

**Today at a
GLANCE**

OVER
2,000
NEBRASKANS
participated

INVESTING
\$300
MILLION
IN **8**
CONSTRUCTION
PROJECTS

BEGINNING
DESIGN ON
12
PROJECTS

BEGINNING
PLANNING ON
2
LARGE
PROJECTS

These projects improve safety, promote economic growth and expand the Expressway System.

100%
of our Expressway System will be in design, planning, or under construction, or complete with these announcements!

A great day for transportation and Nebraska's economy



Today Governor Ricketts and I are pleased to announce \$300 million in transportation construction investments as well as the design of 12 projects and planning of two others. Funded through the Build Nebraska Act (BNA) and the Transportation Innovation Act (TIA), championed by the Governor, these projects will improve safety on our highways, promote economic growth throughout the state – and fulfill the vision of former Governor Kay Orr in 1988 to expand Nebraska's Expressway System.

When you consider today's announcement as well as the over \$600 million in construction projects announced during the first 10 years of the BNA and over \$500 million invested annually in highway preservation, Nebraskans have made historic commitments to building a 21st-century infrastructure to help grow our state.

By using innovative criteria along with traditional safety and traffic count measures, the Nebraska Department of Roads has put together a series of BNA/TIA-funded projects that will support continued growth. We know these projects will have a positive impact on our transportation system and our economy because of the economic measures used in the selection process. We also know these projects are well supported by Nebraskans because we've talked extensively with and listened carefully to stakeholders through our expanded project prioritization process.

The good news doesn't stop today. With an eye to the future, the projects selected for construction represent only a portion of the funds that will become available to the state for capital improvement projects. We've made that decision purposefully. We know that conditions can change, and it's important for NDOR and our communities to have flexibility to address those changes and leverage future opportunities. By committing a portion of the funding for construction available through 2033, and starting design work on additional projects, we give Nebraska the flexibility to meet new needs as we continue to grow.

Delivering on the promises of BNA and TIA represents a great journey for all of us. We look forward to reporting our progress every step of the way. Thanks to the leadership of Governor Ricketts in bringing together our partners in the Legislature, community leaders, and stakeholders across the state, we're well on our way to improving our highway system.

On behalf of NDOR, we very much appreciate your continued support for building 21st-century infrastructure and we look forward to delivering these projects to help keep Nebraska the best place to live, work, and raise a family.

Kyle Schneweis
Director

Three-tiered, practical approach for the future

Capital improvement projects are those projects that most impact our economy and allow us to grow Nebraska. These projects include adding new lanes, building new interchanges or viaducts, and improving the Expressway System or federally designated High Priority Corridors. Today, NDOR is announcing investments in the three categories of capital improvement projects:



● CONSTRUCTION PROJECTS

- **8 projects**
- **\$294 million**
- **114 miles**



These are the first projects NDOR and our construction partners will “turn dirt” on. They are a great first round of projects to go to construction because they were selected based on sound engineering and economic analysis and were identified as top priorities in their regions.

These projects span the state to expand our Expressway System, take advantage of investments that have already been made, and improve connectivity within their regions to the Expressway or Interstate system. Construction on all projects will begin by 2024, with the exception of US-275, Scribner to West Point, which will be the state’s first design-build project. NDOR will identify a timeline for all other construction projects after further analysis and conversations with partners.

Design-Build: Saving Time & Money

US-275, Scribner to West Point, will advance as the State’s first design-build project right away because it fits the design-build criteria established in partnership with NDOR’s industry partners. It is a large, complex project (approx. \$90M), and an accelerated timeline will help the region realize the safety and economic benefits sooner than our traditional methods. Construction is scheduled to begin in 2019.

● DESIGN PROJECTS

- **12 projects**
- **240 miles**



It’s important to begin engineering and design work now so NDOR can have projects ready to construct once funding has been identified. Because it can take 10 years to deliver projects of this magnitude, the Department is right on track with timing. Fortunately, TIA provides new delivery tools, so NDOR will be able to complete work more quickly in some locations, which will save time and some inflation costs.

The projects announced for design include progress on all of the remaining miles of the Nebraska Expressway System, as well as work on other project segments that offer many of the same benefits. Most of these projects were also identified as top priorities in their regions.

While it’s not guaranteed that these projects will be moved to construction in the future, having design work complete or underway will certainly set them up to be strong contenders. And, because conditions and funding can change over time, NDOR will continue outreach efforts as well as evaluation of engineering and economic performance of projects in the future.

● PLANNING PROJECTS

- **2 projects**

NDOR knows these projects are a priority for our state, but considerable study, analysis, and collaboration with stakeholders is required before these projects can move further along in the process. Recognizing the long-term need and value of these projects and because NDOR wants to keep moving them forward, we will continue to monitor the conditions surrounding these projects.

Building a great system, not just a few great projects

Recognizing that there are far more needs than funding available, NDOR Director Kyle Schneweis challenged the department's staff to develop project scope options (or choices) so that improvements could be better targeted to specific needs at lower costs. As a result, more improvements can be delivered across the state and there are more options for engineers and communities to consider.



For example, instead of the stark choice of either upgrading a two-lane road to a four-lane highway or providing no improvement at all, a Super 2 highway might provide an intermediate improvement with better paved shoulders and passing lanes every few miles.

Stakeholders overwhelmingly supported this approach during the July meetings, and several of the projects selected for construction or design utilize the Super 2 approach.

Financial realities

There are always more transportation needs than funding. Because enthusiasm for projects and local funding are both important for project delivery over the long run, NDOR will continue discussions with communities about the local share of funding. The timeline for delivery of projects still needs to be developed and local share could be a consideration in the advancement of one project over another.

What's next?

NDOR will continue to evaluate transportation needs and economic opportunities as we analyze the over \$8 billion in potential transportation projects that were identified by stakeholders and department staff for future funding. NDOR will also add projects for evaluation when changing conditions indicate other projects should be analyzed. And, NDOR will scrutinize project scopes to develop the right projects to solve transportation challenges facing Nebraska.

Staying in touch with communities is key to delivering projects and planning for the future. The analysis and outreach that was conducted to identify the first round of investments wasn't a one-time event – rather, it's the way the Department now conducts business.



MORE INFORMATION AT:
www.roads.nebraska.gov/projects/grow-ne





NDOR Project Prioritization and Selection Process

NDOR has rewritten the book on capital improvement project selection. The process known as StEEP, better reflects the connection between transportation investments and the economy, and it recognizes local buy-in from communities.

Because it's NDOR's responsibility to select projects on behalf of the state, we have worked to combine the right technical expertise, stakeholder input, and sound engineering and economic data to select the investments that will best serve Nebraska today and into the future.

While this new project prioritization process is important in helping NDOR select projects, it isn't the only factor considered when making decisions. We must balance other important considerations, such as geographic inclusion, corridor completion, previous investment on a corridor, progress on the Expressway System or High Priority Corridors, Interstate or Expressway connectivity, and the availability of supplemental funding.



The transparency with which NDOR has selected these projects is unprecedented in Nebraska.

More than 2,000 Nebraskans attended meetings or submitted comments as part of our outreach efforts.

Prioritization/Selection Process Timeline

- Summer/Fall 2015**

NDOR conducts a listening tour across the state.
- November/December 2015**

NDOR presents an updated project prioritization process to the Highway Commission and Innovation Task Force.
- January 2016**

At a series of four public meetings, community members and stakeholders suggest new projects to be evaluated. The list of potential projects grows from 60 to over 100. The public favors the use of economic impact analysis as a criterion for evaluation, but suggests engineering be valued more than economic development criteria.
- February 2016-July 2016**

NDOR evaluates all projects, weights engineering at 60% and economic development at 40%. Scope options are developed and corridor projects are broken into constructible segments. The project list grows to more than 160 project options to be discussed. NDOR provides updates at the Highway Commission meetings.
- July 2016**

At eight public meetings across the state, stakeholders in each region are asked to provide input on project evaluations, review scope options, and identify the highest local priority projects. Input is considered and the public's priorities are added to the initial evaluation criteria. The public's priority projects are evaluated in a way that reinforces a system-wide approach.
- August 2016-September 2016**

NDOR reviews engineering and economic analysis, coupled with stakeholder input, to select projects for construction, design and future planning. Geographic inclusion, corridor completion, previous investment on a corridor, progress on our Expressway System or High Priority Corridors, Interstate or Expressway connectivity, and the availability of supplemental funding are also taken into account.
- September 2016**

NDOR selects first round of projects for construction and announces other projects to be moved to design or planning.