



2040 NEBRASKA

Good Life. Great Journey.

STATEWIDE TRANSPORTATION PLAN

Stakeholder Advisory Committee Goals & Objectives Feedback

June 15, 2020

1 Background

As a part of the development of the Nebraska 2040 Statewide Transportation Plan, NDOT continued its collaboration with the Stakeholder Advisory Committee (SAC). Input provided by SAC members is critical in the development of the plan as SAC members represent a variety of interests and reside in communities across the state. SAC members are a representative voice for what they are hearing in their communities and can help ensure that NDOT better understands the transportation needs of Nebraska's residents and stakeholders.

A key step in the identification and development of the goals and objectives for the long-range plan was gathering feedback from the SAC. To gather feedback from SAC members, NDOT hosted the second SAC meeting of the long-range planning process. During the virtual meeting, SAC members were updated on progress since the first SAC meeting, shown the plan's draft goals and objectives, and were asked to provide feedback on the draft goals and objectives. Feedback was gathered through:

- Discussion during the virtual SAC meeting
- A post-meeting survey where SAC members provided detailed feedback on the individual objectives for each goal area

In addition to feedback from the SAC, the goals and objectives were developed using input from an NDOT staff workshop, information from existing NDOT and metropolitan planning organization documents, and public input extracted from an online survey.

A summary of the feedback received from SAC members during the meeting and via the post-meeting survey are summarized in the following sections. The long-range plan goals and objectives will be reviewed and refined using this feedback.

Developing LRTP Goals & Objectives with Input from Nebraskans

- NDOT staff workshop
- Stakeholder Advisory Committee feedback
- Existing NDOT and MPO plans
- Public input via online survey

2 Key Takeaways

By collaborating with SAC members and seeking feedback on goal areas and individual objectives, NDOT will be able to better align its long-range plan with the transportation needs of Nebraskans across the state. The following key takeaways arose based on feedback provided by the SAC during the virtual SAC meeting and via the post-meeting survey.

- **SAC members largely supported the long-range plan’s draft goals.** Based on feedback during the meeting, SAC members agreed the identified goal areas appropriately address the transportation needs of Nebraskans. Members discussed the importance of asset preservation and the need to effectively and efficiently maintain the Nebraska transportation system as the most impactful goal.
- **The SAC agreed that each objective supported its corresponding goal area.** When the SAC rated whether each individual draft objective supported its corresponding goal area, the members agreed that all objectives supported the plan’s draft goals. SAC members nearly unanimously agreed that each objective supported the goals with no individual objective receiving less than 80% of SAC respondents support.
- **SAC members provided a variety of suggestions on new objectives or specific examples of items that should be incorporated into the draft objectives.** This feedback will be reviewed by NDOT and used to best align the long-range plan’s objectives with the identified goals. Areas members identified as potential additions to the existing draft objectives included:
 - Prioritizing resources so NDOT can efficiently meet the capital investment needs in areas of Nebraska that provide the most return on investment for the state.
 - Completing the state’s expressway system to improve mobility and safety.
 - Adding an objective related to resilient funding due to recent events creating funding disruptions (e.g. spring 2019 flooding, COVID-19 pandemic).
 - Creating connections to new deep ports to support the agriculture industry.
 - Expanding the current transportation system to support economic growth in expanding population centers.
 - Collaborating with existing partners to improve broadband connections across the state.

3 Overview of SAC Member Feedback

An overview of the feedback provided by SAC members is summarized in the subsections below. SAC members were asked for overall impressions on each goal, feedback on each individual objective for each goal area, and for other additional comments or feedback.

Feedback provided by the members is grouped by each individual goal area below for clarity. Objectives are numbered under each goal area for easy reference and comparison.

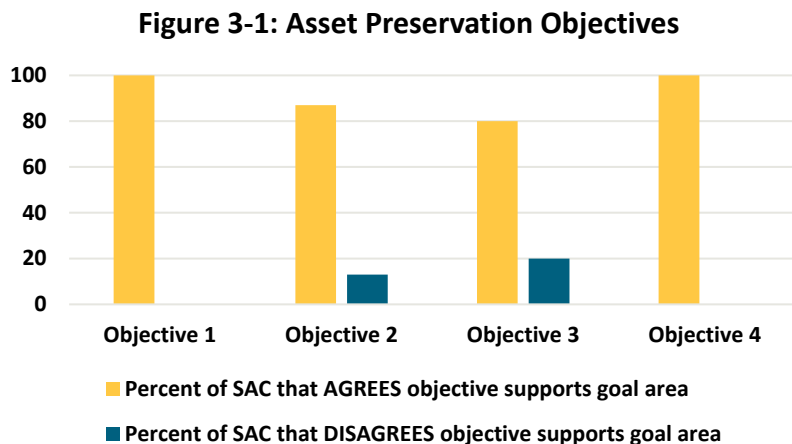
3.1 Asset Preservation Goals and Objectives Feedback

- **Asset Preservation Goal:** Keep Nebraska’s multimodal transportation assets in a state-of-good-repair.
 - **Asset Preservation Objectives:**
 - **Objective 1:** Improve transportation connectivity to established and emerging economic, employment, and social centers.
 - **Objective 2:** Invest in the preservation of other important transportation assets including aviation, bicycle and pedestrian systems, transit facilities and vehicles, intelligent transportation systems (ITS), and rest areas.
 - **Objective 3:** Upgrade essential stormwater/drainage infrastructure on major highway system elements to minimize risk of flood damage or disruption.
 - **Objective 4:** Maximize the useful life of transportation assets by using condition data and responding with appropriate maintenance actions.

SAC members were asked to review each goal area and the corresponding set of objectives to provide input. The purpose of the feedback exercise was to ensure each goal and corresponding objectives help NDOT meet the transportation needs of Nebraskans across the state. As stakeholders representing a variety of geographies across the state, SAC members are well-positioned to represent a variety of Nebraska’s transportation interests.

For the asset preservation goal, SAC members agreed with NDOT that this should be a key goal area for the long-range plan. Asset preservation is continually seen as one of the most important focus areas for NDOT, based upon survey data and feedback the Department receives.

In terms of the asset preservation objectives, SAC members were widely supportive of the draft objectives and agreed that the objectives supported the overall asset preservation goal. Figure 3-1 shows the percent of SAC members who agreed that each asset preservation objective supported the goal.



Additionally, SAC members were asked if there were any additional objectives that should be considered for asset preservation. SAC members did not identify additional objectives for the goal.

In terms of general comments related to the asset preservation goals and objectives, one SAC member emphasized the importance of preserving the current transportation system and the need to balance preservation needs with the expansion needs of growing areas of the state.

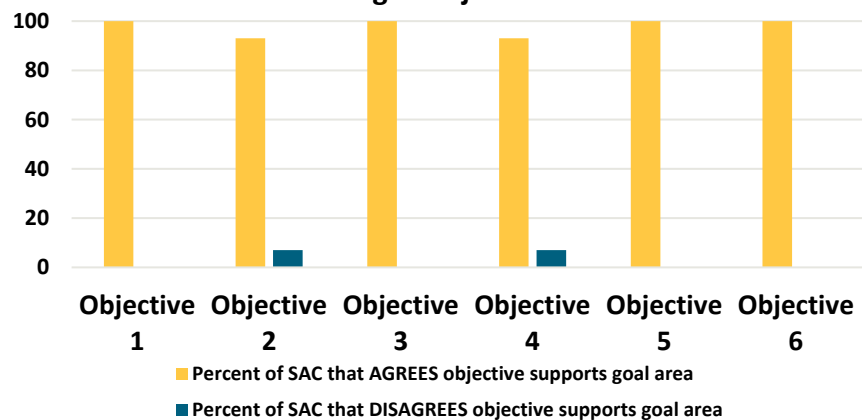
3.2 Mobility Choices for People and Freight Goals and Objectives Feedback

- **Mobility Choices for People and Freight Goal:** Provide efficient, affordable, and equitable options across all modes for moving people and goods throughout Nebraska and beyond.
 - **Mobility Choices for People and Freight Objectives:**
 - **Objective 1:** Maintain or improve reliable travel times.
 - **Objective 2:** Optimize mobility investments to ensure best use of limited funds.
 - **Objective 3:** Ensure support for freight mobility needs across Nebraska.
 - **Objective 4:** Improve coordination, and partnerships among government entities and with the private sector to provide mobility options.
 - **Objective 5:** Use technology such as connected infrastructure and real-time travel information to improve efficiency of the existing transportation system.
 - **Objective 6:** Improve system connectivity for all modes; particularly in underserved and fast-growing communities.

For the mobility choices for people and freight goal area, SAC members largely agreed with the goal area and that the individual objectives supported the goal. Some SAC members expressed concern or the need for further clarification with

objective 2: optimize mobility investments to ensure best use of limited funds. This objective will be reviewed to ensure it aligns with and supports

Figure 3-2: Mobility Choices for People and Freight Objectives



the mobility choices for people and freight goal. Another SAC member expressed the need for more clarification or refinement for **objective 4: improve coordination, and partnerships among government entities and with the private sector to provide mobility options**. Despite the requests for additional clarification and refinement, more than 90% of the SAC agreed that objectives 2 and 4 supported the mobility choices for people and freight goal.

A few SAC members had additional feedback specific to this set of objectives. For example, one SAC member emphasized the importance of prioritizing resources so NDOT can efficiently meet the capital investment needs in areas of Nebraska that provide the most return on investment for the state. Another SAC member indicated that completing the state's expressway system should be prioritized to help improve mobility and safety.

3.3 Secure and Resilient Transportation Goals and Objectives Feedback

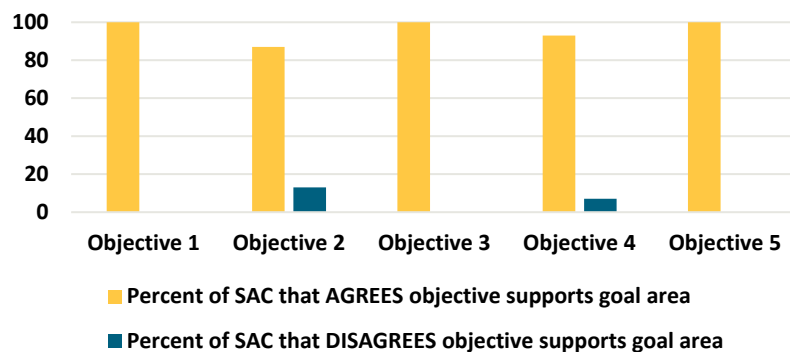
- **Secure and Resilient Transportation Goal:** Manage the risk and magnitude of major disruptions to Nebraska's transportation systems.
 - **Secure and Resilient Transportation Objectives:**
 - **Objective 1:** Reduce vulnerabilities on the transportation system.
 - **Objective 2:** Build redundancies into key routes to ensure adequate continuity of operations in the event of disasters.
 - **Objective 3:** Secure critical transportation assets to protect users in Nebraska.
 - **Objective 4:** Ensure adequate coordination among local, tribal, state, and Federal agencies to prepare for, respond to, and recover from events such as natural disasters, extreme weather, or terrorist attacks.
 - **Objective 5:** Maintain a secure information technology (IT) system to protect the intelligent transportation system (ITS) infrastructure, personal data of customers, and transportation system data.

As shown in Figure 3-3, SAC members were largely supportive of the objectives for the secure and resilient transportation goal. A few members indicated that more consideration should be given to **objective 2: build redundancies into key routes to**

ensure adequate continuity of operations in the event of disasters and to objective 4: ensure adequate coordination among local, tribal, state, and Federal agencies to prepare for, respond to, and recover from events such as natural disasters, extreme weather, or terrorist attacks. These objectives will be reviewed for refinement and clarification opportunities. Specific actions or potential examples will be developed later in the planning process as strategies are created.

One SAC member indicated that an objective related to resilient funding should be considered by NDOT. This member shared the spring 2019 flooding and the COVID-19 pandemic as examples of funding disruptions.

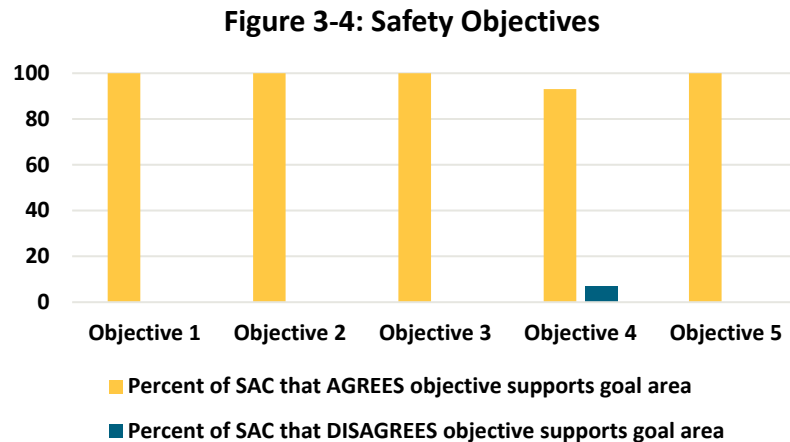
Figure 3-3: Secure and Resilient Transportation Objectives



3.4 Safety Goals and Objectives Feedback

- **Safety Goal:** Provide a transportation system in Nebraska that is safe for all users.
 - **Safety Objectives:**
 - **Objective 1:** Consider safety of all transportation system users in the scoping and design of transportation improvements.
 - **Objective 2:** Reduce fatalities and serious injuries on the multimodal transportation system to work toward zero deaths.
 - **Objective 3:** Improve workzone safety for both motorists and those working to improve our transportation system.
 - **Objective 4:** Foster a workplace culture of safety first.
 - **Objective 5:** Invest in safety technology (such as cameras, Dynamic Message Signs (DMS), and fiber optics) improvements to safety and security for all users.

As shown with Figure 3-4, SAC members overwhelmingly agreed that the safety objectives supported the safety goal area. SAC members unanimously agreed that each objective supported the goal with the exception of **objective 4: foster a workplace culture of safety first**, where 93% of respondents agreed that the objective supported the safety goal.



SAC members provided a variety of examples of things NDOT should consider included as a part of the safety objectives, including: reducing speed limits, completing the expressway system, installing median cable barriers, and increased awareness of seatbelt safety.

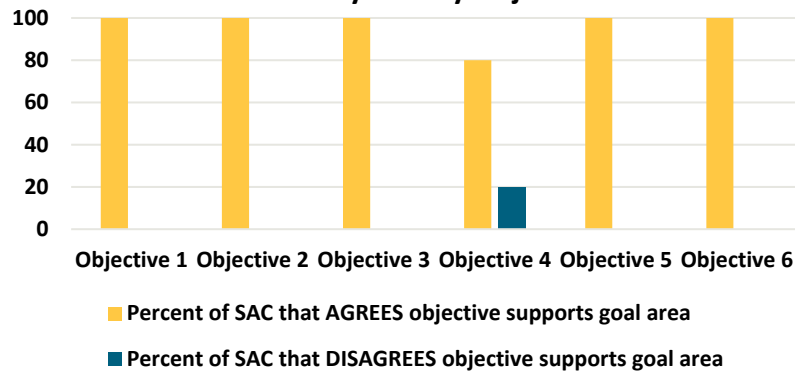
3.5 Support for Economic and Community Vitality Goals and Objectives Feedback

- **Support for Economic and Community Vitality Goal:** Choose investments in Nebraska's transportation system that best support the vitality of Nebraska's economy and all of its communities.
 - **Support for Economic and Community Vitality Objectives:**
 - **Objective 1:** Ensure project selection criteria consider economic factors as well as engineering and safety concerns.
 - **Objective 2:** Consider communities' wider quality of life concerns in the scoping and design of transportation improvements.
 - **Objective 3:** Improve broadband access that supports both 'smart' transportation infrastructure needs and wider needs for communities 'connected' to digital resources.
 - **Objective 4:** Minimize and mitigate environmental impacts in the design and construction of transportation projects.
 - **Objective 5:** Improve access to freight intermodal facilities, industrial land uses, and agricultural uses for the efficient movement of goods on the transportation system.

- **Objective 6:** Improve transportation connectivity to established and emerging economic, employment, and social centers.

For the support for economic and community vitality goal area, SAC members unanimously agreed with each objective except for **objective 4: minimize and mitigate environmental impacts in the design and construction of transportation projects**. However, most SAC members agreed with this objective with 80% responding positively. This objective will be reviewed for additional opportunities to clarify and align with the support for economic and community vitality goal area.

Figure 3-5: Support for Economic and Community Vitality Objectives



One SAC member indicated that NDOT should consider connections to new deep ports to support the agriculture industry. Others indicated that NDOT should consider expanding the system in growing economic centers to support increased economic activity and that NDOT should capitalize on existing partnerships to collaborate and improve broadband connection throughout the state. NDOT will review these suggestions within the existing goals and objectives framework and consider how they complement ongoing NDOT efforts.