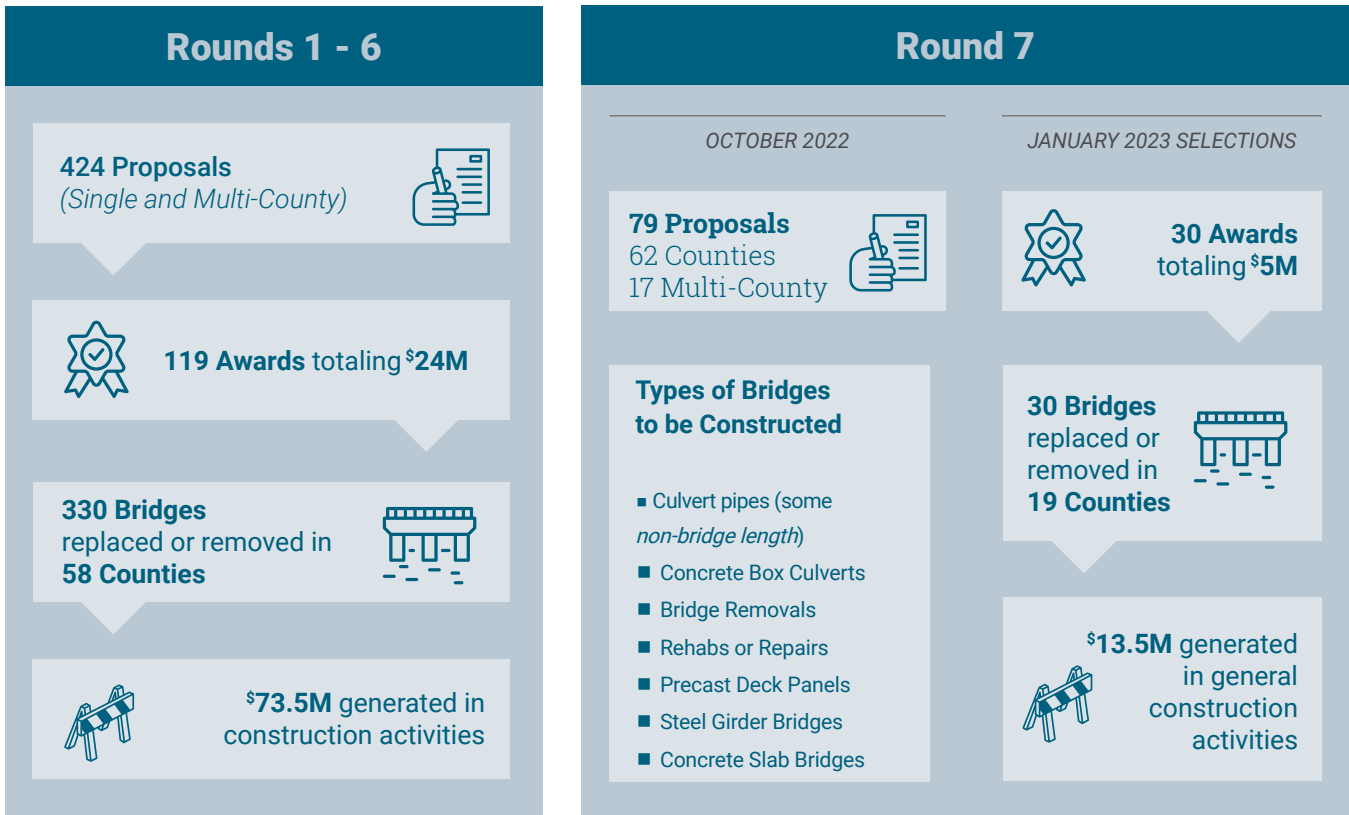
The County Bridge Match Program (CBMP) is an example of NDOT's commitment to working with local agencies and counties to address transportation concerns of the system statewide. CBMP allocates \$40 million from the Transportation Infrastructure Bank for the innovative replacement and repair of bridges on county roads through sunset in 2029. CBMP awards can fund 55% of the bridge construction costs.

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:

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

PROGRESS



To date, NDOT has awarded 149 projects and \$29 million dollars for CBMP. The next round of CBMP funding next year will award one million dollars 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



Before



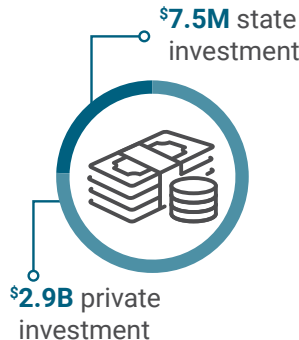
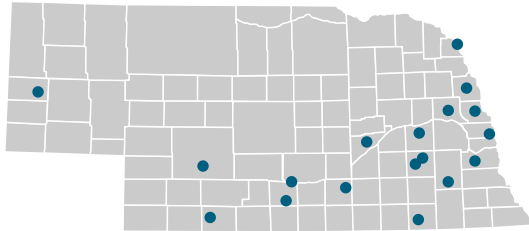
After

Lancaster county bridge from Round 6 County Bridge Match Program. 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



\$19.1M
Six Year Expected
Economic Benefit

Note: Project information is current as of October 2023. 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.

1,908 full-time jobs
projected



20 active projects



95% 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 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.
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PROGRESS

The seventh 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 result in \$750 million in private capital investment in the David City area. The infrastructure improvements for both projects are scheduled for construction in 2024. Overall, the EOP has 20 active or completed projects across Nebraska, from Gering to South Sioux City to Plattsmouth. Nineteen of the 20 projects are in rural areas.

The EOP estimates that the 20 projects will create over 1,900 new jobs. These full-time, high-quality jobs are within industries that NDED has identified as 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 \$2.9 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 \$19.1 billion. These jobs and economic activity were made possible by a total investment by NDOT of approximately \$7.5 million used to support \$43.9 million in infrastructure development and improvement. To date, the State of Nebraska has fully reimbursed fourteen projects for roughly \$5.2 million.

PROJECT HIGHLIGHT

The EOP was proud to partner with the City of Hastings to help secure Heartwell Renewables' development of a renewable diesel plant in Nebraska. The EOP agreed to provide a \$500,000 grant to assist with the \$835,000 cost of improvements to US-6/South ST necessary to support the heavy truck traffic entering and exiting the facility.

This infrastructure improvement was pivotal in securing Heartwell's commitment to investing \$300 million and creating 50+ jobs. NDED projects this facility will generate an economic impact of \$1.5 billion during its first six years of operations. The Hastings plant will use tallow feedstock and vegetable oils to manufacture a projected 80 million gallons of renewable diesel each year with operations expected to start in summer 2024.





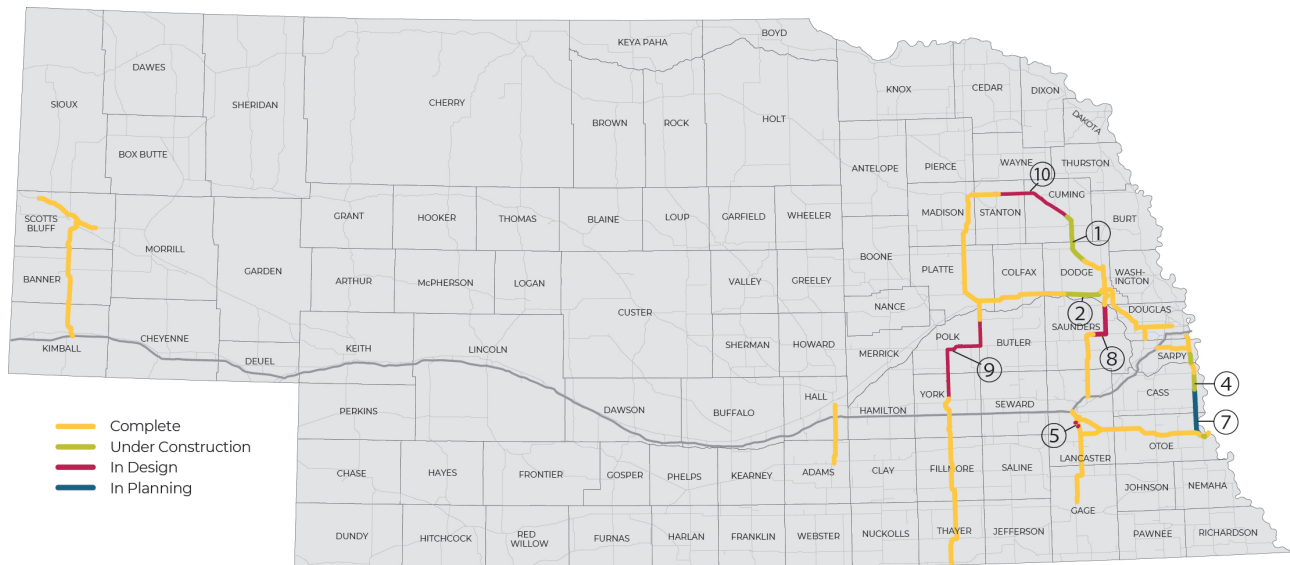
ACCELERATED CAPITAL IMPROVEMENT PROGRAM

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



Under Construction or Contract

- ① US-275 Scribner to West Point
4-Lane Divided Expressway
- ② US-30 North Bend to Fremont
4-Lane Divided Expressway on New Alignment
- ④ US-34/US-75 Murray to Plattsmouth
4-Lane Divided Expressway

In Planning

- ⑦ US-75 Nebraska City to Murray
4-Lane Divided Expressway

In Design

- ⑤ US-77 Lincoln West Beltway
Interchanges at Warlick Blvd. & Pioneers Blvd.
- ⑧ US-77 Wahoo to Fremont
4-Lane Divided Expressway
- ⑨ US-81 York to Columbus
4-Lane Divided Expressway
- ⑩ US-275 West Point to West of Pilger
4-Lane Divided Expressway

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**	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40	FY41	FY42
US-77 (Corridor No. 3)	5																							
Lincoln West Bypass	4.6		2,185	\$35.5																				
US-275 (Corridor No. 7)	46																							
Scribner North & South	5.34	6,410	910	\$64																				
Scribner North	4.38	6,370	1,145	\$40																				
West Point South	4.26	7,920	1,095	\$20																				
West Point North & South	4.58	8,570	1,245	\$29																				
Beemer – West Point	5.52	5,670	965	\$61																				
Wisner – Beemer	6.55	5,025	880	\$71																				
Pilger – Wisner	5	6,630	1,265	\$46																				
Pilger West	10.3	5,480	1,140	\$132																				
US-75 (Corridor No. 10)	23																							
Murray – Plattsmouth	5.8	4,360	520	\$55																				
Union South	9.62	4,360	520	\$106																				
Union – Murray	7.2	4,815	470	\$81																				
US-77 (Corridor No. 11)	19																							
Wahoo East	6.12	8,520	1,075	\$78																				
Mead North	5.05	4,850	775	\$65																				
Fremont South	4.97	5,605	880	\$65																				
US-30 (Corridor No. 12)	11																							
North Bend – Fremont	10.66	8,310	900	\$97																				
US-81 (Corridor No. 13)	41																							
York North	6.8	4,055	510	\$75																				
Stromsburg South	5.9	3,950	460	\$65																				
Stromsburg North	4.5	3,385	515	\$50																				
Osceola East & West	8.4	3,955	610	\$92																				
Shelby East & West	6.4	3,985	615	\$70																				
E Jct N-92 North	9	6,210	675	\$99																				

*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, \$1.9 billion has been spent on the Expressway System expansion. There are 136 miles of Expressway System either under construction or in preparation for construction. Traditional Expressway System expansion projects require 5-11 years of preparation prior to construction.



NDOT's projected timeline to construct the uncompleted expressway projects 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

275 Corridor Update

The hwy 275 expressway expansion is best described in three phases, Scribner to West Point, Norfolk to Wisner, and Wisner to West Point.

The First Phase

Scribner to West point is under construction anticipated to complete in 2024.

The Second Phase

From Norfolk to Wisner is being developed Federal-Aid eligible, which allows NDOT to continue to pursue competitive Federal Discretionary Grants and Earmarks. This phase is anticipated to be under construction 2025-2028.

The Third Phase

The Wisner to West Point Expansion is not being developed eligible for Federal Aid, therefor it will be funded with state funds only. This segment is anticipated to be under construction 2026-2029.

Lincoln South Beltway Opening

After decades of planning and project development and the use of innovative financing in December 2022, NDOT celebrated the opening mainline traffic on Lincoln South Beltway. Construction of the 11-mile east-west, four lane expressway in February of 2020 and has reduced congestion and improved regional mobility.

In early November, the 82nd street interchange was opened to traffic and the final connector to the Lincoln South Beltway, Jamaica Avenue, near 27th street, south of Saltillo road is anticipated to open to traffic in early 2024. Off-pavement construction is anticipated to complete in 2024.



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. This investment will improve safety on our highways, promoting economic growth throughout the state and advance our progress to complete the Expressway System.

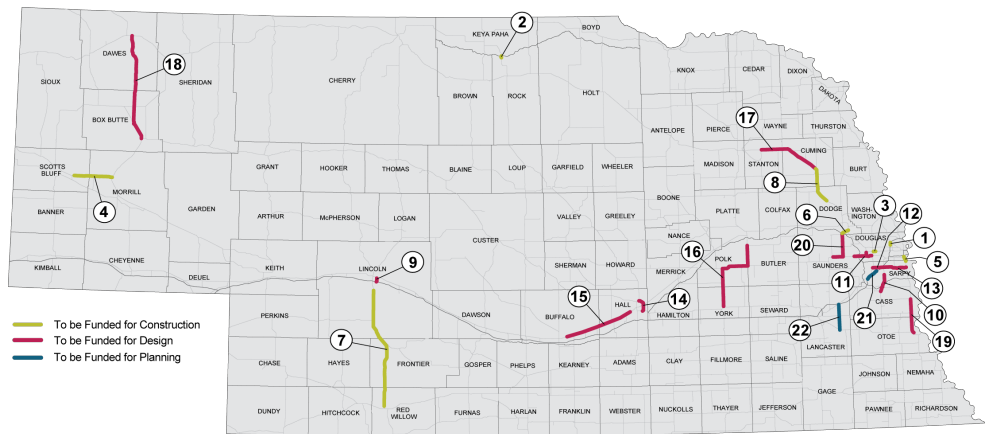
In September 2016, NDOT announced that 100% of the Expressway System was either complete, under construction or funded for construction or design.

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
- 6 Additional Lane, NB
US-77 Fremont Southeast
Beltway
- 7 4-Lane Divided Expressway
- 8 US-83 McCook to North Platte
Super 2



Selected for Design

- | | | |
|---|--|---|
| <ol style="list-style-type: none"> 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 | <ol style="list-style-type: none"> 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 | <ol style="list-style-type: none"> 19 US-75 Nebraska City to Murray
4-Lane Divided Expressway 20 US-77 Wahoo to Fremont
4-Lane Divided Expressway |
|---|--|---|

Selected for Planning

- 21 I-80 New Interchange(s), Omaha
New Interchange(s)
- 22 New Lincoln East Beltway
4-Lane Divided Highway



Westbound Traffic on I-80 Near Kearney



Lincoln South Beltway Opening



Traffic on Hwy 75 Between Murray and Plattsmouth