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Kyle Schneweis
Director, Nebraska Department of Roads

http://roads.nebraska.gov/projects/bna/next10

January 2016
The Build Nebraska Act (BNA) is a 20-year transportation funding program. Approved in 2011 by the Nebraska legislature, it includes $1.2 billion in funding for capital improvement projects across the state. Seventeen projects totaling $600 million were selected for the first 10 years of the program. Today, four of those projects have been completed, five are under construction and the remaining eight are under development. NDOR is committed to having these projects open to traffic or under construction by the end of 2023.

Selecting the First BNA Projects
Engineering performance was the starting point for making project selections for the first 10 years of the BNA. Data related to the amount of car and truck traffic on a roadway, travel time savings, safety, and maintenance and operation costs were evaluated for proposed highway improvements. A benefit/cost analysis was conducted so that projects could be compared against one another. In addition to engineering performance, the selection process also took many other factors into account including the Legislative intent of the BNA, if a project would be ready to build within 10 years, the geographic distribution of projects across the state, and completing corridors that had been started but remained unfinished.

Updated Prioritization Process
To better reflect the link between transportation and the Nebraska economy and to increase stakeholder input, NDOR is updating its project prioritization process.

The updated process will have three primary components:

1. Engineering performance - The updated process continues to use the same foundation as the previous prioritization process

2. Economic performance - Analyzing the economic performance of proposed projects will help to make sure the state’s transportation investments help grow the Nebraska economy.

3. Stakeholder input - Involving stakeholders leads to better decisions, so the new process will include more opportunities for input.

The new prioritization process is an important first step in selecting the next round of BNA capital improvement projects. These are projects that often add new lanes or build new expressways or viaducts. While this project prioritization process will be important in helping the agency select projects, it isn’t the deciding factor. In addition to looking at how a project scores based on engineering performance and economic performance, NDOR has to balance many other important considerations when making final project selections. These include stakeholder input, geographic inclusion, corridor completion, and the availability of supplemental funding.

Incorporating Economic Performance
NDOR is considering the use of the following to measure a project’s economic performance:

- **Job Growth and Income**: Estimating the growth of permanent jobs and income that result from the transportation project.
- **Growth in Gross State Product**: Estimates the net increase in overall business activity resulting in the state from the project.
- **Account for Economic Distress**: Consider how job and income growth may be valued differently in economically distressed counties.

Differences between rural and urban areas will be accounted for.

Looking at economic performance as part of the project prioritization process can help differentiate between seemingly similar projects. Sometimes projects look similar due to engineering performance. When you consider economic performance you can see the difference. The following is an example of how measuring a project’s economic performance can help NDOR to better compare projects.

**FOR EXAMPLE**

By adding passing lanes to a highway that leads to a food processing plant, businesses may be able to make same-day deliveries to markets further away at a lower cost.

Increasing access to markets and reducing delivery costs can result in increased revenues and job growth.

**FOR EXAMPLE**

Using the example above, the Gross State Product would also increase due to increased net revenue.

**TWO PROJECTS. TWO DIFFERENT VALUES TO NEBRASKA.**

<table>
<thead>
<tr>
<th>EXAMPLE PROJECT A</th>
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<tbody>
<tr>
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<tr>
<td>- Costs $3 million</td>
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<tr>
<td>- Saves $5.3 million in travel time</td>
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</tr>
<tr>
<td>- 70% pass through traffic</td>
<td>- 30% pass through traffic</td>
</tr>
<tr>
<td>- Serves mostly households &amp; non-business locations</td>
<td>- Serves major industry locations</td>
</tr>
<tr>
<td>- Benefit/Cost = 1.76</td>
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</tr>
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January 2016
NDOR HIGHWAY IMPROVEMENT PROJECTS

Build Nebraska Act Projects -
The First 10 Years (2014 - 2023)

Build Nebraska Act Project Candidates -
The Next 10 Years (2024 and Beyond)

NE Surface Transportation Program -
2016 - 2021 (Asset Preservation)

As of January 1, 2016
Build Nebraska Act - The Next 10 Years
Candidate Project Descriptions

1. 126th St - N-50 (WB), Omaha (I-80)
   Auxiliary Lane Construction
2. Alliance - South Dakota Line (US-385)
   4 Lane Divided Highway
3. Bassett - Springview (N-7)
   2 Lane Highway Modernization
4. Bayard South Viaduct (US-26)
   New Viaduct
5. Beatrice West (N-4)
   2 Lane Highway Modernization
6. Beaver Crossing - Seward (I-80)
   6 Lane Interstate Reconstruction
7. Bennington - N-133 (N-36)
   4 Lane Divided Highway
8. Chandler Rd North (N8), Omaha (US-75)
   Auxiliary Lane Construction
   4 Lane Divided Expressway
    Intersection Modification
11. Eagle East & West (US-34)
    4 Lane Divided Highway
12. Fletcher St - Adams St, Lincoln (I-180)
    Interchange Reconstruction
13. Fort St - Irvington, Omaha (I-680)
    6 Lane Interstate Reconstruction
14. Fremont Southeast Beltway (US-77)
    4 Lane Divided Expressway
15. Grand Island East (US-30)
    4 Lane Divided Highway
16. Gretna East - I-80 (N-370)
    6 Lane Divided Highway
17. Homer - Dakota City (US-75)
    4 Lane Divided Highway
18. I-80 to Bellevue (N-370)
    6 Lane Divided Expressway
19. In Alliance (N-2)
    5 Lane Urban Reconstruction with new BNSF Overpass
20. In Louisville & South (N-50)
    4 Lane Divided Highway
21. In Seward & South (N-15)
    4 Lane Divided Highway
22. Kansas Line - North Platte (US-83)
    4 Lane Divided Highway
23. Kearney West (US-30)
    4 Lane Divided Highway
    4 Lane Divided Highway
25. Lexington Viaduct (US-283)
    Viaduct and Roadway Widening
26. Lincoln East (US-34)
    4 Lane Divided Highway
27. Louisville North (N-50)
    4 Lane Divided Highway
28. Malcolm Spur East & West (US-34)
    4 Lane Divided Highway
29. Mead - Yutan (N-92)
    4 Lane Divided Highway
    4 Lane Divided Highway
31. N-133 - I-680, Omaha (N-36)
    4 Lane Divided Highway
32. N-31 - Bennington (N-36)
    4 Lane Divided Highway
33. N-50 Interchange (I-80)
    Interchange Reconstruction
34. Nebraska City - Murray (US-75)
    4 Lane Divided Expressway
35. Newberry Interchange (I-80, L-56G)
    Interchange Modification
36. Norfolk - Yankton (US-81)
    Additional Lane/Passing Lanes
37. North Platte West Interchange (I-80)
    New Interchange
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39. Ogallala West Interchange (I-80)
    New Interchange
40. Orafino - US-283 (N-18)
    2 Lane Highway Modernization
41. Paxton Viaduct (L-51C)
    New Viaduct
42. Pierce - US-81 (N-13)
    4 Lane Divided Highway
43. Pilger - Scriber (US-275)
    4 Lane Divided Expressway
44. Platt River - US-30 (L-56G)
    4 Lane Divided Highway
45. Platt River East (N-92)
    4 Lane Divided Highway
46. Pleasant Dale - NW 56th St (I-80)
    6 Lane Interstate Reconstruction
47. Q St - 126th St (WB), Omaha (I-80)
    Auxiliary Lane Construction
48. Seward - Pleasant Dale (I-80)
    6 Lane Interstate Reconstruction
49. Springfield South (N-50)
    4 Lane Divided Highway
50. St. Paul South (US-281)
    4 Lane Divided Highway
51. US-6/Harrison St (US-6), Omaha
    Intersection improvement
52. Waco - Beaver Crossing (I-80)
    6 Lane Interstate Reconstruction
53. Wahoo - Fremont (US-77)
    4 Lane Divided Expressway
54. Wakefield - Dakota City (N-35)
    Additional Lane/Passing Lanes
55. West O St - Cornhusker Hwy, Lincoln (US-6)
    4 Lane Divided Highway
56. Wyoming Line - Morrill (US-26)
    4 Lane Divided Highway
57. York - N-64 (US-81)
    4 Lane Divided Expressway
58. York - Waco (I-80)
    6 Lane Interstate Reconstruction
59. Yutan - Platte River (N-92)
    4 Lane Divided Highway