



# Broadband Update

Patrick Redmond, Interim Broadband Director  
Highway Commission Meeting  
May 19, 2023

# Agenda

- Timeline
- Challenge Process
- Grant Action
- Outreach Efforts

# Timeline

- June 30, 2023 – Notice of available amounts
- Aug. 12, 2023 – 5-year plan due to Federal Govt
- Dec. 27, 2023 – Initial proposal due

# Challenge Process

1. National Telecommunications & Information Administration (NTIA) will provide a model to utilize
2. Challenges can be initiated once
  - a. Initial Proposal V1 is approved
  - b. Initial Proposal V2 is submitted
3. Challenges can be provided by
  - a. Local government orgs
  - b. Nonprofit orgs
  - c. Broadband service providers

# Challenge Process

## 4. Challenge Timeline

- Entire process must be completed within 90 days
- Need to provide 2 weeks for challenge and rebuttal submissions
- Final location classifications must be published at least 60 days before states can allocate grant funds

# Grant Actions - Requirements

1. 100/20 (FED), 100/100 (NE)
2. Maximum of 100ms latency
3. 25% match requirement
4. Except in definitional high-cost areas
5. Limit grants to \$5 million

# Grant Actions - Scoring

1. Priority broadband projects are considered first
  - Minimal BEAD program outlay (higher match = higher score)
  - Affordability
  - Fair Labor Practices
  - Additional Criteria
2. Scored on number of unserved locations (min 80%)
  - Underserved locations scored next
3. Scored based on % of unserved locations

# Outreach Efforts

1. Required to engage with stakeholders through entire process
2. Engagement must demonstrate:
  - Full geographic coverage
  - Meaningful engagement and outreach to diverse stakeholder groups
  - Utilization of multiple awareness and participation mechanisms/methods
  - Process transparency
  - Outreach to and direct engagement of unserved and underserved communities



# US-30 Jct. US-281 West, Grand Island

Mick Syslo, P.E.  
State Roadway Design Engineer

May 19, 2023

**BUILD NEBRASKA ACT**  
**THE NEXT 10 YEARS**

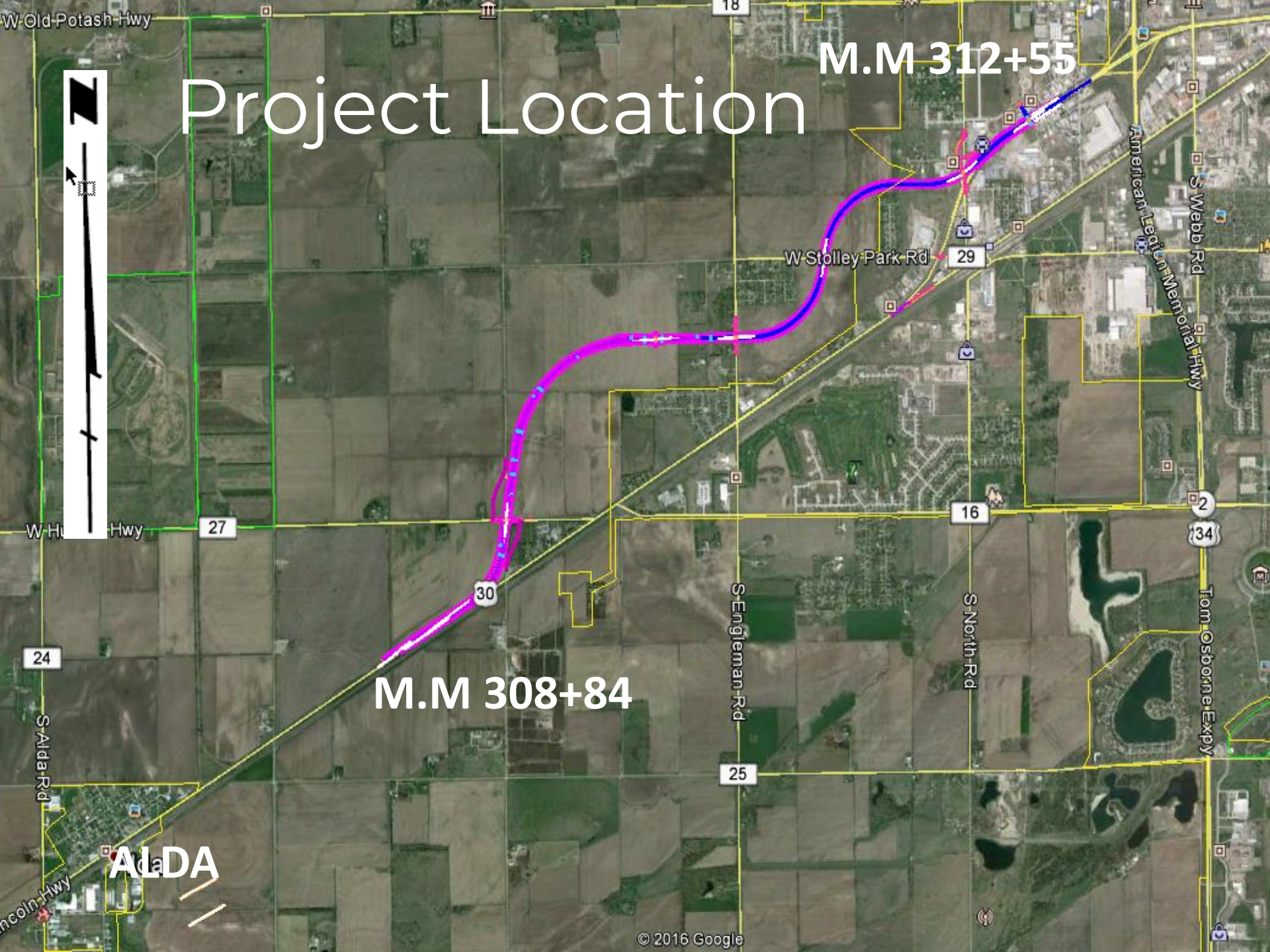
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# Project Location

M.M 312+55

M.M 308+84



Alda



# Purpose and Scope

Some main purposes of this project is to increase the capacity of US-30 through this corridor to accommodate the traffic growth and improve undesirable skewed intersections.

The primary scope of the project is to construct a new 4-lane expressway.



W Old Potash Hwy

M.M 312+55

RURAL

URBAN

W Stolley Park Rd

American Legion Memorial Hwy

S Webb Rd

W Hwy

27

16

2

34

Tom Osborne Expy

24

S Alda Rd

30

25

18

29

16

25

M.M 308+84

S Engleman Rd

S North Rd

Alda

Lincoln Hwy



# Design Typical



RURAL SECTION  
West of Engleman



URBAN SECTION  
East of Engleman

# **Review of Project Timeline**

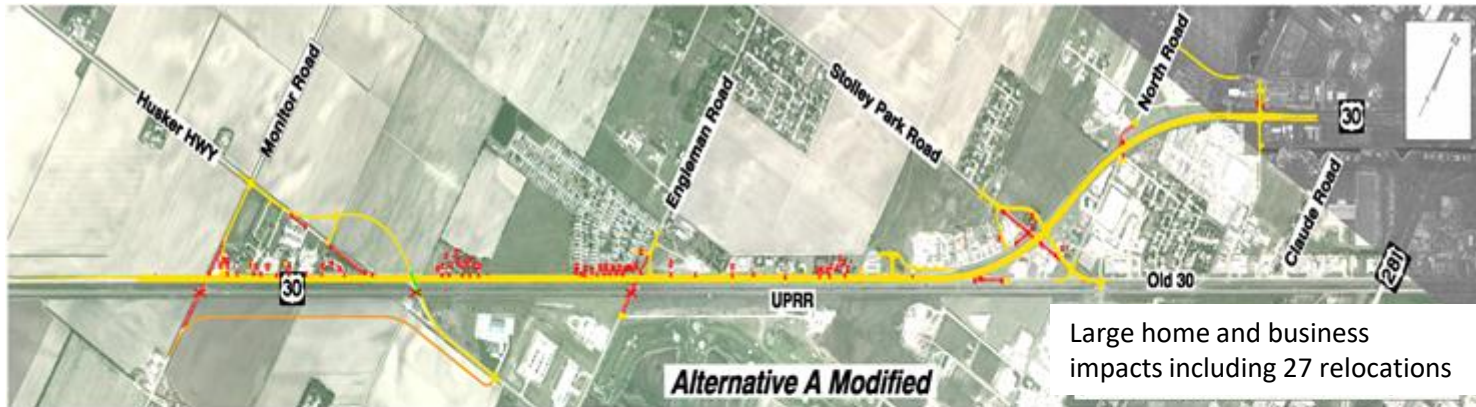




# 2006 Public Meeting *(Introducing Alternatives)*



# 2008 Public Meeting (Present Refined Alternatives)





# Build Nebraska Act (BNA)

- In 2011 BNA legislation passed and funding was made available for capital improvement projects.
- With the BNA funding we started this project in 2013 and revisited the preferred Alt. B.



# APRIL 12<sup>TH</sup>, 2016 INFORMATION MEETING



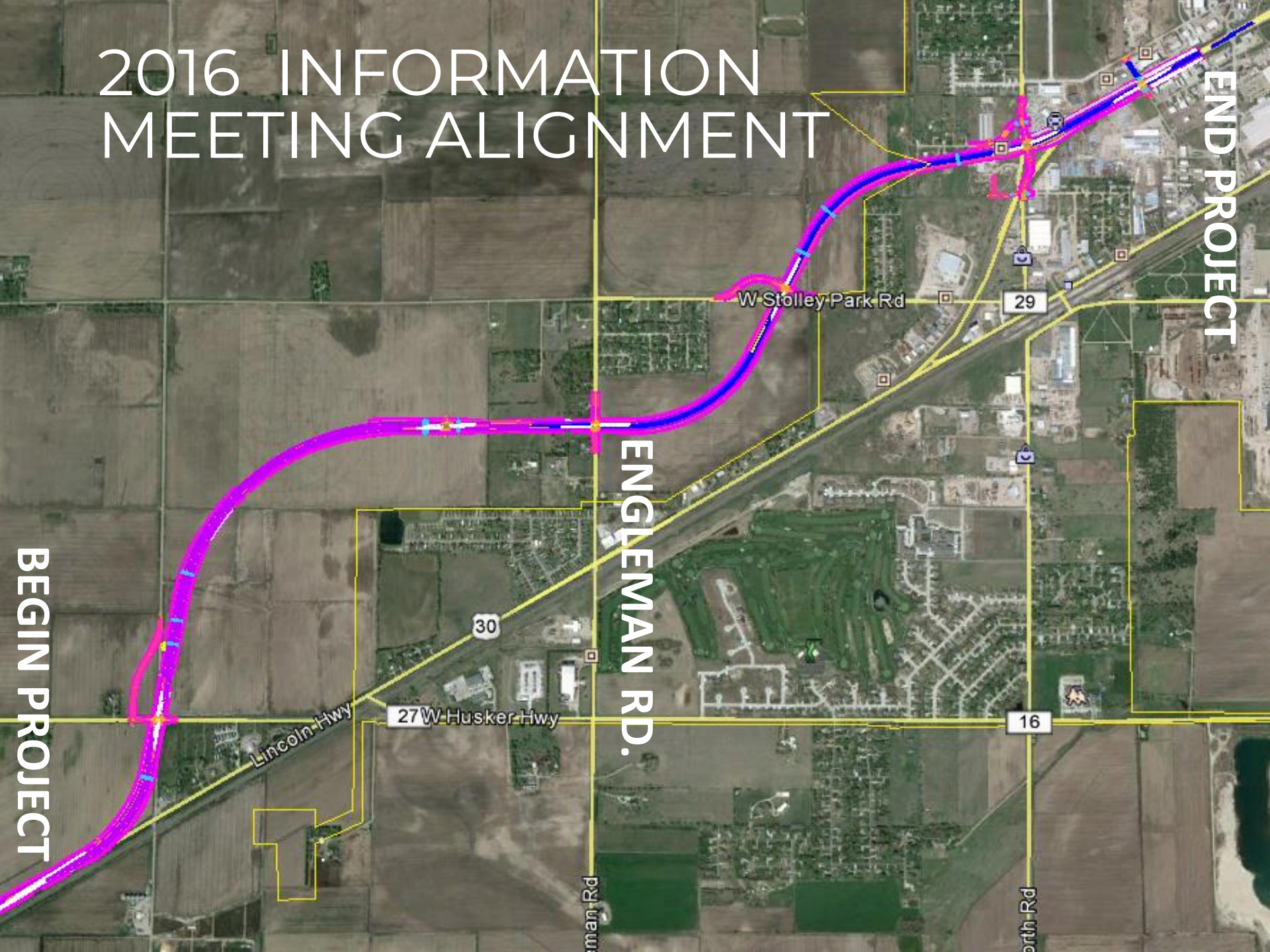


# 2016 INFORMATION MEETING ALIGNMENT

END PROJECT

ENGLEMAN RD.

BEGIN PROJECT



Lincoln Hwy

27 W Husker Hwy

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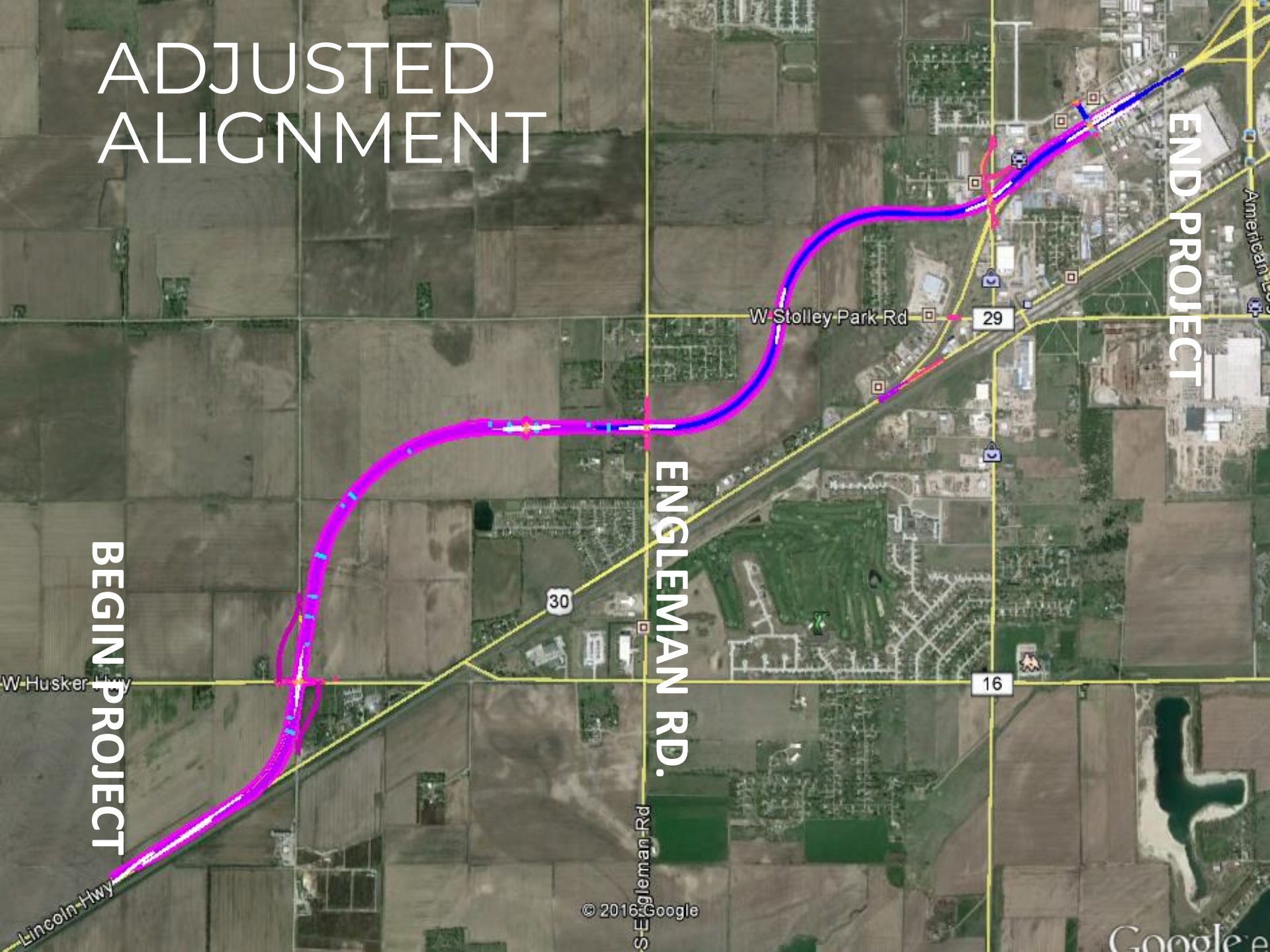
# What we did...

- Adjusted US-30 alignment
  - Adjustment reduced impacts to business and homeowner properties.
  - Held one-on-one meetings with 16 business and homeowners impacted by the project. Communicated adjustments to alignment and mitigation commitments.





# ADJUSTED ALIGNMENT



BEGIN PROJECT

END PROJECT

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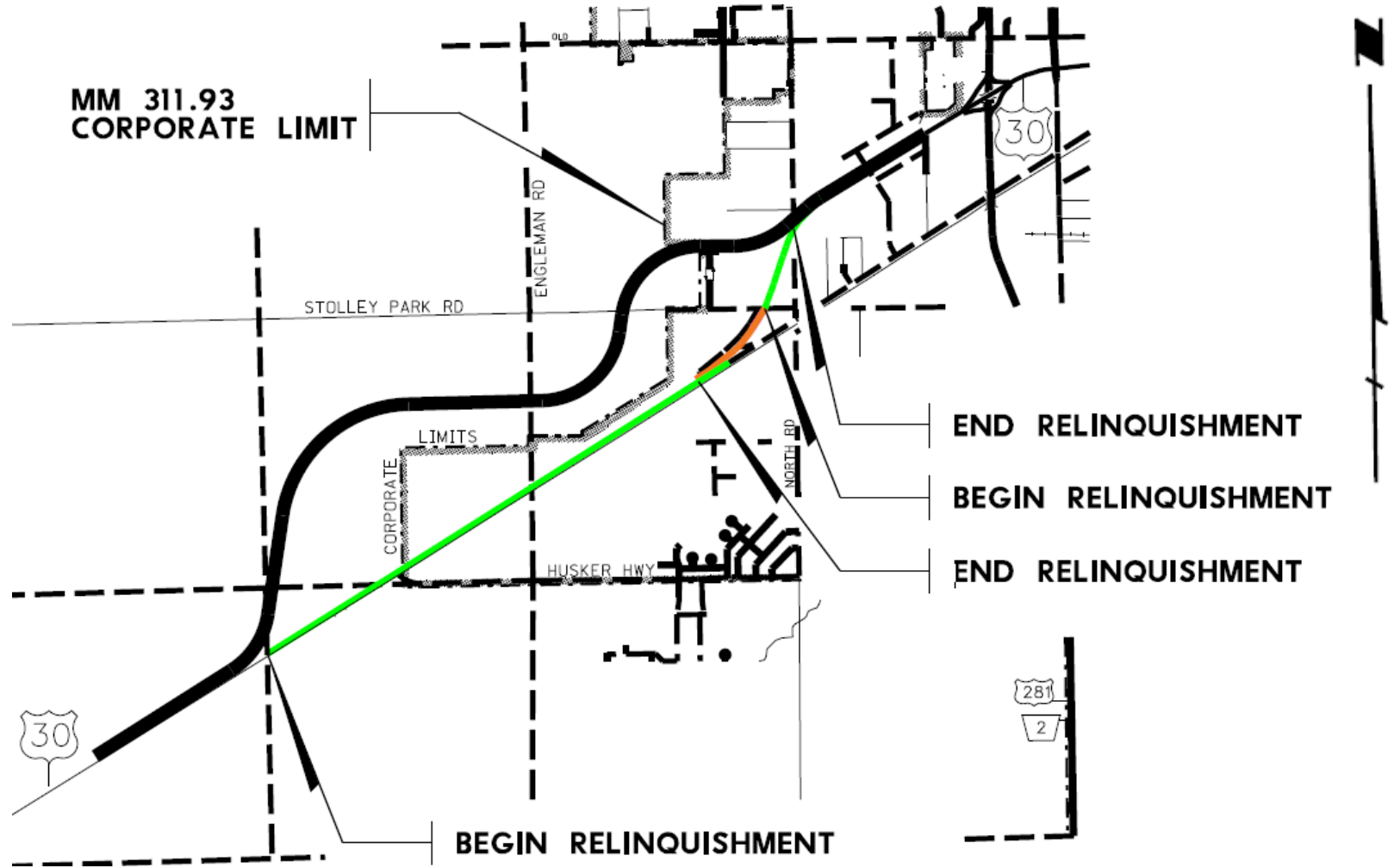
Lincoln Hwy

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# Project Relinquishments



# Project Status

- ROW Status
  - 75% Complete
- Letting Fall 2023
  - \$46 million
- Construction
  - Start Spring 2024
  - Complete Fall 2025



**Any Questions?**





# Civil Rights Update

Highway Commission Meeting  
May 2023

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# Presentation Overview

## **Nebraska Transportation Program**

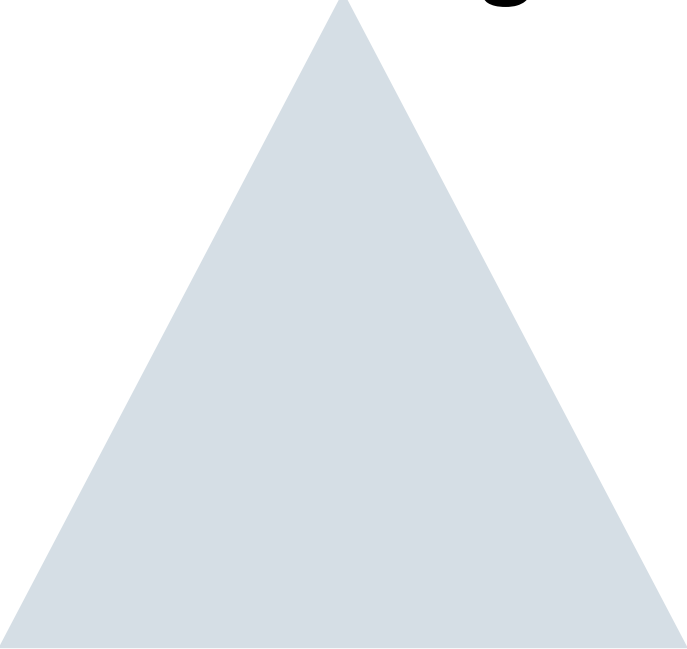
Amy Starr, NDOT Program Management Engineer

## **How Nebraskans Benefit from DEI and Civil Rights Compliance**

Kimberly Baker, NDOT Diversity, Equity, and Inclusion (DEI) Manager

# Nebraska Transportation Program

Funding



Project Delivery

Asset Condition

# Bipartisan Infrastructure Law

## Created the Justice40 Initiative

### Sets a goal that 40% of investments benefit the communities by:

- Increased affordable transportation
- Improving connection to good paying jobs and health care
- Improving quality of life

### Applies to specific Formula and Discretionary programs such as:

- National Highway Freight Program- *Formula*
- Carbon Reduction Program- *Formula*
- PROTECT (Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation)- *Formula and Discretionary*
- Disadvantaged Business Enterprise Supportive Services- *Formula*
- On-the-Job Training Supportive Services- *Formula*

# Justice40 Identified 6 Categories of Investment

## **Transportation**

Communities that spend more and take longer to get where they need to go

## **Health**

Communities with adverse health outcomes, disabilities, and low access to health care services

## **Environmental**

Communities experiencing disproportionately high levels of pollutants and toxins

## **Economic**

Communities with high levels of poverty, and low access to jobs and education

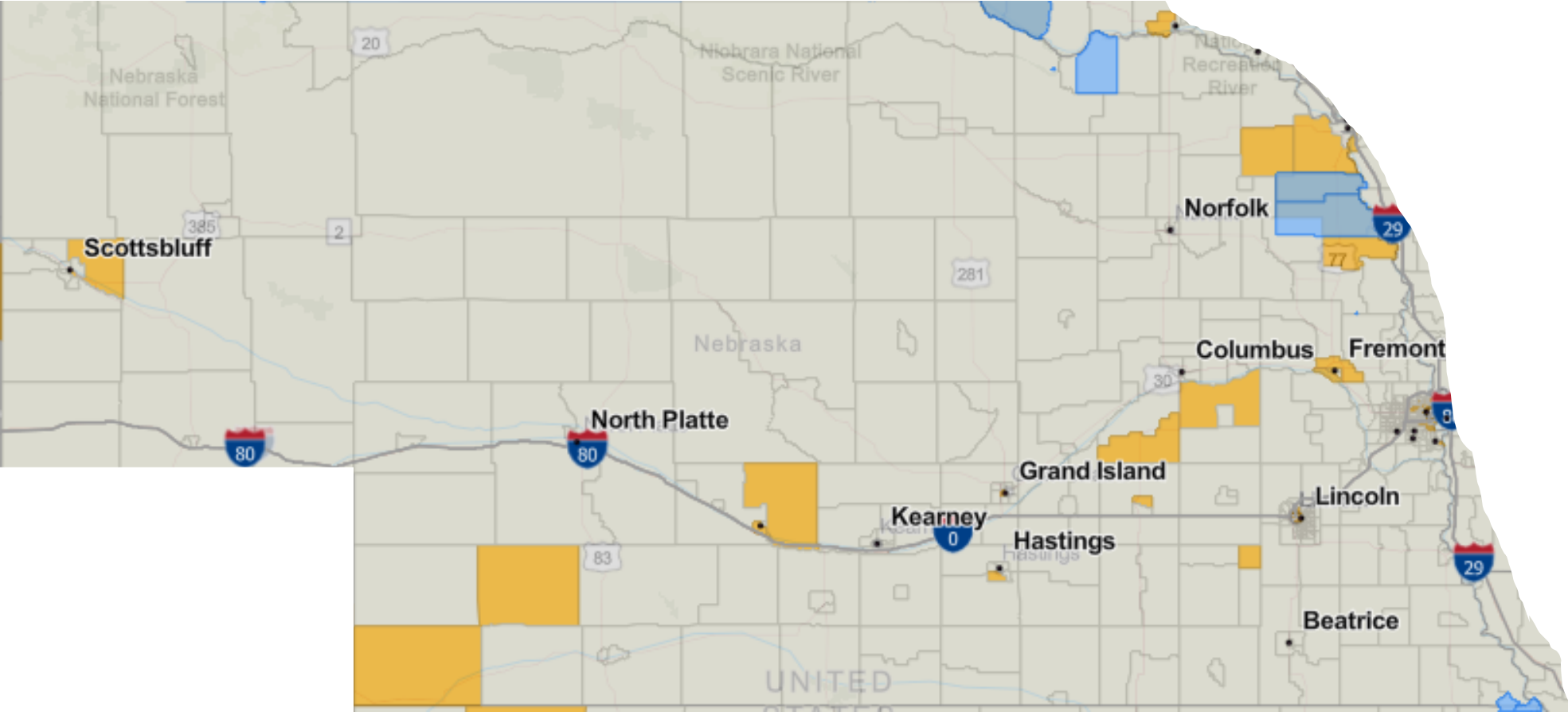
## **Resilience**

Communities vulnerable to hazards caused by natural disasters such as flooding and wildfires

## **Equity**

Communities with a shared history of discrimination or other forms of disadvantage

# Potential Investment Areas



# Improving Discretionary Grant Applications

- Make changes based on feedback from previous rejections
- Identify projects that better align with Justice40 Initiatives that improve Nebraskans accessibility, resilience, and equity.
- Expand Existing Diversity, Equity, and Inclusion (DEI) at NDOT
  - Increase awareness and beneficial impacts
  - Modernize policies and business practices
  - Gather and analyze data to determine DEI impacts

# Presentation Overview

## **Nebraska Transportation Program**

Amy Starr, NDOT Program Management Engineer

## **How Nebraskans Benefit from DEI and Civil Rights Compliance**

Kimberly Baker, NDOT Diversity, Equity, and Inclusion (DEI) Manager



# How Nebraskans benefit from DEI and Civil Rights compliance

## Project Delivery

- Assess when and how to engage with minority, low-income, and Limited English Proficiency communities
- Review ADA Accessibility and transition to compliance
  - Sidewalks (ADA curb ramps)
  - Pedestrian access during construction
- Title VI –Discrimination Prevention
  - Assess business practices for public involvement, land purchases, etc.
  - Coordinate with and provide training for Federal-aid recipients
    - Transit and Local Public Agencies (Cities/Counties)
    - Eligibility to receive Federal funds

# How Nebraskans benefit from DEI and Civil Rights Compliance

## **Certify Minority and Women Owned businesses as Disadvantaged Business Enterprises (DBE)**

- Increase competition
- Grows small business
- Allows Nebraska businesses to compete for Federal work in other States

## **Increase small business and Disadvantaged Business Enterprise (DBE) work in construction**

- Set Triennial and Project Specific Contract Goals
- Conduct robust public involvement to set new FTA and FHWA Triennial DBE goals

## **Grow DBEs**

- Up to 10 DBE's can be enrolled in the Business Development program
  - Training and technical assistance
  - Customized business plans, including strategy for growth and sustained economic viability

# How Nebraskans benefit from DEI and Civil Rights Compliance

## **Increase Diversity and Growth opportunities within Construction Community**

- On-the-Job Training Program
  - Increase skills/knowledge base within the contractor's workforce

## **Actively Monitor Prompt Payment from Prime Contractors to Subcontractors**

- Payment to subcontractors within 20 days after the prime contractor receives payment

## **Continue exploring new opportunities for workforce development in the transportation industry**

- Identify and establish partnerships with agencies, schools, and others

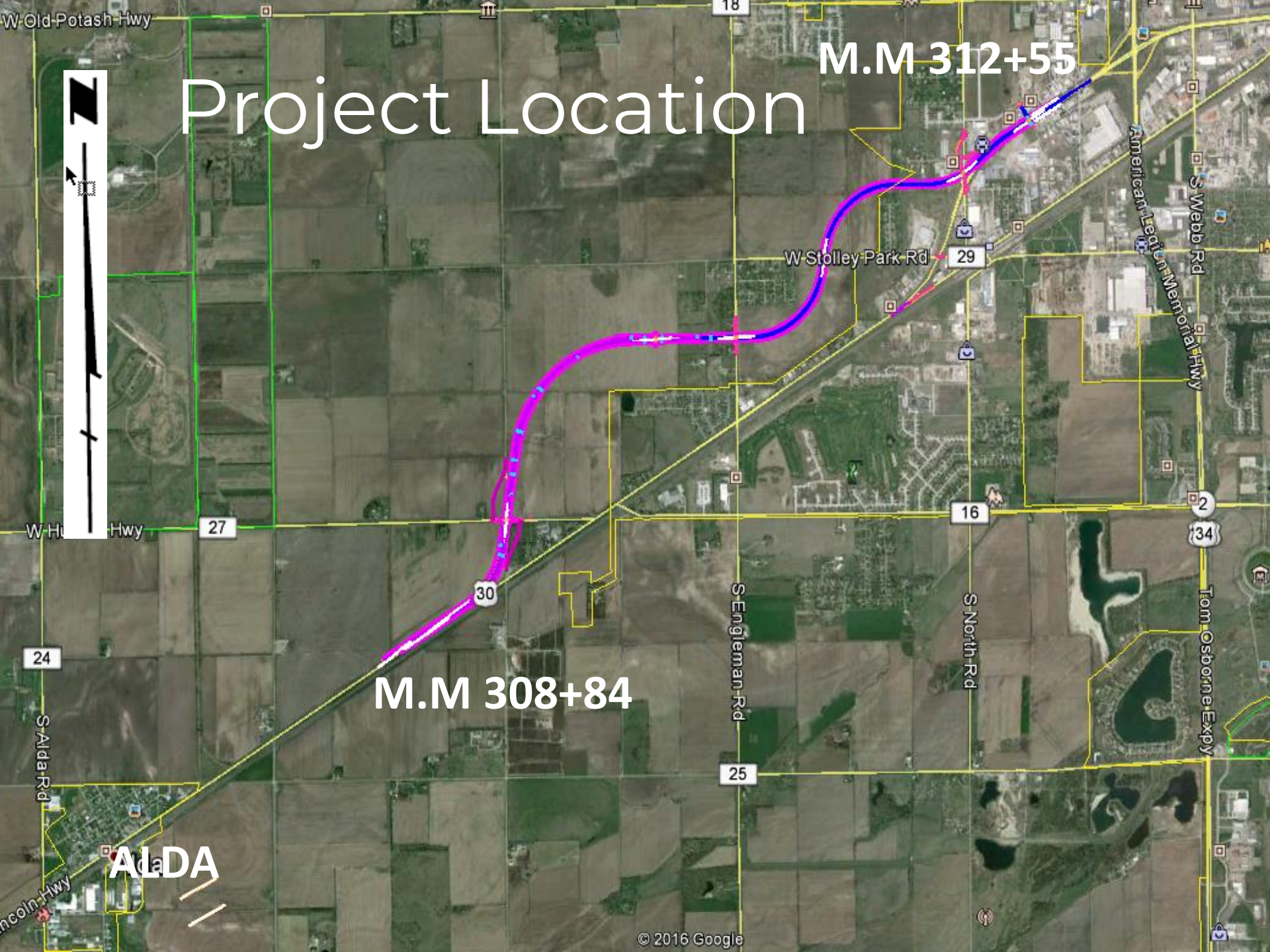




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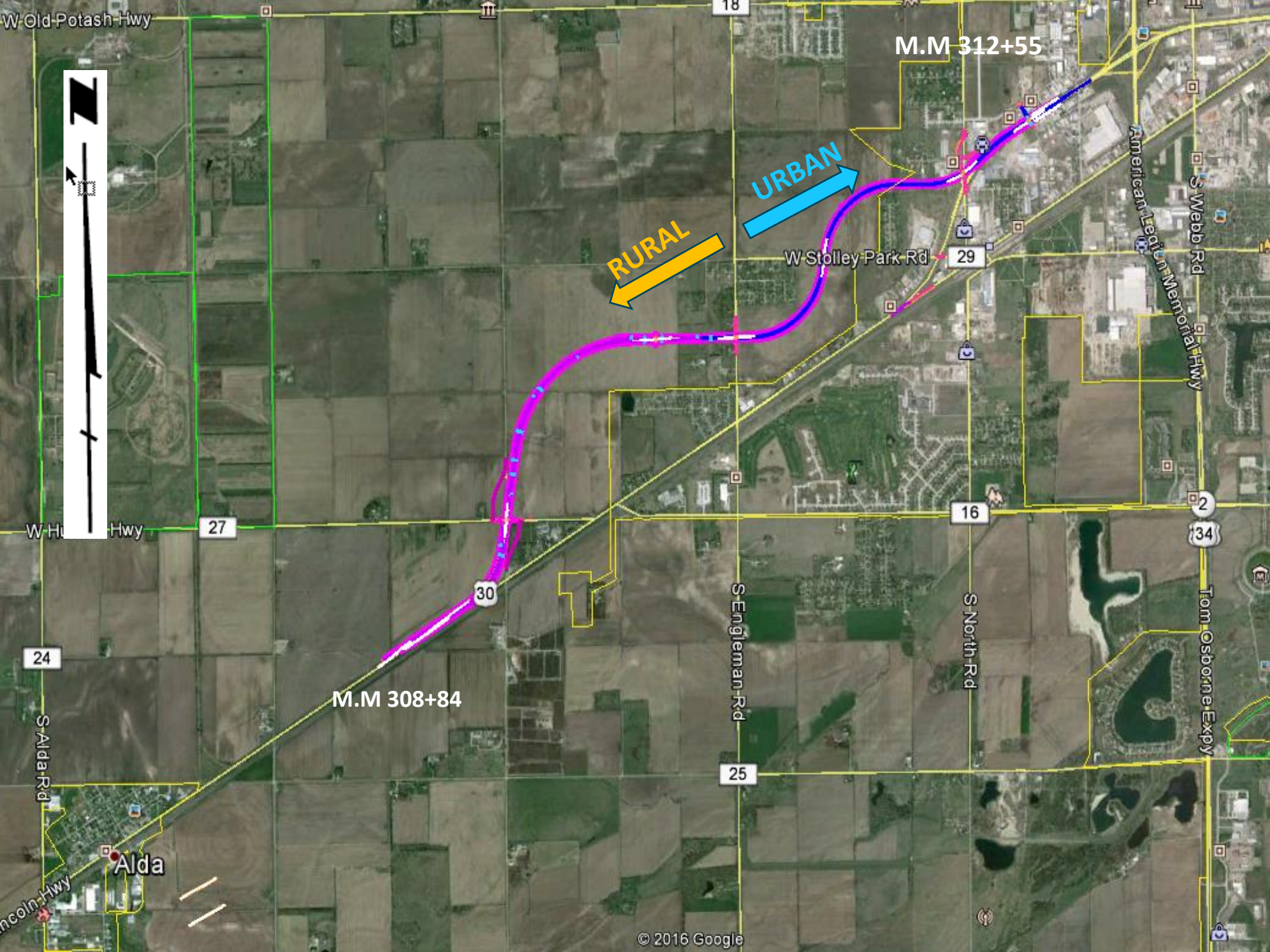
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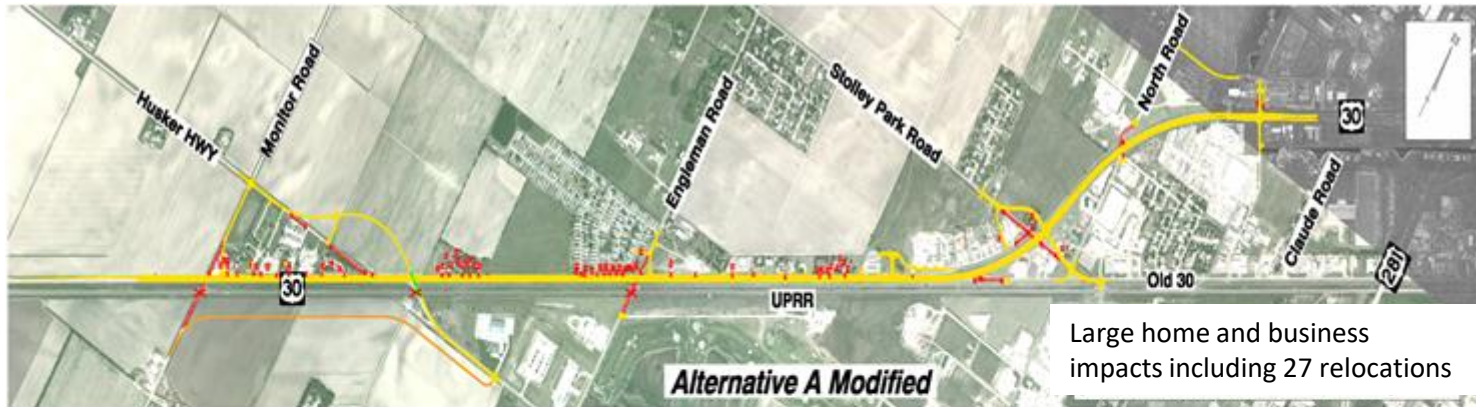
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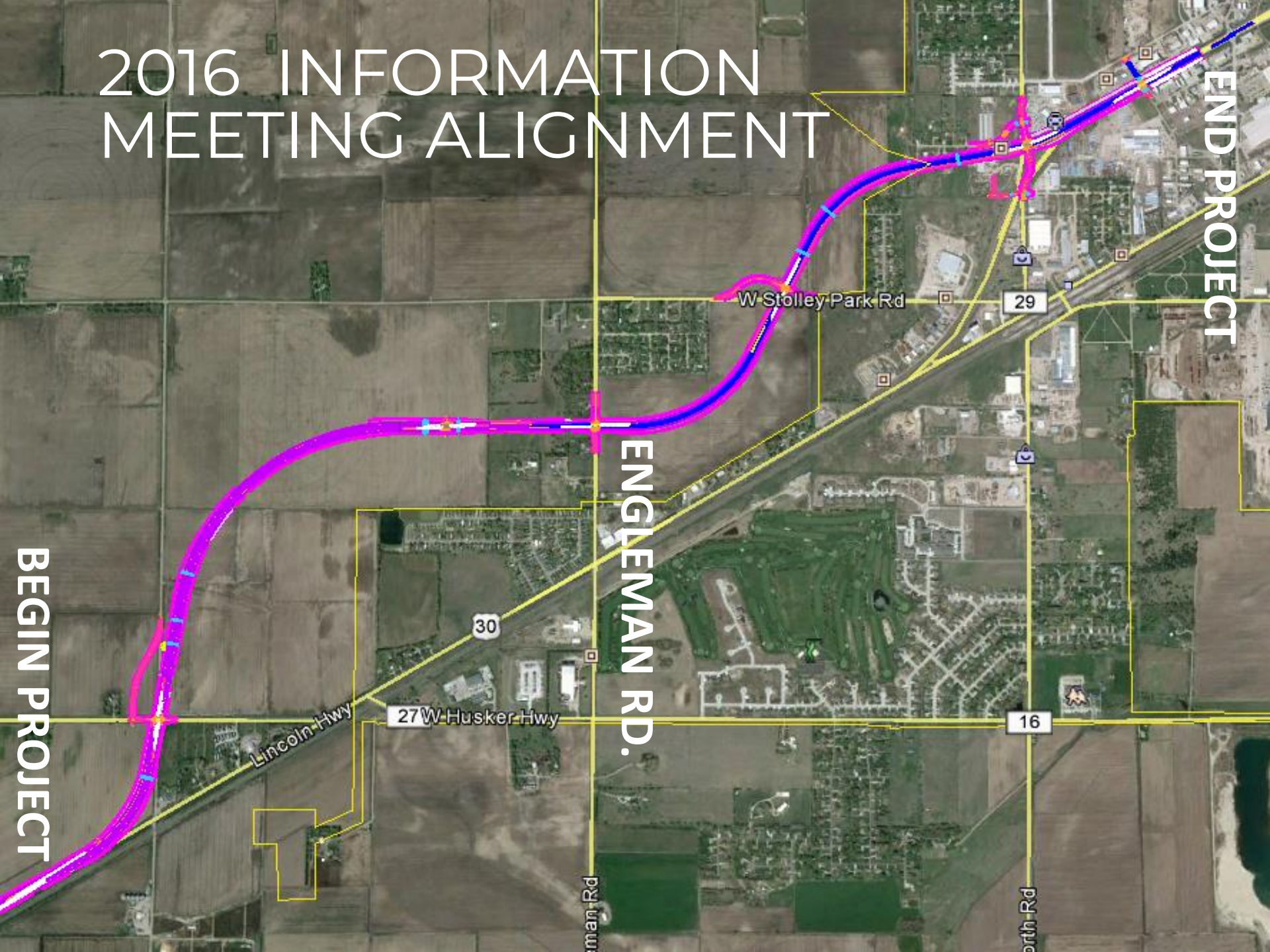
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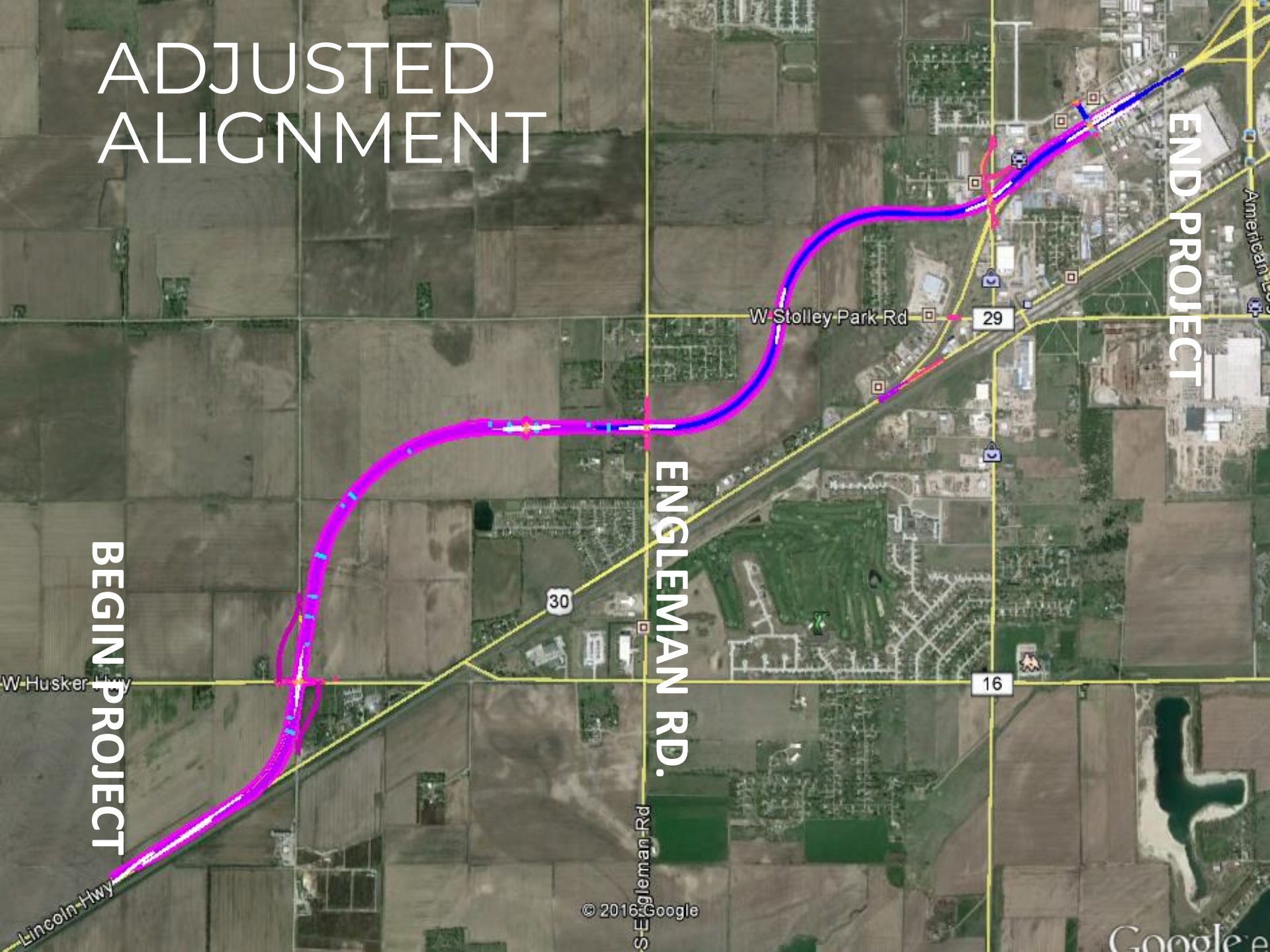
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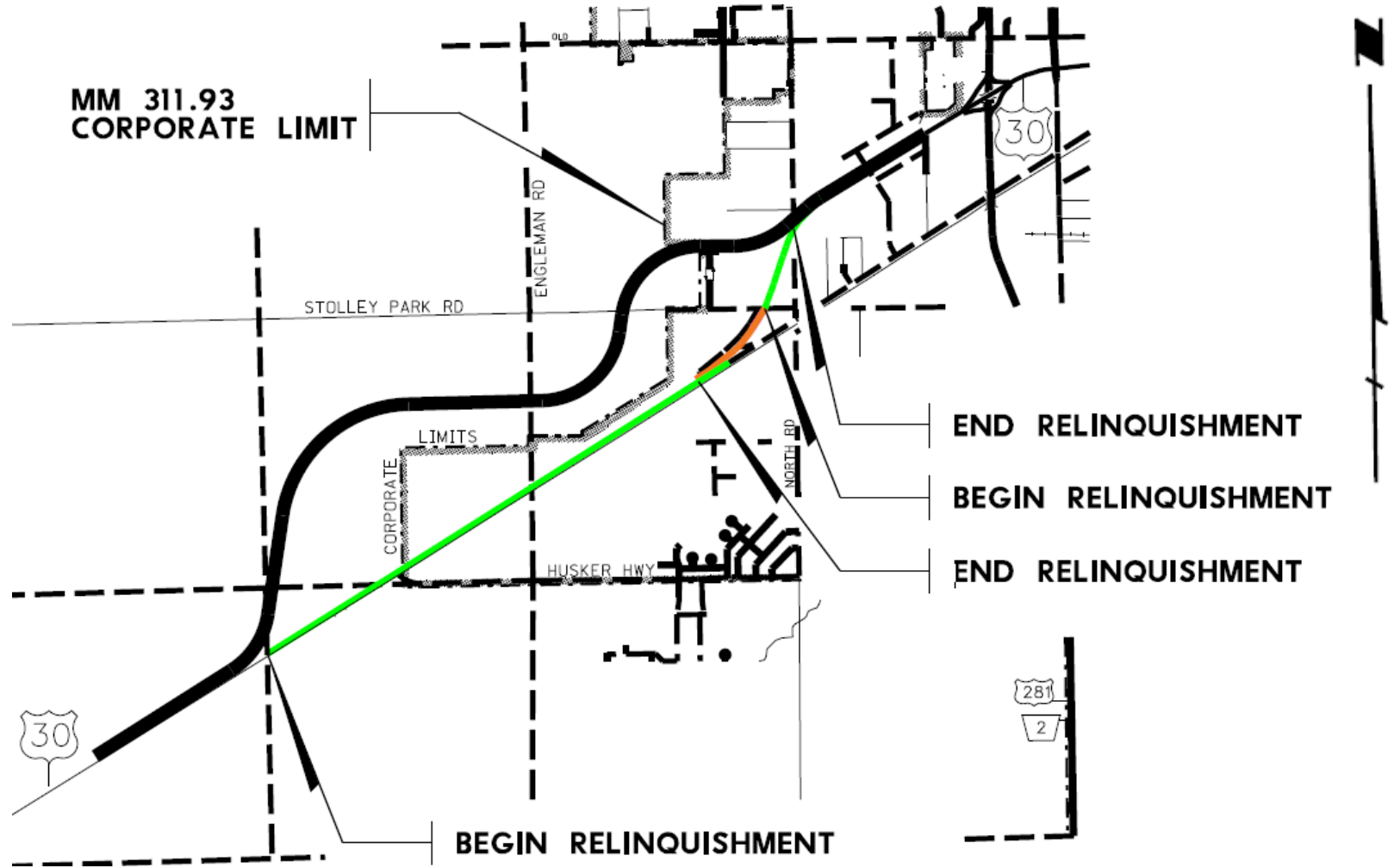
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# CARBON REDUCTION PROGRAM

## Highway Commission Overview

May 19, 2023



# FHWA Carbon Reduction Program (CRP)

- **\$6.4 billion in formula funding** for states and localities over five years
- Geared towards **reducing transportation greenhouse gas emissions** from on-road highway sources
- Important considerations and **related priorities include safety, complete streets, equity, climate change, job creation, and program evaluation**



# FHWA Carbon Reduction Program (CRP)

## Requirements:

- Be in the STIP/TIP
- Meet all requirements imposed on Federal-aid highway projects (e.g., NEPA, Etc.)
- Include matching funds (80/20)



# Nebraska Apportionments

**Total Funding = ~\$9.2 M for FY2022\***

- 65% apportioned to specific areas ~ \$6.0 M
  - MPOs – Lincoln/Omaha/GI/SSC ~ \$3.2 M
  - Population centers 50K to 5K ~ \$960 K
  - Population centers under 5K ~ \$1.8 M
- 35% can go to any area ~ \$3.2 M

*\*Increases by approximately 2%/year over the 5 years of BIL*



# Carbon Reduction Strategy (CRS) Requirement

- Due by November 15, 2023 – resubmit every four years
- Must consult with state MPOs
- Must identify projects and strategies to reduce transportation greenhouse gas emissions (i.e. carbon)



# NDOT CRS Project Overview

**Foundational  
Research**



**Internal  
Coordination**

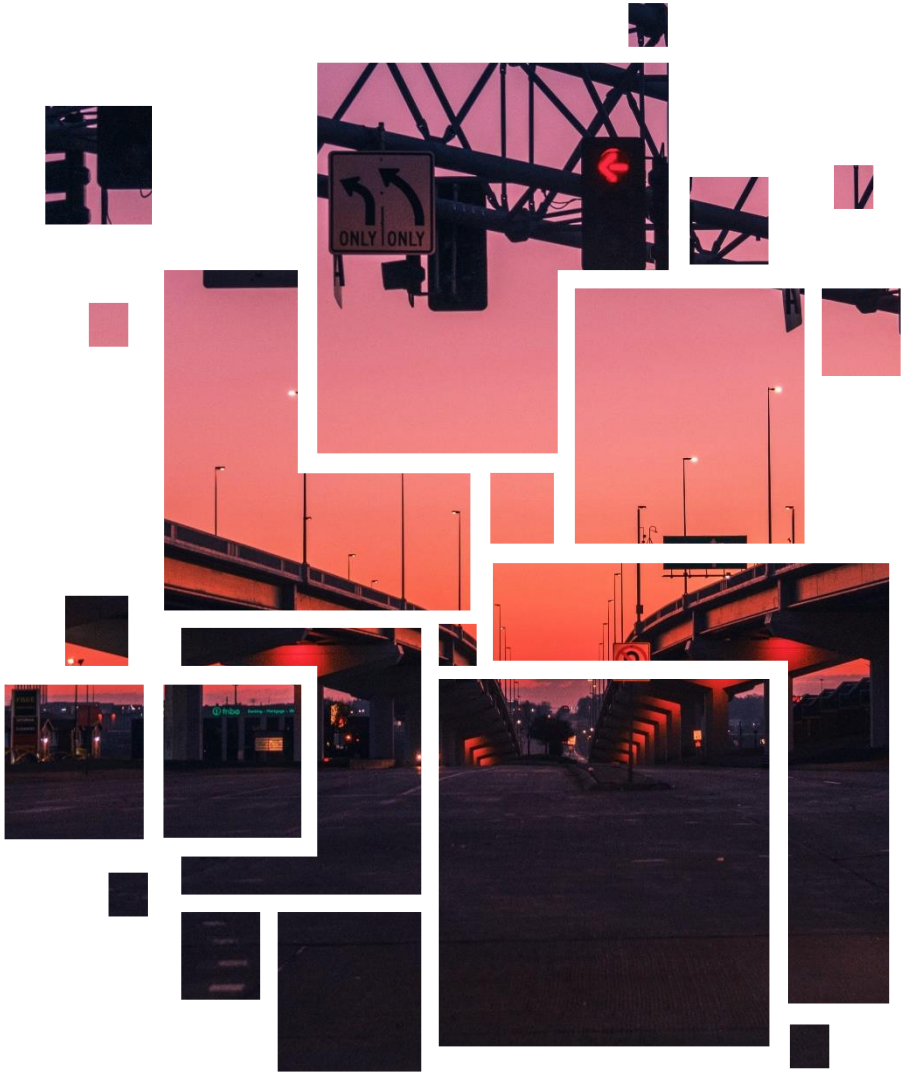


**External  
Outreach**



**CRS  
Development**





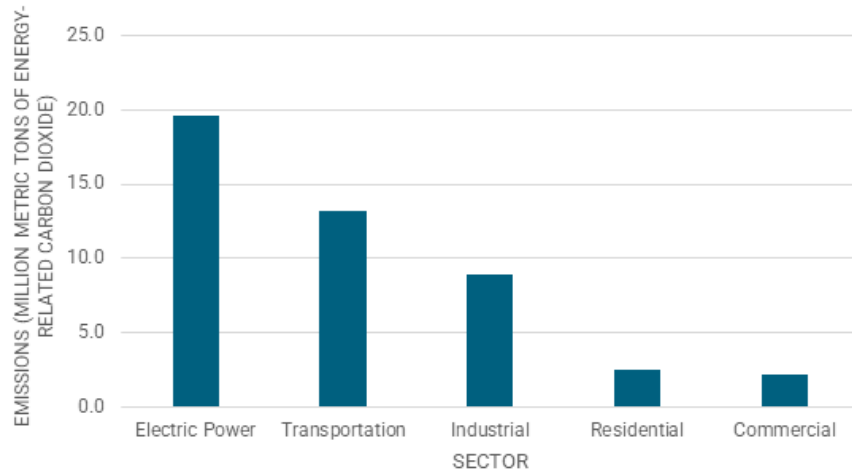
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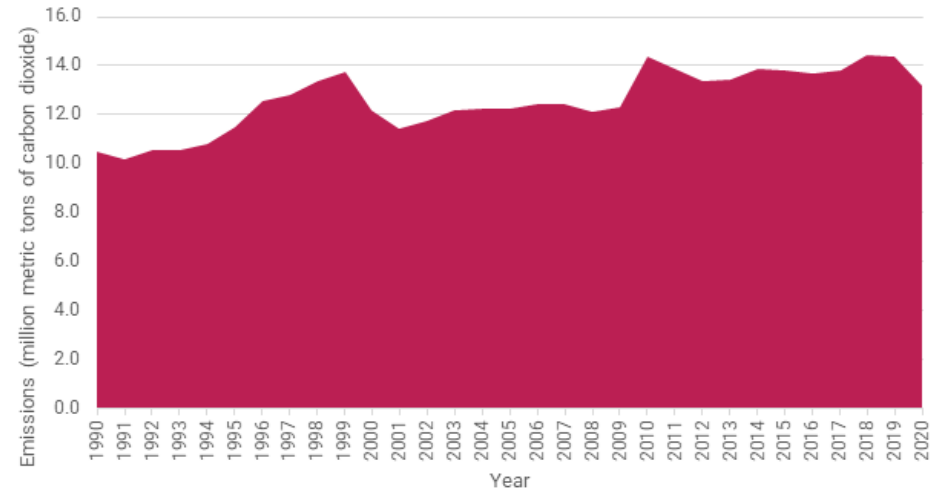
## Perspectives on CRP and CRS

# Nebraska Carbon Emissions Inventory

2020 Nebraska State Energy-Related Carbon Dioxide Emissions by Sector (Source: U.S. EIA)



Transportation Energy-Related Carbon Emissions (1990 - 2020) Nebraska



Source: US EIA



# Carbon Reduction in NDOT Plans and Initiatives

 **Nebraska State Transportation Improvement Program (STIP)**

 **Nebraska Long Range Transportation Plan (LRTP)**

 **Nebraska State Freight Plan**

 **Nebraska Transportation Asset Management Plan (TAMP)**

 **Transportation Systems Management and Operations (TSMO) Plan**

 **Strategic Highway Safety Plan (SHSP)**

# Reducing Carbon Emissions

## Transportation System Strategies



Fuel Economy



Fuel Switching



VMT  
Reduction



Congestion  
Management  
(Operational/ITS)

## Agency Activities



Agency  
Fleet  
Vehicles



Construction  
Materials and  
Methods



Streetlights and  
Traffic Controls



Other Facilities  
and Energy Use

# Emerging NDOT Approach to CRP

- NDOT will focus on 4 eligible project types that have widespread application. These include:



Use of sustainable construction materials (concrete and asphalt)



Energy efficient street lighting and traffic control devices



Advanced transportation management, congestion management, and ITS



Traffic monitoring, management and control facility or program

# Questions to Work Through

- Eligibility
- Justice40
- Other clarifications will influence other CRP and CRS approaches and decisions
  - *Example: “Are roundabouts an eligible CRP project type?”*







## Next Steps

- ✓ **MPO Coordination**
- ✓ **Public Survey / Public Meeting**
- ✓ **Request Clarification**
- ✓ **Develop Project Justification Methods**
- ✓ **Submit CRS for Approval**

FHWA Carbon Reduction  
Program Implementation  
Guidance



**NEBRASKA**  
DEPT. OF TRANSPORTATION

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**Questions?**

