

Build Nebraska Act
and
Transportation Innovation Act



NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

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2021

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 \$1.6 billion for NDOT before sunset in June 2033.

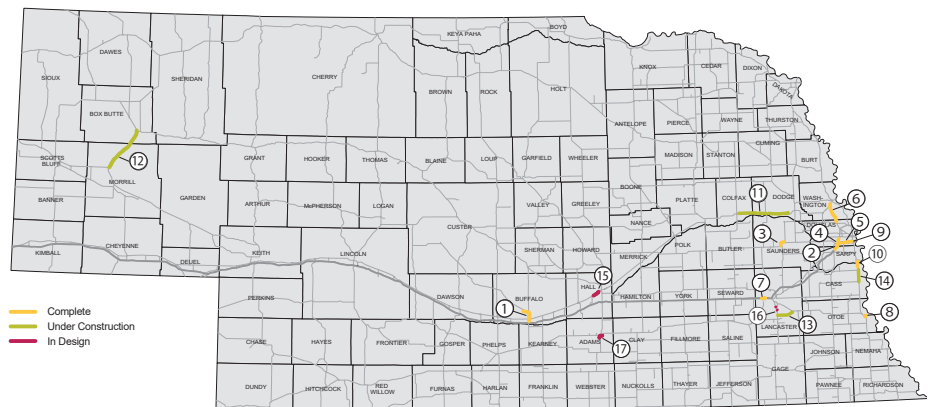
PROGRAMS AND PROGRESS

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 Projects 2014-2033

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



— Complete
— Under Construction
— In Design

Under Construction

Estimate (millions)

- 11 US-30 Schuyler to Fremont
4-Lane Divided Expressway \$181
- 12 US-385 L62A to Alliance
4-Lane Divided Highway \$70
- 13 N-2 Lincoln South Beltway
4-Lane Divided Expressway on New Alignment \$461
- 14 US-34 / US-75 Murray to Plattsmouth
4-Lane Divided Expressway \$55

In Design

Estimate (millions)

- 15 US-30/281 West Grand Island
4-Lane Divided Expressway \$41
- 16 US-77 Lincoln West Beltway
Interchanges at Warlick Blvd. & Pioneers Blvd. \$35
- 17 US-6 Hastings Southeast
3-Lane Urban Highway \$31



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 \$442 million will be generated for infrastructure investments prior to 2033.

PROGRAMS AND PROGRESS

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



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.

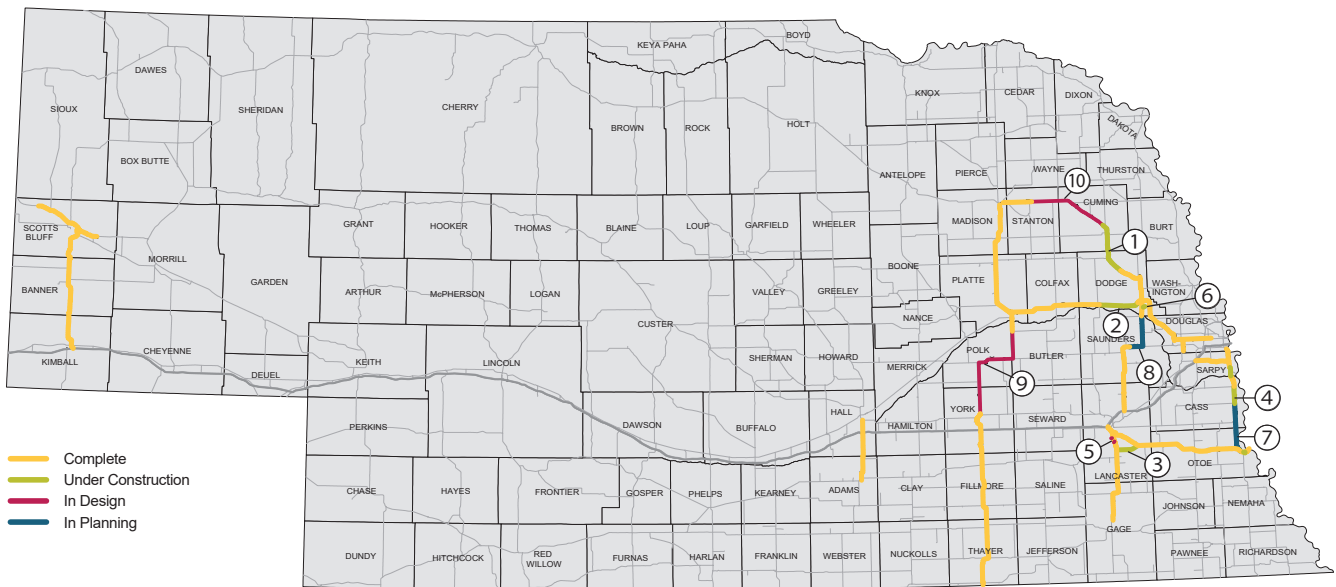
PROGRESS

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**

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	\$120
② US-30 North Bend to Fremont 4-Lane Divided Expressway on New Alignment	\$80
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	\$77

In Design	Estimate (millions)
⑤ US-77 Lincoln West Beltway Interchanges at Warlick Blvd. & Pioneers Blvd.	\$40
⑨ US-81 York to Columbus 4-Lane Divided Expressway	\$287
○ US-275 West Point to West of Pilger 4-Lane Divided Expressway	\$195

In Planning	Estimate (millions)
⑦ US-75 Nebraska City to Murray 4-Lane Divided Expressway	\$120
⑧ US-77 Wahoo to Fremont 4-Lane Divided Expressway	\$113

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 below, assuming development is not constrained by the following:

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

Current Construction Schedule for the Uncompleted Expressway System																								
Location	Length	ADT*	Truck ADT*	Total Cost**	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40
US-77 (Corridor No. 3)	5																							
Lincoln West Bypass	4.6	27,765	2,185	\$34.5																				
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	\$38.6																				
Wisner – Beemer	6.55	5,025	880	\$45.9																				
Pilger – Wisner	5	6,630	1,265	\$32.9																				
Pilger West	10.3	5,480	1,140	\$78.0																				
US-75 (Corridor No. 10)	17																							
Murray – Plattsmouth	5.8	4,360	520	\$55.2																				
Union South	9.62	4,360	520	\$86.6																				
Union – Murray	7.2	4,815	470	\$64.8																				
US-77 (Corridor No. 11)	16																							
Fremont South Beltway	6.12	9,900	605	\$75.4																				
Wahoo East	6.12	8,520	1,075	\$42.8																				
Mead North	5.05	4,850	775	\$35.4																				
Fremont South	4.97	5,605	880	\$34.8																				
US-30 (Corridor No. 12)	11																							
North Bend – Fremont	10.66	8,310	900	\$89.0																				
US-81 (Corridor No. 13)	41																							
York North	6.8	4,055	510	\$47.6																				
Stromsburg South	5.9	3,950	460	\$41.3																				
Stromsburg North	4.5	3,385	515	\$31.5																				
Osceola East & West	8.4	3,955	610	\$58.8																				
Shelby East & West	6.4	3,985	615	\$44.8																				
E Jct N-92 North	9	6,210	675	\$63.0																				

*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

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.

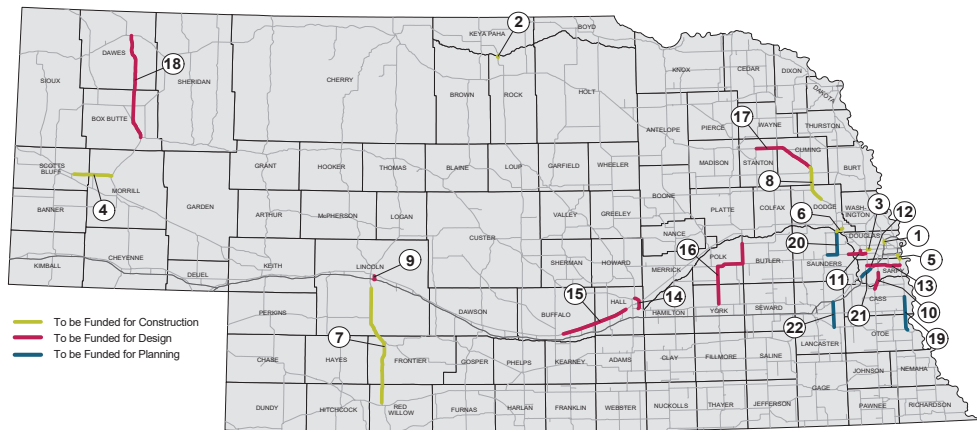
In September 2016, NDOT announced that 100% of the Expressway System was either complete, under construction or funded for construction or design.

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

Expressway System Highlights

Development for US-81 Expressway Expansion is Underway

Preliminary design and environmental analysis for more than 40 miles of U.S. Highway 81 (US-81) Expressway System expansion between York and Columbus began summer of 2021. The current strategy for this corridor expansion includes a 2+2 design, which involves using the existing two lanes of US-81 and adding two new lanes adjacent to the existing lanes. The existing lanes of US-81 will be resurfaced and modernized in conjunction with the two-lane expansion. This expansion will improve regional connectivity and mobility. Engagement with the communities along this corridor such as York, Stromsburg, Osceola, Shelby and Columbus will be an important component of the project development process.

Construction Begins on the Final Segment of US-30 Expressway Expansion

In fall of 2021, construction began for the final 10 miles of new bridges and pavement, expanding capacity on U.S. Highway 30 (US-30) between North Bend and Fremont. As construction from North Bend to Fremont begins, nearly 35 miles of US-30 expansion between Schuyler and North Bend is wrapping up. This final segment of US-30 is anticipated to be open to traffic in 2024 and will complete 120 miles of regional Expressway connectivity between the communities surrounding Norfolk, Columbus, Fremont and Omaha.



COUNTY BRIDGE MATCH PROGRAM

OVERVIEW

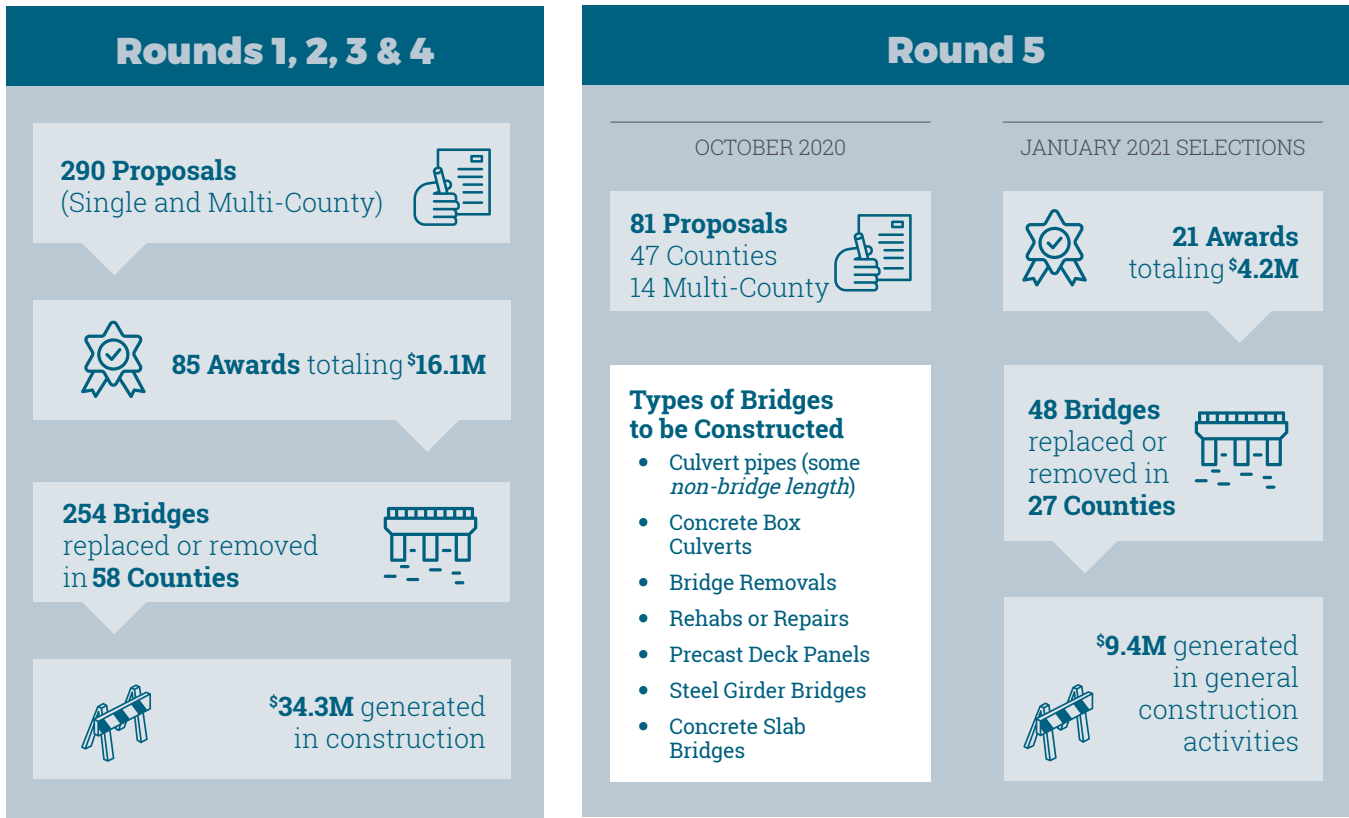
The County Bridge Match Program (CBMP) is an example of NDOT's commitment to working with local agencies and counties to address transportation concerns of the system statewide. CBMP allocates up to \$40 million from the Transportation Infrastructure Bank for the innovative replacement and repair of deficient bridges on county roads. CBMP awards will fund 55% of the bridge construction costs, up to \$200,000 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:

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

PROGRESS



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.

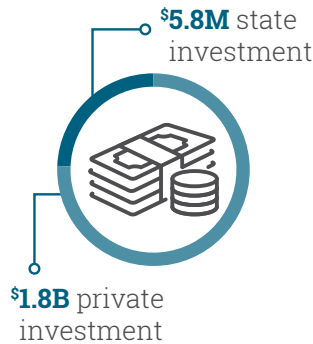
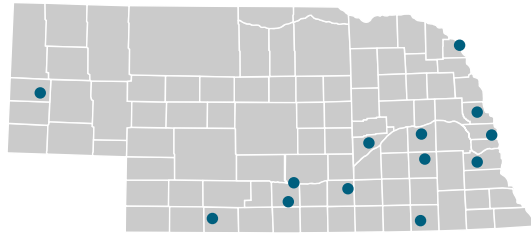


Thayer County bridge before and after reconstruction. Information about the County Bridge Match Program (CBMP) and the list of selected bridges is available at: dot.nebraska.gov/projects/tia/bridge-match/.



ECONOMIC OPPORTUNITY PROGRAM

OVERVIEW



\$8.9B Six Year Expected Economic Benefit

Note: Project information is current as of November 2021. 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.

917 full-time jobs projected



16 active projects



93% 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 fifth year of the EOP saw the approval of three new EOP grants, all of which are from rural areas. All three projects remain active and are progressing. One project was let in 2021 and will be completed in spring 2022, while the remaining two should be complete by summer 2022. Overall, the EOP has 16 active projects across Nebraska, from Gering to South Sioux City to Hallam. Fifteen of the 16 active projects are in rural areas.

The EOP estimates that the 16 projects will create a total of 917 new jobs. These full-time, high-quality jobs are within industries that NDED has identified as a priority, such as manufacturing, research and development, or transportation logistics, to name a few. In addition to jobs, these projects bring a total of approximately \$1.8 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 operation of these companies will have an impact on the state's economy of approximately \$8.9 billion. These jobs and economic activity were made possible by a total investment by the State of Nebraska of approximately \$5.8 million used to support \$22.7 million in infrastructure development and improvement. To date, the State of Nebraska has reimbursed six projects for roughly \$2 million.

Project Highlight

The EOP was proud to partner with Dodge County and VCS on a new 200,000 sq. ft. protein cold storage facility in 2021. The EOP agreed to provide a \$350,000 grant to assist with the \$1,000,000 cost of paving a segment of N Yager RD northeast of Fremont. This infrastructure improvement was instrumental in securing VCS's commitment of \$50,000,000 in private capital investment and 51 quality, full-time jobs. This development is projected by NDED to generate an economic impact of \$90,500,000 during its first six years of operations. These are all parts of the business's Phase 1 plans, which should be complete and operational in 2022. A second phase could result in an additional 100,000 sq. ft. of processing space and another 25 high-quality jobs for the Dodge County area.



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