



2025

US-6/192nd St. Diverging Diamond Interchange, Omaha

# Build Nebraska Act & Transportation Innovation Act

**NEBRASKA**  
Good Life. Great Journey.  
DEPARTMENT OF TRANSPORTATION

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.



# BUILD NEBRASKA ACT

Enacted in 2011, the Build Nebraska Act (BNA) dedicated the revenue generated equivalent to one-quarter of 1 percent of the general state sales tax rate for expansion of the Expressway System, federally designated High Priority Corridors and reconstruction of the existing transportation system.

## REVENUE

Revenue became available in fall of 2013; the passage of LB 727 (2023) extended the BNA sunset from 2033 to 2042. BNA is projected to generate \$3.3 billion before it sunsets in 2042.

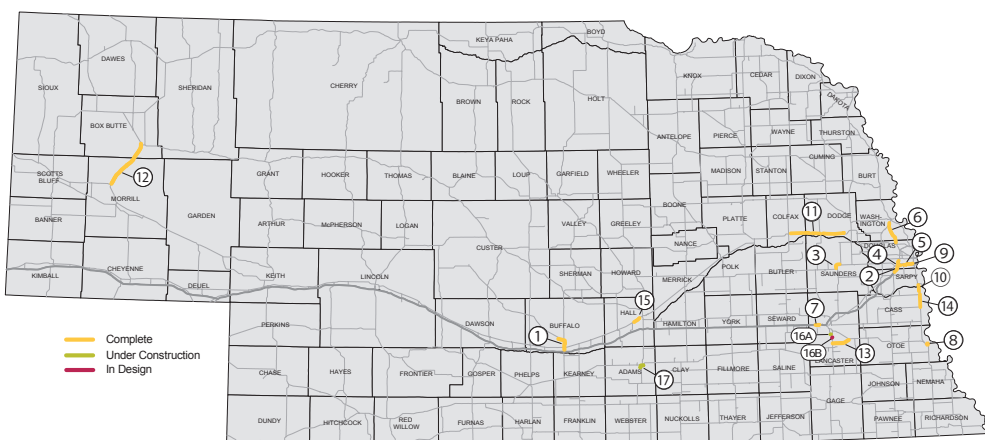
## PROGRAMS AND PROGRESS

In November 2011, NDOT announced approximately \$600 million in prioritized investments to expand 17 expressway, interstate or national High Priority Corridors. To date, 17 of 17 corridors selected are complete or partially under construction. The Highway 77 Corridor Interchange at Pioneers Blvd. is programmed for construction after construction of Warlick Interchange to minimize impact on the traveling public.

## BNA Initial Selection

### Completed 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
- ⑪ **US-30 Schuyler to Fremont**  
4-Lane Divided Expressway



### Completed Projects

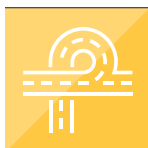
- ⑫ **US-385 L62A to Alliance**  
4-Lane Divided Highway
- ⑬ **N-2 Lincoln South Beltway**  
4-Lane Divided Expressway  
on New Alignment
- ⑭ **US-34 / US-75**  
**Murray to Plattsmouth**  
4-Lane Divided Expressway
- ⑮ **US-30/281 West Grand Island**  
4-Lane Divided Highway

### Under Construction or Contract

- ⑩A **US-77 Lincoln West Beltway**  
Interchange at Warlick Blvd.
- ⑩B **US-6 Hastings Southeast**  
3-Lane Urban Highway

### In Design

- ⑩B **US-77 Lincoln West Beltway**  
Interchange at Pioneers Blvd.



# TRANSPORTATION INNOVATION ACT

Enacted in April 2016, the Transportation Innovation Act (TIA) created new 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 is funded by 2 cents of the fuel tax increase enacted by LB 610 (2015). NDOT projects that \$527 million will be generated for infrastructure investments before the TIA sunsets in 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:** Invested \$40 million in state assistance towards 390 county bridges
- **Economic Opportunity Program:** Reimbursed \$7.8 million for 19 projects to date
- **Accelerated Capital Improvement Program:** Alternative Delivery and Expressway System Progress







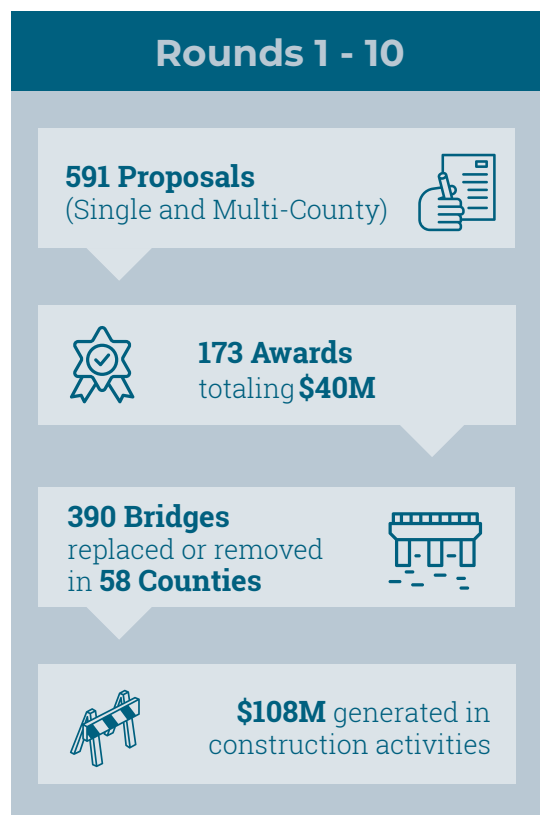
# COUNTY BRIDGE MATCH PROGRAM

## TEN ROUNDS OF ACHIEVEMENTS, LOOKING TO THE FUTURE

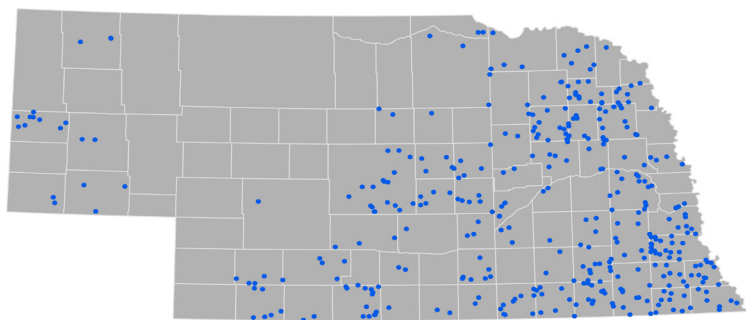
As we wrap up a decade of partnership and progress, the County Bridge Match Program (CBMP) which began in 2016, has successfully selected 173 projects and awarded approximately \$40 million in state assistance, generating more than \$108 million in construction investment across 390 county bridges. This partnership strengthened local capacity, improved mobility, and supported the state's economy by keeping roads open for agriculture, freight, schools, and emergency response. The program was created to share construction costs and help counties rebuild crossings essential to rural life and commerce, making it a cornerstone for maintaining and improving Nebraska's county bridges.

The selection process was designed to address a critical need of aging bridges in poor condition and maximize mobility for rural communities. The accomplishments of this program demonstrate the program's impact on safety, mobility, and economic strength for Nebraska communities. Each selection cycle has emphasized projects that offer measurable community benefits, from improving access to schools and medical facilities to supporting local commerce. Innovative approaches encouraged practical engineering solutions, creative project delivery, including bundling multiple bridges into a single contract and collaborating across counties to maximize the investment.

Looking ahead, while CBMP has successfully funded many critical projects, the program has an opportunity to refocus around the current needs of Nebraska's off-system county bridges, considering the availability of state and federal resources and the governance structure needed to address conditions of our local transportation network.



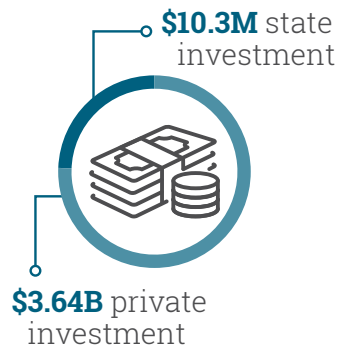
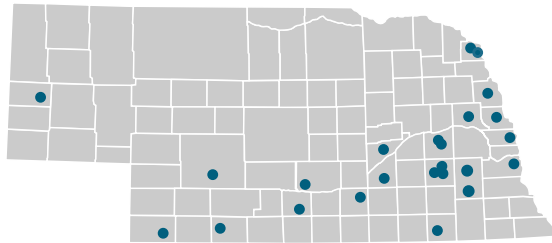
## CBMP AWARDS SINCE 2016





# ECONOMIC OPPORTUNITY PROGRAM

## OVERVIEW



# \$31.2B

Six Year Expected  
**Economic Benefit**

*Note: Project information is current as of October 2025. 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.*

**2,343 full-time jobs**  
projected



**27 total projects**



**92% of projects in rural communities**



## EOP PROGRAM SUNSET

The Economic Opportunity Program (EOP) targeted transportation projects that connected new or expanding businesses to Nebraska's multimodal transportation network with the goal of creating jobs and private investment in Nebraska. The program created a formal partnership between NDOT and the Nebraska Department of Economic Development (NDED), serving as the cornerstone program to support businesses with transportation improvements to support economic development.

Over its eight-year lifespan, the EOP invested in 27 transportation infrastructure projects across Nebraska—from major developments like AGP's \$900+ million soybean processing facility in David City to smaller but impactful projects like Iron Horse Ag's multi-million-dollar fertilizer facility in Phelps County. The program has impacted over 2,300 projected full-time employment positions within Nebraska priority industries such as advanced manufacturing, agricultural processing, and transportation logistics. These EOP-supported projects have attracted approximately \$3.6 billion in private capital investment to Nebraska communities.

Through strategic investment of \$10.3 million in EOP funds—leveraging \$56.8 million in total transportation infrastructure development—NDOT has reimbursed local communities for their rail, roadway, and multimodal infrastructure. Each approved project demonstrated positive economic return on investment through NDED analysis with the cumulative economic impact from six years of operations estimated at \$31.2 billion for the state's economy. To date, the State of Nebraska has fully reimbursed \$7.8 million for 19 projects. While the EOP chapter has concluded, the program leaves a legacy of strategic transportation investments that have fostered economic growth and job creation throughout Nebraska. The program's final year demonstrated improved efficiency with enhanced front-end



coordination between NDOT, NDED, and applicants resulting in higher quality submissions. Three additional projects were approved in 2025 for up to \$1.4 million grant towards projects that support rural community development. Each project remains active with infrastructure construction scheduled to be completed by 2030.

In 2025 the Nebraska State Legislature voted to sunset the Economic Opportunity Program (EOP) during its eighth year of operation. The program's conclusion is part of a broader effort to address state budgetary requirements. While the program no longer accepts new applications, NDOT will continue to support all projects that were approved and remain active, ensuring final funds are directed appropriately.

## INDUSTRY HIGHLIGHTS

The EOP's portfolio strategically targeted industries with high growth potential and significant impact on Nebraska's economy. Half of all approved projects supported innovative agricultural processing operations and cutting-edge enterprises such as advanced feedlot operations, soybean processing facilities, and biosystems manufacturing. These agricultural businesses ranged from Blackshirt Feeders in Dundy County, which developed a feeding operation with capacity for 150,000 head using market-leading pen technology, to Protix in Dakota City, which transforms organic waste into high-quality ingredients for animal feed and plant care. This geographic diversity ensured that EOP benefits reached rural and distressed communities across Nebraska, fulfilling the program's legislative mandate to revitalize underserved areas while strengthening the state's agricultural value chain.

Manufacturing and distribution sectors comprised the second-largest category of EOP investments with projects demonstrating the program's role in sustaining and modernizing Nebraska's industrial base. NDOT's investment in Endicott Clay, a family-owned brick manufacturer operating since 1920 in Endicott, exemplifies this. The EOP supported roadway improvements as part of their new state-of-the-art manufacturing center construction. Private partners, like Endicott, have leveraged EOP funding to overcome critical transportation infrastructure barriers that would have otherwise constrained growth or deterred facility expansion. The project enabled the addition of seven full-time positions which, in a community of just over 100 residents, represented significant economic impact and demonstrated how EOP investments are scaled to meet the needs of communities large and small.

The breadth of private sector engagement reflected both the program's flexibility and NDED's evolving assessment of priority industries. Beyond agriculture and manufacturing, EOP supported businesses in bioscience, health services, IT/data services, and transportation logistics—all sectors positioned for growth in the 21st-century economy. This collaborative approach between state agencies, local governments, and businesses created a model for transportation infrastructure investment that directly served economic development objectives while maintaining engineering integrity and fiscal accountability. Through these partnerships, the EOP successfully transformed transportation challenges into economic opportunities, leaving a measurable legacy of job creation and business investment across Nebraska communities.



Ingredion.



NEXT GENERATION

PETSOURCE



Specialty **AQ** Formulations



SUSTAINABLE BEEF





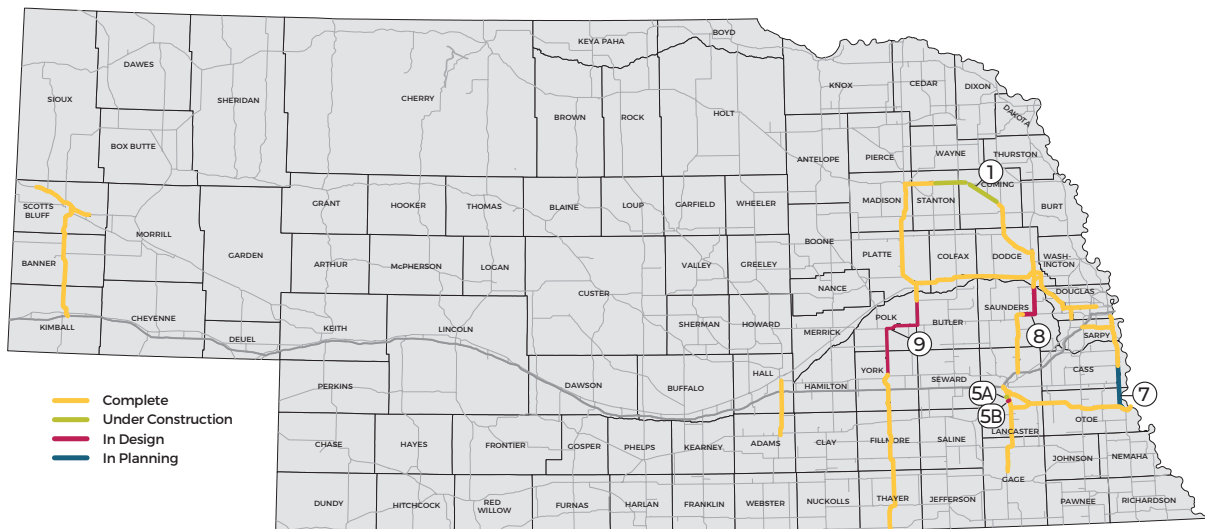
# ACCELERATED CAPITAL IMPROVEMENT PROGRAM

## OVERVIEW

The Accelerated State Highway Capital Improvement Program is focused on completion of Nebraska's 600-mile Expressway System. 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 TIA legislation also authorized the use of alternative contracting methods to expedite delivery of the state's largest capital improvement projects. Design-Build and Construction Manager/General Contractor (CMGC) methods streamline processes to enhance project delivery. The NDOT has implemented its alternative delivery program and is leveraging the CMGC model for two projects, one in Omaha on Highway 6 at Saddle Creek, the other near Red Cloud on Highway 281. NDOT is also targeting the use of Design-Build for an I-80 project in Omaha.

## Original Nebraska Expressway System (1988) Progress Map



### Under Construction or Contract

- ① **US-275 Norfolk to West Point**  
4-Lane Divided Expressway
- ⑤A **US-77 Lincoln West Beltway**  
Interchange at Warlick Blvd.

### In Planning

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

### In Design

- ⑧ **US-77 Wahoo to Fremont**  
4-Lane Divided Expressway
- ⑨ **US-81 York to Columbus**  
4-Lane Divided Expressway
- ⑤B **US-77 Lincoln West Beltway**  
Interchange at Pioneers Blvd.



## 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
- **Serving Commercial Traffic:** More than 500 trucks traveled on average daily
- **Continuity Between Expressway Segments**

The chart below demonstrates NDOT's projection to complete the expressway system based on projected funding levels of current revenue sources.

NDOT is committed to efficiency measures that impact market sustainability and is transitioning into a financing state. Bonding and finance tools do not generate additional revenue but do provide ways to capture opportunity costs, while accelerated capital improvement tools like alternative delivery provide ways to speed up delivery.

NDOT worked successfully with the Nebraska Highway Commission to use the bond financing authority approved by the legislature in LB 727 (2023). Bond proceeds are estimated to allow completion of the US-275 expressway in 2028, and may enable other expressway projects to be advanced.

Corridor Locations	Est. (Millions)	Length (Miles)	Projected Construction Years
US-275 Norfolk to West Point	\$202	28	2025 2028*
US-77 Lincoln West Beltway Warlick Blvd. Interchange Pioneers Blvd. Interchange	\$50	0	2025 2027 2027 2029
US-81 York to Columbus	\$277	41	2029 2040
US-77 Wahoo to Fremont	\$135	16	2032 2037
US-75 Nebraska City to Murray	\$128	17	2037 2042

\* At the request of the Pillen Administration, NDOT bonded the final portion of the US-275 segment to move completion up over half a decade to 2028.

## Expressway Status

To date, \$2.5 billion has been spent on the Expressway System expansion. While there are 102 total miles of expressway yet to complete, 28 miles are under construction or contract, and 74 miles are being designed.



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
- Material shortages
- Extreme weather conditions
- Future inflation
- Significant cost escalation due to supply chain issues
- Federal transportation funding

## Expressway System Highlights

The US-81 York to Columbus segment is the largest segment remaining in the Nebraska Expressway System, spanning about 41 miles of two-lane highway between key cities. The expansion of US-81 serves as a major north-south freight and commuter corridor. The project is currently in the design phase with the goal of starting construction in 2029 with completion in 2040.

On US-77, the focus is on the Wahoo to Fremont South segment, a 16-mile expansion intended to complete the four-lane connection between Lincoln and Fremont. This project will support growing regional traffic volumes and improve safety. Construction is currently projected to begin as early as 2032 and conclude by 2037.

A 17-mile, 4-lane expansion is needed to complete the US-75 Expressway corridor established between Omaha and Nebraska City. NDOT is actively designing this corridor to provide continuity between expressway segments that connect southeastern Nebraska communities and the Interstate. The agency intends to minimize how much new land acquisition will be needed to complete the corridor. Construction will include a mix of new 4-lanes, and modernization of 2 existing lanes, expanded by 2 new lanes. Based on current revenue projections, construction may begin as soon as 2037 and complete by 2042.

### 1988 Expressway System was meant to:

Connect **urban populations** over **15,000**

Support routes with Commercial Traffic over **500 truck a day**

Provide continuity between **Expressway Systems**

Use **data** from agriculture production, sales tax revenue, population and employment trends



## 2016 Capital Improvement Selections

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 2016 selection process prioritized investment in 24 capital improvement projects. Once the TIA Accelerated Capital Improvement program sunsets in 2033, NDOT anticipates using the fuel tax revenue from LB 610 (2015) to preserve the highway system. However, this increase in preservation will provide, at most, a quarter (25%) of the additional investment needed to prevent a significant deterioration. At current investment levels, 30-35% of Nebraska highways will not be in good condition in the next 6-10 years.

Below is a list of status updates for 2016 Capital Improvement Selections. NDOT continues to monitor the current economic outlook to prioritize projects.

### Status of 2016 Capital Improvement Selections

#### Complete

**US-77** - Fremont Southeast Beltway  
**US-6** - 192nd & West Dodge Rd.

#### Under Construction or Contract

**US-275** - Norfolk to West Point  
**US-83** - McCook to North Platte\*

*\* Passing lanes for 60% of the corridor have been built.  
Passing lanes for the rest of the corridor will occur with  
preservation work of existing lanes.*

#### In Design

**N-92** - Yutan East Corridor  
**US-77** - Wahoo to Fremont  
**US-75** - Nebraska City to Murray  
**I-680** - Fort St. to Irvington St.  
**US-75** - Chandler Road Northbound  
**I-80** - Sarpy County Interchange  
**US-26** - Minatare to US-385  
**US-81** - York to Columbus  
**US-385** - Alliance to Chadron  
**I-80** - Newberry Interchange & L56G to US-30  
**N-7** - Bassett to Springview

#### In Planning

**N-50** - Louisville to Springfield  
**N-370** - Gretna East to I-80  
**N-370** - I-80 to Bellevue  
**US-30** - Grand Island East Bypass  
**US-30** - Kearney to Grand Island  
Lincoln East Beltway





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



US-275 Expressway Expansion