

2016

Transportation Innovation Act and Build Nebraska Act

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF ROADS



Pete Ricketts
Governor

Kyle Schneweis, P.E.
Director

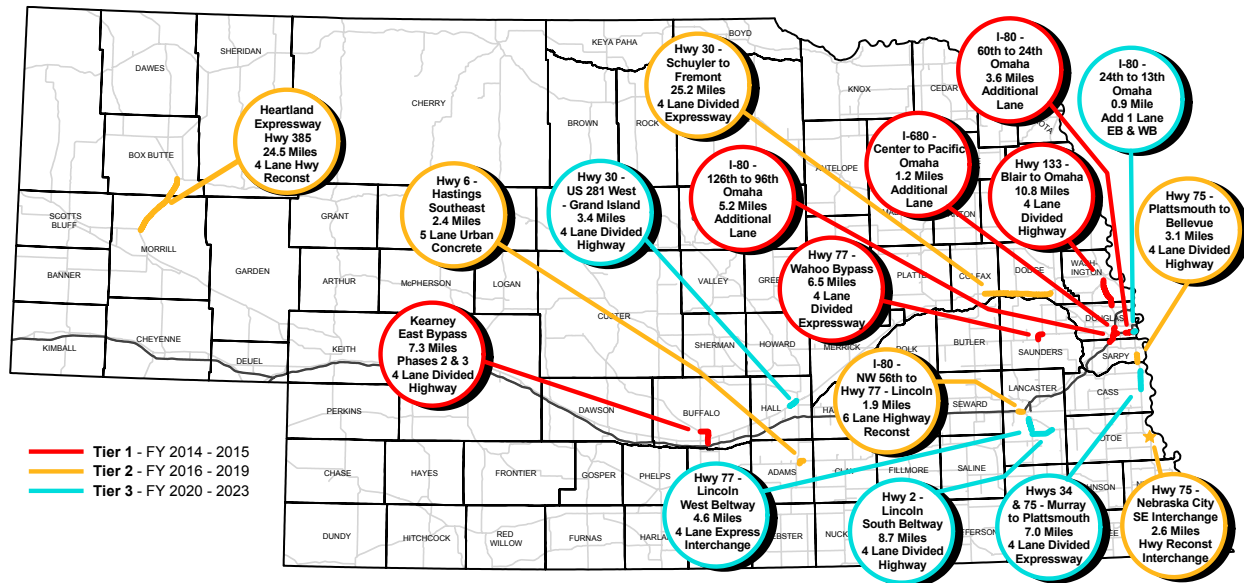
Executive Summary

Together the Transportation Innovation Act and the Build Nebraska Act have allowed us to plan for the future, not just for preservation. These strategic investments and tools for expedited planning, development and construction are helping deliver a 21st century infrastructure. The Build Nebraska Act and the Transportation Innovation Act are vital to Nebraska's continued quality of life and economic expansion.

Build Nebraska Act – First 10 Years

Enacted in 2011, the Build Nebraska Act (BNA) dedicates ¼ of 1 cent of general sales tax receipts for expansion of the Expressway System, federally designated High Priority Corridors, and other new projects on the State Highway System. This 20-year funding stream first became available in the fall of 2013 and is on track to generate an estimated \$1.2 billion through June of 2033. The first 10 years of BNA projects, extending through 2023, were announced in November 2011 by the Nebraska Department of Roads (NDOR).

Build Nebraska Act Projects The First 10 Years



(The Act directs the other 15 percent of total funding to counties and municipalities for their road and street systems through the Highway Allocation Fund.)

Transportation Innovation Act/Transportation Innovation Bank Fund

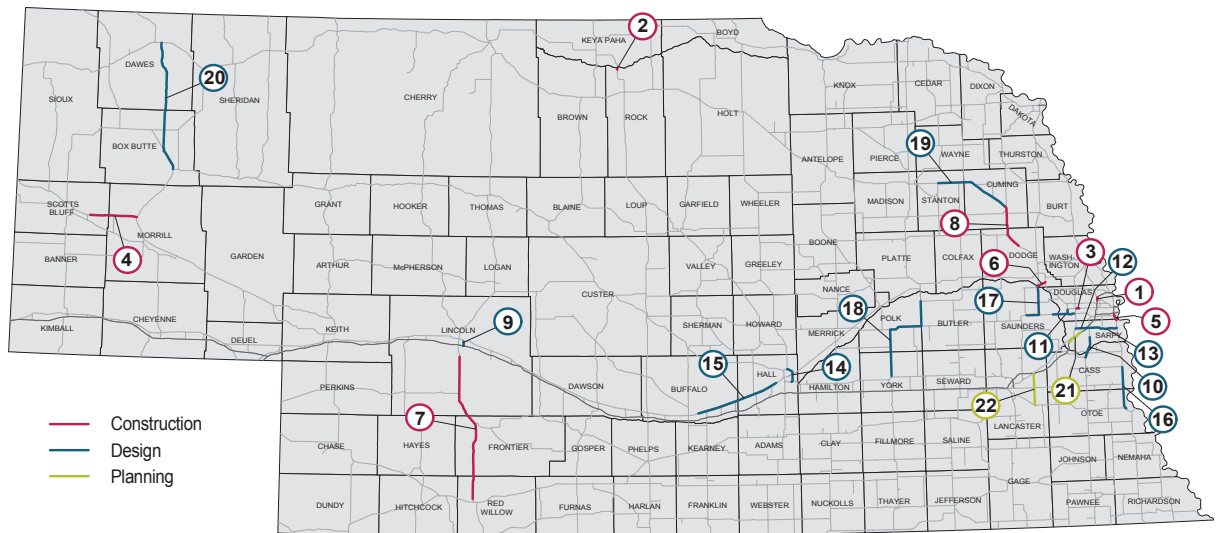
Enacted in April of 2016, the Transportation Innovation Act (TIA) provides new tools to accelerate project delivery and additional targeted funding for Nebraska transportation priorities. Initial capitalization of the Transportation Infrastructure Bank (TIB) Fund was provided by a \$50 million transfer this past July from the Cash Reserve Fund. An estimated \$400 million from NDOR's portion of the 2015 fuel tax legislation (Laws 2015, LB 610) also has been committed to the TIB Fund, for an estimated total of \$450 million through June 2033 for Nebraska projects that provide increased mobility, freight and safety benefits, thereby accelerating enhancements to the state's economy and quality of life. The TIA established three new programs to focus and deliver those objectives.

Accelerated State Highway Capital Improvement Program and BNA Next 10 Years

The Accelerated State Highway Capital Improvement Program is the largest component funded from the TIB. This new program targets highway investments that most impact the state's economy, delivering more than would be possible with the BNA alone to expedite and optimize improvements to Nebraska's infrastructure. The ASHCIP expires in 2033.

This past September, NDOR announced over \$300 million in new projects on the State Highway System to improve safety, promote economic growth and expand the Expressways. Projects were selected through the StEEP process that combines stakeholder input, engineering performance and economic expansion opportunity to reflect the best balance of needs and opportunities for Nebraska.

New BNA/TIA Projects Projects Selected for Construction, Design and Planning in the Next 10 Years of the Build Nebraska Act and the Transportation Innovation Act



Construction

- ① I-680 Fort Street - Irvington Street
6-Lane Reconstruction
- ② N-7 Bassett - Springview
Modernization
- ③ US-6 192nd & West Dodge Road,
Omaha Interchange Reconstruction
- ④ US-26 Minatare - 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 (Bypass) -
West Point (No Bypass)
4-Lane Divided Expressway

Project Cost (millions)

- \$29
- \$2
- \$17
- \$60
- \$10
- \$26
- \$60
- \$90

Design

- ⑨ I-80 Newberry Interchange and L56G to US-30
Modified Interchange and 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 - Grand Island
Super 2
- ⑯ US-75 Nebraska City - Murray
4-Lane Divided Expressway

- ⑰ US-77 Wahoo - Fremont
4-Lane Divided Expressway
- ⑱ US-81 York North
4-Lane Divided Expressway
- ⑲ US-275 West Point - Pilger
4-Lane Divided Expressway
- ⑳ US-385 Alliance - Chadron
Super 2

Planning

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

Those projects represent a significant portion of the funds that will become available to the State for capital improvement projects from the TIB Fund (2016-2033) and the next 10 years of BNA funds (2024-2033). The decision not to commit all of the combined funding stream at this time was made purposefully in order to provide flexibility to address changing needs and to leverage future opportunities to full advantage. The \$300 million in new projects announced in September 2016 represents a major new commitment for planning, design and construction for the Nebraska's current and emerging transportation needs.

The TIA also opened new avenues such as Design-Build and Contract Manager/General Contractor for NDOR to expedite the delivery of major, complex projects. While not replacing the Design-Bid-Build method, these new alternatives will be used selectively where the earliest possible mobility, freight, safety and economic benefits have been urged by the public. NDOR has developed *Guidelines for Accelerated Project Delivery* that will be made available to the public on the Department's website in January 2017. During the development of those guidelines, NDOR solicited input from key stakeholders, including American Council of Engineering Companies of Nebraska (ACEC), the Associated General Contractors of America – Nebraska Chapter (AGC) and the Federal Highway Administration (FHWA). The first project using the Design-Build accelerated project delivery method has been selected, and a request for qualifications (RFQ) will be released soon to begin development of the 20-plus miles of Expressway on US-275 between Scribner and West Point.

County Bridge Match Program

The County Bridge Match Program (CBMP) recognizes that the current condition of Nebraska's rural bridges impedes mobility across much of Nebraska and challenges our agricultural economy. This TIA program pilots innovative solutions to expedite the repair or replacement of structurally deficient bridges on county road systems. Program details were developed jointly by NDOR and a statewide Working Group made of county officials.

Up to \$40 million from the TIB Fund is allocated for CBMP projects; the program expires in 2023.

- Selection Criteria and the initial Request for Proposals (RFPs) were posted October 14, 2016 and widely publicized. A total of \$4 million is allocated for the initial round and those proposals were due November 28, 2016. Future rounds of RFPs will follow.
- Over 80 proposals reflecting an estimated \$22 million in total project costs were received. The selected projects will be announced in January.
- CBMP awards will cover 55 percent of the bridge construction costs, up to \$150,000 for any individual bridge.
- Projects submitted are being scored on a series of factors including innovation, significance and need.
- Funding distribution will reflect the number of structurally deficient bridges in the respective NACO Districts: Southeast, Northeast, Central, West Central and Panhandle.
- For selected first-round projects, counties must execute program agreements with NDOR by March 31, 2017, for their awarded projects and construction must be completed by December 31, 2018. It is anticipated that construction of some projects from the initial round will start in the spring of 2017.
- A county will receive 70 percent of program funds prior to construction and the remainder upon completion of the project.
- Program details are available on the NDOR website at <http://www.roads.nebraska.gov/projects/grow-ne/bridge/>.

Economic Opportunity Program

The Economic Opportunity Program (EOP) targets transportation projects that connect new or expanded businesses to Nebraska's multimodal transportation network, thereby helping create jobs and private investment in Nebraska. This TIA program is being led by NDOR with assistance from the Nebraska Department of Economic Development. Additional guidance is being provided by a Working Group consisting of representatives from around the state, including economic developers, representatives of private industries, and an elected official. NDOR undertook a thorough review of similar programs being used in six other states, including Michigan, Kansas, Wisconsin, South Dakota, Minnesota, and Illinois. Findings were presented to the Working Group to help identify best practices from across the country.

Up to \$20 million from the TIB Fund is allocated for the program, which expires in 2033. Development of the Economic Opportunity Program is in final refinement. A few of the tenets of the program include:

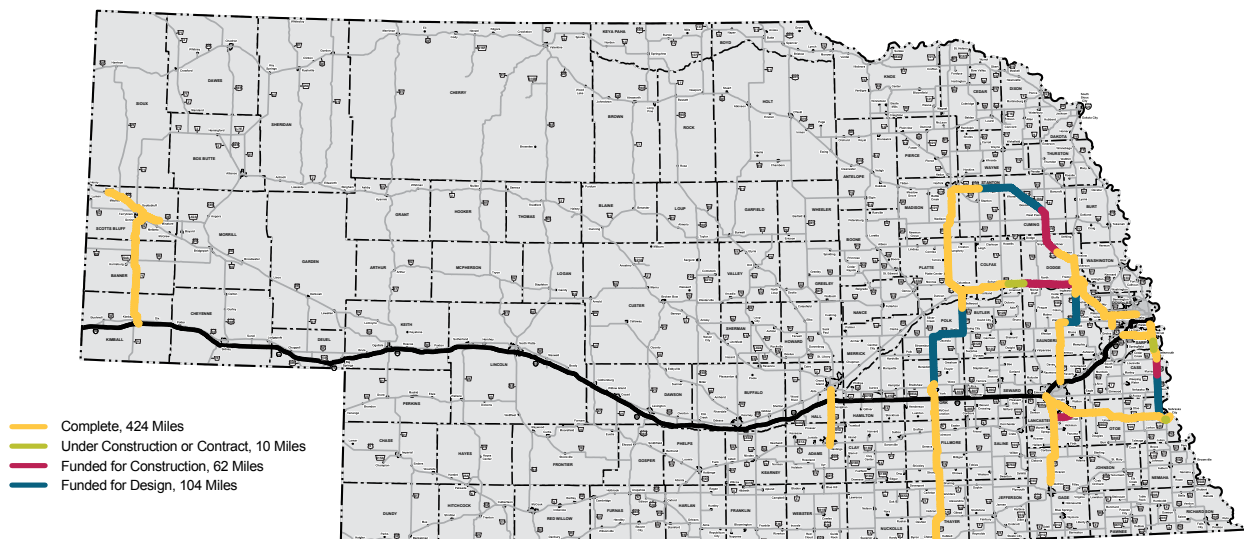
- Program Guidelines and the Application Form will be posted on NDOR's website.
- Matching funds are required.
- The applicant must demonstrate a positive economic impact prior to selection.
- Any selected project with unmet obligations will be subjected to reimbursement and repayment of the EOP funds.

Expressway System Completion

One-hundred percent of the Expressway System is either complete, under construction, in design, or in planning. This is a significant investment for the State and the Department will use a continuous evaluation process to assess need based on engineering performance, stakeholder input and economic expansion opportunity, to ensure the awarded projects serve all Nebraskans.

Original Nebraska Expressway System (1988)

Current Status, Revised September 2016



Anticipated Construction Date	Project Description	Length ***	Cost
1. First 10 BNA Expressway Not Yet Under Construction			
2020-2023	US-77, Lincoln West Beltway Interchanges at Warlick Blvd. and Pioneers Blvd.*	4.2	\$25
2020-2023	Hwy. 2, Lincoln South Beltway 4-Lane Divided Expressway on New Alignment*	9	\$200
2019	US-30, Rogers to North Bend 4-Lane Divided Expressway on New Alignment*	10	\$50
2019	US-30, North Bend to Fremont 4-Lane Divided Expressway on New Alignment*	11	\$66
2020-2023	US-75, Murray-Plattsmouth 4-Lane Divided Expressway*	7	\$42
Total:1		41.2	\$383
2. Expressway Selected for Construction			
	US-77, Fremont Southeast Beltway 4-Lane Divided Expressway on New Alignment**	4	\$26
2019	US-275, 4-Lane Divided Expressway between Scribner and West Point, and Bypass around Scribner**	25	\$90
Total: 2		29	\$116
Total: 1 & 2		70.2	\$499
3. Expressway Selected for Design			
	US-75, 4-Lane Divided Highway from Nebraska City to Murray**	17	\$79
	US-77, 4-Lane Divided Expressway from Wahoo to Fremont**	16	\$68
	US-81, 4-Lane Divided Expressway from York to Columbus**	43	\$214
	US 275, 4-Lane Divided Expressway from West Point to Pilger and Bypass around Pilger**	29	\$152
Total: 3 Selected for Design		105	\$513
Total: 1, 2 & 3 (Selected for Design and Construction)			\$1,012

* Project costs as shown in 2017 Program Book include: PE, ROW, Construction and Construction Engineering inflated for an assumed construction year.

** Project costs are based on planning level information include: PE, ROW, Construction and Construction Engineering in today's dollars.

*** Project lengths are consistent with Program Book or CI Selection Handouts but may not directly correlate to 600-mile Expressway Map (Relinquishments, Bypasses, Interchanges)

Conclusion

Nebraska depends on transportation for its economy and the quality of life of its citizens. Successive generations of Nebraskans have invested in and brought us the State Highway System we have today. The most recent commitment to that remarkable vision to support and improve the state's transportation infrastructure is the Transportation Innovation Act. Building on the original Needs Study mandated by the Legislature in 1988 and on the Build Nebraska Act earlier this decade, the TIA resolutely has set Nebraska on a course to improve its vital transportation infrastructure through FY-2033.

NDOR Mission Statement

We provide the best possible statewide transportation system for the movement of people and goods.

