

US-275 Over Elkhorn River

Build Nebraska Act & Transportation Innovation Act



NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

2024

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.



Construction on US-30/281 West Grand Island



BUILD NEBRASKA ACT

Enacted in 2011, the Build Nebraska Act (BNA) dedicated the revenue generated equivalent to one-quarter of 1% 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 \$3.5 billion before its sunsets in 2042.

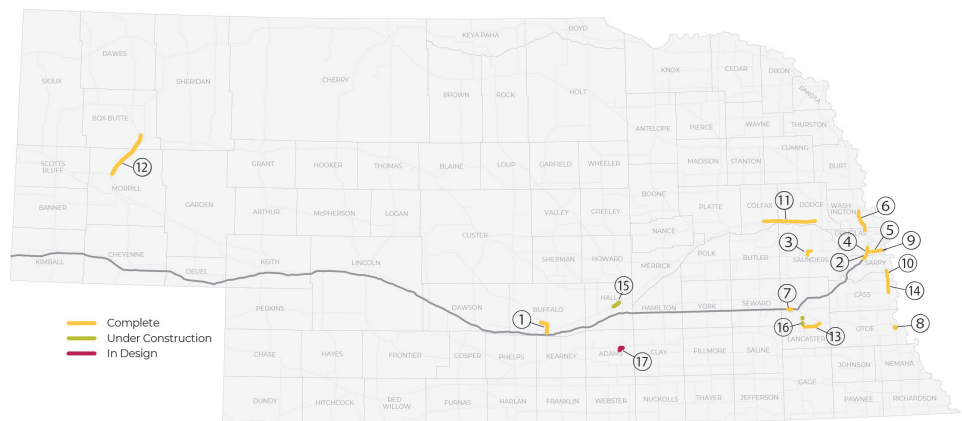
PROGRAMS AND PROGRESS

In November 2011, NDOT announced approximately \$600 million in prioritized investments to expand 17 expressway, interstate or national High Priority Corridors. To date, 16 of 17 corridors selected are complete or under construction. Only one corridor is in development and on track to be constructed before BNA sunsets. Current funding projections and construction inflation may influence the construction schedule of the remaining corridor.

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

Under Construction

- ⑮ **US-30/281 West Grand Island**
4-Lane Divided Expressway
- ⑯ **US-77 Lincoln West Beltway**
Interchanges at Warlick Blvd.
& Pioneers Blvd.

In Design

- ⑰ **US-6 Hastings Southeast**
3-Lane Urban Highway



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 receives annual revenue from fuel taxes enacted by LB 610 (2015). NDOT projects that \$529 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

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 awards can fund 55% of the bridge construction costs.

A working group of NDOT and county officials developed the selection criteria and program details, which are available at <https://ndot.info/BridgeMatch>.

Eligible bridges are:

- *Poor condition or load rating*
- *Greater than 20 feet long*
- *Located on a roadway classified as a local road or above*



Scan the QR code for more about the County Bridge Match Program

PROGRESS

The passage of LB 1030 (2024) represents a renewal of investment in county bridges by creating a new working group to oversee the program and allocated \$4 million annually in 2024 and 2025.

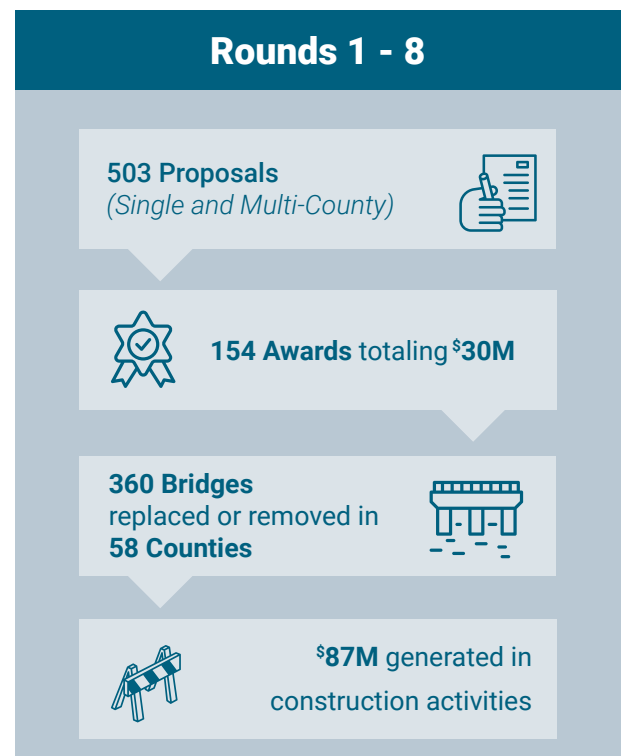
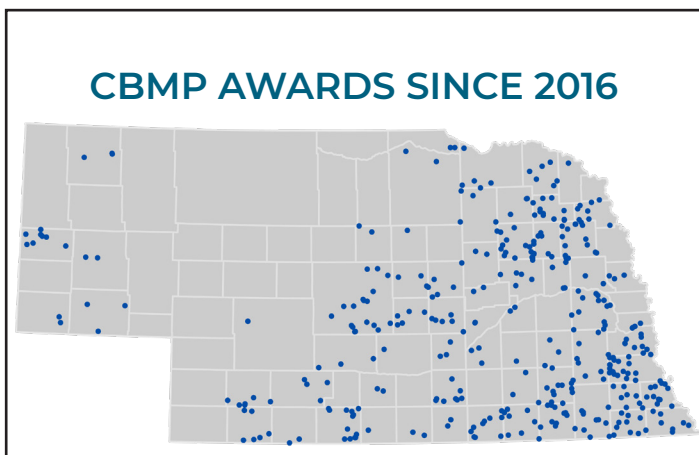
The CBMP has been instrumental in addressing the critical need for bridge replacements across Nebraska's counties. Many of our rural communities depend on these bridges for vital connections, and the program has provided essential funding to ensure the longevity and safety.

CBMP WORKING GROUP

The newly established working group plays a crucial role in overseeing the program. This group consists of two county highway superintendents representing the Nebraska Association of County Officials (NACO) and three representatives from the Nebraska Department of Transportation (NDOT). The CBMP working group meets throughout the year to further review and define the program in preparation for the annual Request For Proposals (RFP) and selection process. This collaborative approach ensures that the voices of local experts are heard and that decisions are made with a comprehensive understanding of the unique needs of Nebraska's counties.

2024 SELECTION CRITERIA

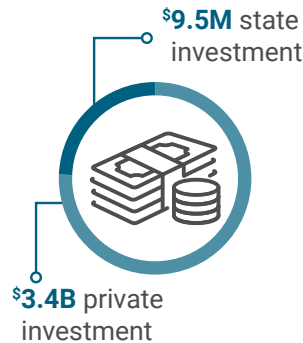
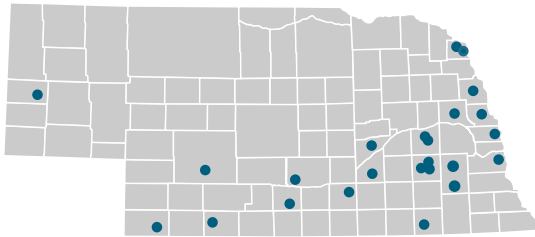
This program emphasizes the significance of the proposed bridge project to its community, including its impact on access to essential services, local economic activity and daily life. Projects that offer innovative, community-focused solutions—such as approaches that minimize long-term maintenance, expedite reopening or effectively manage the impact if the bridge is removed—are strongly encouraged.





ECONOMIC OPPORTUNITY PROGRAM

OVERVIEW



\$22.9B
Six Year Expected
Economic Benefit

Note: Project information is current as of October 2024. 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.

2,232 full-time jobs projected



24 total projects



92% 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).

CRITERIA

- 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 NDOT.
- Complete program guidelines can be found at dot.nebraska.gov/projects/tia/eo-opp/. NDED performs an economic analysis to determine the impacts of each eligible project.

PROGRESS

The eighth year of the EOP saw the approval of four new EOP grants, three of which are from rural areas. Each project remains active and all are projected to result in \$100-150 million in private capital investment in their respective communities. The infrastructure improvements are scheduled for construction in 2024 and 2025. Overall, the EOP has 24 active or completed across Nebraska, from Gering to South Sioux City to Plattsmouth. Twenty-two of the 24 projects are in rural areas.

The EOP estimates that the 24 projects will create over 2,200 new jobs. These full-time, high-quality jobs are within industries that NDED has identified as priority, such as manufacturing, agriculture research, and transportation logistics, to name a few.

In addition to jobs, these projects will bring a total of approximately \$3.4 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 operations from these companies will have an impact on the state's economy of approximately \$22.9 billion. These jobs and economic activity are made possible by a total investment by NDOT of approximately \$9.5 million used to support \$55 million in infrastructure development and improvement. To date, the State of Nebraska has fully reimbursed \$5.6 million for 15 projects.

PROJECT HIGHLIGHT

The EOP was proud to partner with Dundy County to help secure Blackshirt Feeders' development of a large, innovative cattle feedlot that plans to reach 150,000 head over the next 3-5 years. The EOP agreed to provide a \$500,000 grant to assist with the \$4 million cost of improvements to US-34, providing safety benefits to accommodate the increased heavy truck traffic entering and exiting the facility.

This infrastructure improvement was essential in securing Blackshirt's commitment to investing \$150 million and creating 85 jobs in the Dundy County area. NDED projects this facility will generate an economic impact of \$6.3 billion during its first six years of operations, the 2nd largest economic impact of all EOP projects. The Dundy County feedlot will utilize roller-compacted concrete to diminish the presence of flies, dust and odor while also reducing the footprint by approximately 50% compared to a traditional feedlot of similar capacity.





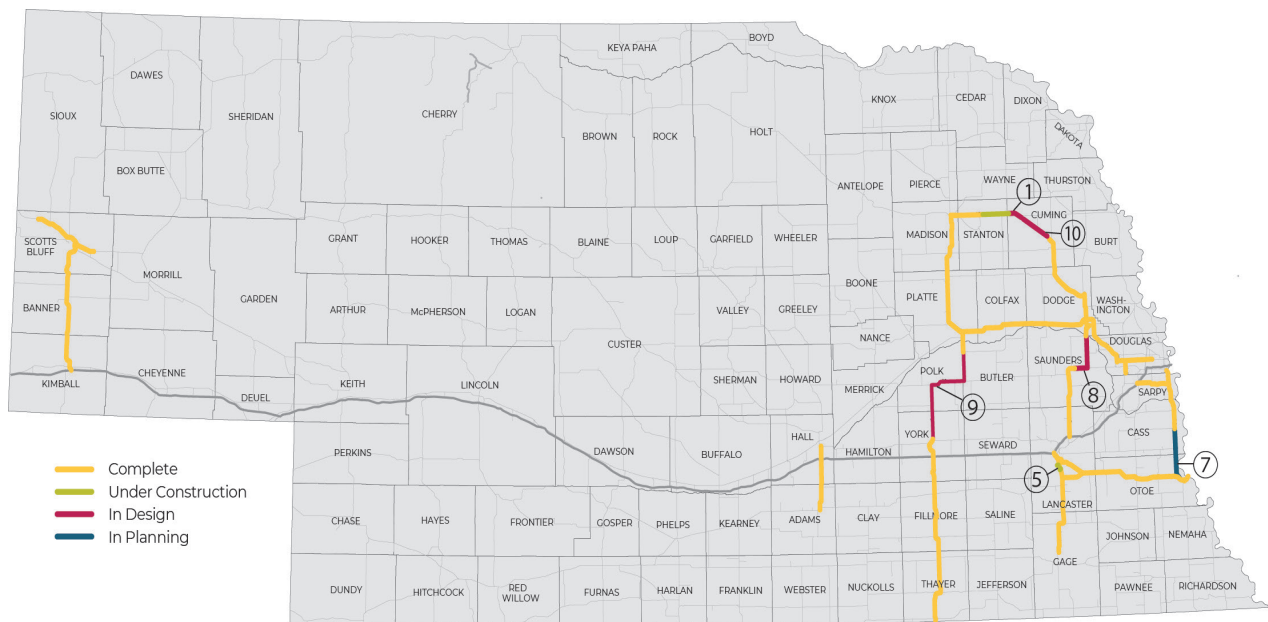
ACCELERATED CAPITAL IMPROVEMENT PROGRAM

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 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.

Original Nebraska Expressway System (1988) Progress Map



- Complete
- Under Construction
- In Design
- In Planning

Under Construction or Contract

- ① **US-275 Norfolk to Pilger**
4-Lane Divided Expressway
- ⑤ **US-77 Lincoln West Beltway**
Interchanges at Warlick Blvd. & Pioneers 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
- ⑩ **US-275 Pilger to West Point**
4-Lane Divided Expressway

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.

NDOT has been working with the Nebraska Highway Commission to use the bond financing authority approved by the legislature in LB 727 (2023). If approved by the Highway Commission, the bond proceeds are estimated to allow completion of the US-275 expressway by 2029, and may allow other expressway projects to be advanced slightly.

Corridor Locations	ESTIMATE (MILLIONS)	LENGTH (MILES)	Projected Construction Years
US-275 Norfolk to West Point	\$200	28	2025 – 2033
US-77 Lincoln West Beltway (Interchanges)	\$50	0	2025 – 2027
US-81 York to Columbus	\$308	41	2032 – 2042
US-77 Wahoo to Fremont	\$144	16	2034 – 2039
US-75 Nebraska City to Murray	\$128	17	2037 – 2041

Expressway Status

To date, \$2.3 billion has been spent on the Expressway System expansion. There are 102 miles of Expressway System in preparation for construction. Traditional Expressway System expansion projects require 5-11 years of preparation prior to construction.



NDOT’s projected timeline to construct the uncompleted expressway projects 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 influx of funding

Expressway System Highlights

Expressway Openings

The US-30 Expressway, Columbus to Fremont, was opened to traffic in 2024 completing a 47 mile, east-west, four-lane expressway improving safety and regional connectivity.

The US-275 Scribner to West Point segment of the expressway has opened expanding approximately 18.5 miles of U.S. 275 from a two-lane highway to a four-lane divided expressway from Scribner to West Point.

The US-275 Norfolk to West Point segment of the expressway expands approximately 28 miles. The 12 miles from Norfolk to Pilger is anticipated to be under construction from 2025 to 2027, while the remaining 16 miles are in design.

Lincoln West Beltway Update

The US-77 freeway identified as Lincoln West Beltway and would construct two new interchanges. The interchanges are located at the intersections of US-77 and Warlick and US-77 and Pioneers Boulevard.

The Lincoln West Beltway is anticipated to be under construction from 2025 to 2027.



US-275 Opening in Scribner

2016 Capital Improvement Selection Status

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. Continued investment at current levels is projected to result in 15 times more deteriorated highway miles in the next two decades.

Below is a list of status updates for 2016 Capital Improvement Selections.

Status of 2016 Capital Improvement Selections

Complete

US-77 - Fremont Southeast Beltway



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 - New Interchange(s), Omaha

US-26 - Minatare to US-385

US-275 - Pilger to West Point

US-81 - York to Columbus

US-385 - Alliance to Chadron

I-80 - Newberry Interchange & L56G to US-30

N-7 - Bassett to Springview

In Construction/Under Contract

US-6 - 192nd & West Dodge Rd

US-275 - Norfolk to Pilger

US-83 - McCook to North Platte

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

TBD - Lincoln East Beltway



US 30 Near North Bend