

Committee of the Whole
Monday, May 15, 2023 6:00 PM
Council Chambers
2500 14 Street
Columbus, NE 68601

The Mayor and City Council reserve the right to go into closed session as per Section 84-1410 of the Nebraska Revised Statutes. A current agenda is on file at the office of the city clerk at City Hall, 2500 14 Street, Columbus, Nebraska. For more information, call 402-562-4224 or visit our website at www.columbusne.us.

{{Name: Agenda Item Name}}

1. Statement of compliance with Open Meetings Act and roll call.

NEBRASKA OPEN MEETINGS ACT

84-1407. Act, how cited.

Sections 84-1407 to 84-1414 shall be known and may be cited as the Open Meetings Act.

Source: Laws 2004, LB 821, § 34.

84-1408. Declaration of intent; meetings open to public.

It is hereby declared to be the policy of this state that the formation of public policy is public business and may not be conducted in secret.

Every meeting of a public body shall be open to the public in order that citizens may exercise their democratic privilege of attending and speaking at meetings of public bodies, except as otherwise provided by the Constitution of Nebraska, federal statutes, and the Open Meetings Act.

Source: Laws 1975, LB 325, § 1; Laws 1996, LB 900, § 1071; Laws 2004, LB 821, § 35.

Annotations

- Nebraska's public meetings laws do not apply to school board deliberations pertaining solely to disputed adjudicative facts. *McQuinn v. Douglas Cty. Sch. Dist. No. 66*, 259 Neb. 720, 612 N.W.2d 198 (2000).
- The primary purpose of the public meetings law is to ensure that public policy is formulated at open meetings. *Marks v. Judicial Nominating Comm.*, 236 Neb. 429, 461 N.W.2d 551 (1990).
- The public meetings law is broadly interpreted and liberally construed to obtain the objective of openness in favor of the public, and provisions permitting closed sessions must be narrowly and strictly construed. *Grein v. Board of Education of Fremont*, 216 Neb. 158, 343 N.W.2d 718 (1984).
- Although a committee was a subcommittee of a natural resources district board, it was not subject to the Open Meetings Act because there was never a quorum of board members in attendance and the committee did not hold hearings, make policy, or take formal action on behalf of the board. *Koch v. Lower Loup NRD*, 27 Neb. App. 301, 931 N.W.2d 160 (2019).
- A county board of equalization is a public body whose meetings shall be open to the public. *Wolf v. Grubbs*, 17 Neb. App. 292, 759 N.W.2d 499 (2009).

84-1409. Terms, defined.

For purposes of the Open Meetings Act, unless the context otherwise requires:

(1)(a) Public body means (i) governing bodies of all political subdivisions of the State of Nebraska, (ii) governing bodies of all agencies, created by the Constitution of Nebraska, statute, or otherwise pursuant to law, of the executive department of the State of Nebraska, (iii) all independent boards, commissions, bureaus, committees, councils, subunits, or any other bodies created by the Constitution of Nebraska, statute, or otherwise pursuant to law, (iv) all study or advisory committees of the executive department of the State of Nebraska whether having continuing existence or appointed as special committees with limited existence, (v) advisory committees of the bodies referred to in subdivisions (i), (ii), and (iii) of this subdivision, and (vi) instrumentalities exercising essentially public functions; and

(b) Public body does not include (i) subcommittees of such bodies unless a quorum of the public body attends a subcommittee meeting or unless such subcommittees are holding hearings, making policy, or taking formal action on behalf of their parent body, except that all meetings of any subcommittee established under section 81-15,175 are subject to the Open Meetings Act, (ii) entities conducting judicial proceedings unless a court or other judicial body is exercising rulemaking authority, deliberating, or deciding upon the issuance of administrative orders, and (iii) the Judicial Resources Commission or subcommittees or subgroups of the commission;

(2) Meeting means all regular, special, or called meetings, formal or informal, of any public body for the purposes of briefing, discussion of public business, formation of tentative policy, or the taking of any action of the public body; and

(3) Virtual conferencing means conducting or participating in a meeting electronically or telephonically with interaction among the participants subject to subsection (2) of section 84-1412.

Source: Laws 1975, LB 325, § 2; Laws 1983, LB 43, § 1; Laws 1989, LB 429, § 42; Laws 1989, LB 311, § 14; Laws 1992, LB 1019, § 124; Laws 1993, LB 635, § 1; Laws 1996, LB 1044, § 978; Laws 1997, LB 798, § 37; Laws 2004, LB 821, § 36; Laws 2007, LB296, § 810; Laws 2011, LB366, § 2; Laws 2021, LB83, § 11; Laws 2022, LB922, § 12.

Operative Date: July 21, 2022

Annotations

- A township is a political subdivision, and as such, a township board is subject to the provisions of the public meetings laws. *Steenblock v. Elkhorn Township Bd.*, 245 Neb. 722, 515 N.W.2d 128 (1994).
- A county agricultural society is a public body to which the provisions of the Nebraska public meetings law are applicable. *Nixon v. Madison Co. Ag. Soc'y*, 217 Neb. 37, 348 N.W.2d 119 (1984).
- Failure by a public governing body, as defined under section 84-1409, R.R.S.1943, to take and record a roll call vote on an action, as required by section 84-1413(2), R.S.Supp.,1980, grants any citizen the right to sue for the purpose of

having the action declared void. In this case such failure could not be later corrected by a nunc pro tunc order because there was no showing that a roll call vote on the disputed action was actually taken, and even if it was the record showed it was not recorded until over a year later. Sections 23-1301, R.R.S.1943, and 23-1302, R.R.S.1943, make it the duty of the county clerk to record proceedings of the board of county commissioners. *State ex rel. Schuler v. Dunbar*, 208 Neb. 69, 302 N.W.2d 674 (1981).

- Although a committee was a subcommittee of a natural resources district board, it was not subject to the Open Meetings Act because there was never a quorum of board members in attendance and the committee did not hold hearings, make policy, or take formal action on behalf of the board. *Koch v. Lower Loup NRD*, 27 Neb. App. 301, 931 N.W.2d 160 (2019).
- Although the Open Meetings Act does not define "subcommittee," a subcommittee is generally defined as a group within a committee to which the committee may refer business. *Koch v. Lower Loup NRD*, 27 Neb. App. 301, 931 N.W.2d 160 (2019).
- The Open Meetings Act does not require policymakers to remain ignorant of the issues they must decide until the moment the public is invited to comment on a proposed policy. By excluding nonquorum subgroups from the definition of a public body, the Legislature has balanced the public's need to be heard on matters of public policy with a practical accommodation for a public body's need for information to conduct business. *Koch v. Lower Loup NRD*, 27 Neb. App. 301, 931 N.W.2d 160 (2019).
- As an administrative agency of the county, a county board of equalization is a public body. *Wolf v. Grubbs*, 17 Neb. App. 292, 759 N.W.2d 499 (2009).
- The electors of a township at their annual meeting are a public body under the Open Meetings Act. *State ex rel. Newman v. Columbus Township Bd.*, 15 Neb. App. 656, 735 N.W.2d 399 (2007).
- The meeting at issue in this case was a "meeting" within the parameters of subsection (2) of this section because it involved the discussion of public business, the formation of tentative policy, or the taking of any action of the public power district. *Hansmeyer v. Nebraska Pub. Power Dist.*, 6 Neb. App. 889, 578 N.W.2d 476 (1998).
- Informational sessions in which the governmental body hears reports are briefings. *Johnson v. Nebraska Environmental Control Council*, 2 Neb. App. 263, 509 N.W.2d 21 (1993).

84-1410. Closed session; when; purpose; reasons listed; procedure; right to challenge; prohibited acts; chance meetings, conventions, or workshops.

(1) Any public body may hold a closed session by the affirmative vote of a majority of its voting members if a closed session is clearly necessary for the protection of the public interest or for the prevention of needless injury to the reputation of an individual and if such individual has not requested a public meeting. The subject matter and the reason necessitating the closed session shall be identified in the motion to close. Closed sessions may be held for, but shall not be limited to, such reasons as:

(a) Strategy sessions with respect to collective bargaining, real estate purchases, pending litigation, or litigation which is imminent as evidenced by communication of a claim or threat of litigation to or by the public body;

(b) Discussion regarding deployment of security personnel or devices;

(c) Investigative proceedings regarding allegations of criminal misconduct;

(d) Evaluation of the job performance of a person when necessary to prevent needless injury to the reputation of a person and if such person has not requested a public meeting;

(e) For the Community Trust created under section 81-1801.02, discussion regarding the amounts to be paid to individuals who have suffered from a tragedy of violence or natural disaster; or

(f) For public hospitals, governing board peer review activities, professional review activities, review and discussion of medical staff investigations or disciplinary actions, and any strategy session concerning transactional negotiations with any referral source that is required by federal law to be conducted at arms length.

Nothing in this section shall permit a closed meeting for discussion of the appointment or election of a new member to any public body.

(2) The vote to hold a closed session shall be taken in open session. The entire motion, the vote of each member on the question of holding a closed session, and the time when the closed session commenced and concluded shall be recorded in the minutes. If the motion to close passes, then the presiding officer immediately prior to the closed session shall restate on the record the limitation of the subject matter of the closed session. The public body holding such a closed session shall restrict its consideration of matters during the closed portions to only those purposes set forth in the motion to close as the reason for the closed session. The meeting shall be reconvened in open session before any formal action may be taken. For purposes of this section, formal action shall mean a collective decision or a collective commitment or promise to make a decision on any question, motion, proposal, resolution, order, or ordinance or formation of a position or policy but shall not include negotiating guidance given by members of the public body to legal counsel or other negotiators in closed sessions authorized under subdivision (1)(a) of this section.

(3) Any member of any public body shall have the right to challenge the continuation of a closed session if the member determines that the session has exceeded the reason stated in the original motion to hold a closed session or if the member contends that the closed session is neither clearly necessary for (a) the protection of the public interest or (b) the prevention of needless injury to the reputation of an individual. Such challenge shall be overruled only by a majority vote of the members of the public body. Such challenge and its disposition shall be recorded in the minutes.

(4) Nothing in this section shall be construed to require that any meeting be closed to the public. No person or public body shall fail to invite a portion of its members to a meeting, and no public body shall designate itself a subcommittee of the whole body for the purpose of circumventing the Open Meetings Act. No closed session, informal meeting, chance meeting, social gathering, email, fax, or other electronic communication shall be used for the purpose of circumventing the requirements of the act.

(5) The act does not apply to chance meetings or to attendance at or travel to conventions or workshops of members of a public body at which there is no meeting of the body then intentionally convened, if there is no vote or other action taken regarding any matter over which the public body has supervision, control, jurisdiction, or advisory power.

Source: Laws 1975, LB 325, § 3; Laws 1983, LB 43, § 2; Laws 1985, LB 117, § 1; Laws 1992, LB 1019, § 125; Laws 1994, LB 621, § 1; Laws 1996, LB 900, § 1072; Laws 2004, LB 821, § 37; Laws 2004, LB 1179, § 1; Laws 2006, LB 898, § 1; Laws 2011, LB390, § 29; Laws 2012, LB995, § 17.

Annotations

- There is no absolute discovery privilege for communications that occur during a closed session. *State ex rel. Upper Republican NRD v. District Judges*, 273 Neb. 148, 728 N.W.2d 275 (2007).
- If a person present at a meeting observes a public meetings law violation in the form of an improper closed session and fails to object, that person waives his or her right to object at a later date. *Wasikowski v. Nebraska Quality Jobs Bd.*, 264 Neb. 403, 648 N.W.2d 756 (2002).
- The public interest mentioned in this section is that shared by citizens in general and by the community at large concerning pecuniary or legal rights and liabilities. *Grein v. Board of Education*, 216 Neb. 158, 343 N.W.2d 718 (1984).
- Hearing in closed executive session was contrary to this section since there was no showing of necessity or reason under subdivision (1)(a), (b), or (c), but did not result in reversal of board decision. *Simonds v. Board of Examiners*, 213 Neb. 259, 329 N.W.2d 92 (1983).
- Negotiations for the purchase of land need not be conducted at an open meeting but the deliberations of a city council as to whether an offer to purchase real estate

should be made should take place in an open meeting. *Pokorny v. City of Schuyler*, 202 Neb. 334, 275 N.W.2d 281 (1979).

- Public meeting law was not violated where the Board of Regents of the University of Nebraska voted to hold a closed session to consider the university president's resignation, and also discussed the appointment of an interim president during such session. *Meyer v. Board of Regents*, 1 Neb. App. 893, 510 N.W.2d 450 (1993).

84-1411. Meetings of public body; notice; method; contents; when available; right to modify; duties concerning notice; virtual conferencing authorized; requirements; emergency meeting without notice; appearance before public body.

(1)(a) Each public body shall give reasonable advance publicized notice of the time and place of each meeting as provided in this subsection. Such notice shall be transmitted to all members of the public body and to the public.

(b)(i) Except as provided in subdivision (1)(b)(ii) of this section, in the case of a public body described in subdivision (1)(a)(i) of section 84-1409 or such body's advisory committee, such notice shall be published in a newspaper of general circulation within the public body's jurisdiction and, if available, on such newspaper's website.

(ii) In the case of the governing body of a city of the second class or village or such body's advisory committee, such notice shall be published by:

(A) Publication in a newspaper of general circulation within the public body's jurisdiction and, if available, on such newspaper's website; or

(B) Posting written notice in three conspicuous public places in such city or village. Such notice shall be posted in the same three places for each meeting.

(iii) In the case of a public body not described in subdivision (1)(b)(i) or (ii) of this section, such notice shall be given by a method designated by the public body.

(c) In addition to a method of notice required by subdivision (1)(b)(i) or (ii) of this section, such notice may also be provided by any other appropriate method designated by such public body or such advisory committee.

(d) Each public body shall record the methods and dates of such notice in its minutes.

(e) Such notice shall contain an agenda of subjects known at the time of the publicized notice or a statement that the agenda, which shall be kept continually current, shall be readily available for public inspection at the principal office of the public body during normal business hours. Agenda items shall be sufficiently descriptive to give the public reasonable notice of the matters to be considered at the meeting. Except for items of an emergency nature, the agenda shall not be altered later than (i) twenty-four hours before the scheduled commencement of the meeting or

(ii) forty-eight hours before the scheduled commencement of a meeting of a city council or village board scheduled outside the corporate limits of the municipality. The public body shall have the right to modify the agenda to include items of an emergency nature only at such public meeting.

(2)(a) The following entities may hold a meeting by means of virtual conferencing if the requirements of subdivision (2)(b) of this section are met:

(i) A state agency, state board, state commission, state council, or state committee, or an advisory committee of any such state entity;

(ii) An organization, including the governing body, created under the Interlocal Cooperation Act, the Joint Public Agency Act, or the Municipal Cooperative Financing Act;

(iii) The governing body of a public power district having a chartered territory of more than one county in this state;

(iv) The governing body of a public power and irrigation district having a chartered territory of more than one county in this state;

(v) An educational service unit;

(vi) The Educational Service Unit Coordinating Council;

(vii) An organization, including the governing body, of a risk management pool or its advisory committees organized in accordance with the Intergovernmental Risk Management Act;

(viii) A community college board of governors;

(ix) The Nebraska Brand Committee;

(x) A local public health department;

(xi) A metropolitan utilities district;

(xii) A regional metropolitan transit authority; and

(xiii) A natural resources district.

(b) The requirements for holding a meeting by means of virtual conferencing are as follows:

(i) Reasonable advance publicized notice is given as provided in subsection (1) of this section, including providing access to a dial-in number or link to the virtual conference;

(ii) In addition to the public's right to participate by virtual conferencing, reasonable arrangements are made to accommodate the public's right to attend at a physical site and participate as provided in section 84-1412, including reasonable seating, in at least one designated site in a building open to the public and identified in the notice, with: At least one member of the entity holding such meeting, or his or her designee, present at each site; a

recording of the hearing by audio or visual recording devices; and a reasonable opportunity for input, such as public comment or questions, is provided to at least the same extent as would be provided if virtual conferencing was not used;

(iii) At least one copy of all documents being considered at the meeting is available at any physical site open to the public where individuals may attend the virtual conference. The public body shall also provide links to an electronic copy of the agenda, all documents being considered at the meeting, and the current version of the Open Meetings Act; and

(iv) Except as otherwise provided in this subdivision or subsection (4) of section 79-2204, no more than one-half of the meetings of the state entities, advisory committees, boards, councils, organizations, or governing bodies are held by virtual conferencing in a calendar year. In the case of an organization created under the Interlocal Cooperation Act that sells electricity or natural gas at wholesale on a multistate basis or an organization created under the Municipal Cooperative Financing Act, the organization may hold more than one-half of its meetings by virtual conferencing if such organization holds at least one meeting each calendar year that is not by virtual conferencing. The governing body of a risk management pool that meets at least quarterly and the advisory committees of the governing body may each hold more than one-half of its meetings by virtual conferencing if the governing body's quarterly meetings are not held by virtual conferencing.

(3) Virtual conferencing, emails, faxes, or other electronic communication shall not be used to circumvent any of the public government purposes established in the Open Meetings Act.

(4) The secretary or other designee of each public body shall maintain a list of the news media requesting notification of meetings and shall make reasonable efforts to provide advance notification to them of the time and place of each meeting and the subjects to be discussed at that meeting.

(5) When it is necessary to hold an emergency meeting without reasonable advance public notice, the nature of the emergency shall be stated in the minutes and any formal action taken in such meeting shall pertain only to the emergency. Such emergency meetings may be held by virtual conferencing. The provisions of subsection (4) of this section shall be complied with in conducting emergency meetings. Complete minutes of such emergency meetings specifying the nature of the emergency and any formal action taken at the meeting shall be made available to the public by no later than the end of the next regular business day.

(6) A public body may allow a member of the public or any other witness to appear before the public body by means of virtual conferencing.

(7)(a) Notwithstanding subsections (2) and (5) of this section, if an emergency is declared by the Governor pursuant to the Emergency Management Act as defined in section 81-829.39, a public body the territorial jurisdiction of which is included in the emergency declaration, in whole or in part, may hold a meeting by virtual conferencing during such emergency if the

public body gives reasonable advance publicized notice as described in subsection (1) of this section. The notice shall include information regarding access for the public and news media. In addition to any formal action taken pertaining to the emergency, the public body may hold such meeting for the purpose of briefing, discussion of public business, formation of tentative policy, or the taking of any action by the public body.

(b) The public body shall provide access by providing a dial-in number or a link to the virtual conference. The public body shall also provide links to an electronic copy of the agenda, all documents being considered at the meeting, and the current version of the Open Meetings Act. Reasonable arrangements shall be made to accommodate the public's right to hear and speak at the meeting and record the meeting. Subsection (4) of this section shall be complied with in conducting such meetings.

(c) The nature of the emergency shall be stated in the minutes. Complete minutes of such meeting specifying the nature of the emergency and any formal action taken at the meeting shall be made available for inspection as provided in subsection (5) of section 84-1413.

(8) In addition to any other statutory authorization for virtual conferencing, any public body not listed in subdivision (2)(a) of this section may hold a meeting by virtual conferencing if:

(a) The purpose of the virtual meeting is to discuss items that are scheduled to be discussed or acted upon at a subsequent non-virtual open meeting of the public body;

(b) No action is taken by the public body at the virtual meeting; and

(c) The public body complies with subdivisions (2)(b)(i) and (2)(b)(ii) of this section.

Source: Laws 1975, LB 325, § 4; Laws 1983, LB 43, § 3; Laws 1987, LB 663, § 25; Laws 1993, LB 635, § 2; Laws 1996, LB 469, § 6; Laws 1996, LB 1161, § 1; Laws 1999, LB 47, § 2; Laws 1999, LB 87, § 100; Laws 1999, LB 461, § 1; Laws 2000, LB 968, § 85; Laws 2004, LB 821, § 38; Laws 2004, LB 1179, § 2; Laws 2006, LB 898, § 2; Laws 2007, LB199, § 9; Laws 2009, LB361, § 2; Laws 2012, LB735, § 1; Laws 2013, LB510, § 1; Laws 2017, LB318, § 1; Laws 2019, LB212, § 5; Laws 2020, LB148, § 3; Laws 2021, LB83, § 12; Laws 2022, LB742, § 1; Laws 2022, LB908, § 1; Laws 2022, LB922, § 13.

Note: The Revisor of Statutes has pursuant to section 49-769 correlated LB742, section 1, with LB908, section 1, and LB922, section 13, to reflect all amendments.

Note: Changes made by LB742 and LB908 became effective July 21, 2022. Changes made by LB922 became operative July 21, 2022.

Cross References

- **Intergovernmental Risk Management Act**, see section 44-4301.
- **Interlocal Cooperation Act**, see section 13-801.
- **Joint Public Agency Act**, see section 13-2501.

- **Municipal Cooperative Financing Act**, see section 18-2401.

Annotations

- Under subsection (1) of this section, the Legislature has imposed only two conditions on the public body's notification method of a public meeting: (1) It must give reasonable advance publicized notice of the time and place of each meeting and (2) it must be recorded in the public body's minutes. *City of Elkhorn v. City of Omaha*, 272 Neb. 867, 725 N.W.2d 792 (2007).
- An emergency is "(a)ny event or occasional combination of circumstances which calls for immediate action or remedy; pressing necessity; exigency; a sudden or unexpected happening; an unforeseen occurrence or condition." *Steenblock v. Elkhorn Township Bd.*, 245 Neb. 722, 515 N.W.2d 128 (1994).
- An agenda which gives reasonable notice of the matters to be considered at a meeting of a city council complies with the requirements of this section. *Pokorny v. City of Schuyler*, 202 Neb. 334, 275 N.W.2d 281 (1979).
- When notice is required, a notice of a special meeting of a city council posted in three public places at 10:00 p.m. on the day preceding the meeting is not reasonable advance publicized notice of a meeting as is required by this section. *Pokorny v. City of Schuyler*, 202 Neb. 334, 275 N.W.2d 281 (1979).
- Teacher waived right to object to lack of public notice in board of education employment hearing by voluntary participation in the hearing without objection. *Alexander v. School Dist. No. 17*, 197 Neb. 251, 248 N.W.2d 335 (1976).
- A county board of commissioners and a county board of equalization are not required to give separate notices when the notice states only the time and place that the boards meet and directs a citizen to where the agendas for each board can be found. *Wolf v. Grubbs*, 17 Neb. App. 292, 759 N.W.2d 499 (2009).
- A county board of equalization is a public body which is required to give advanced publicized notice of its meetings. *Wolf v. Grubbs*, 17 Neb. App. 292, 759 N.W.2d 499 (2009).
- Notice of recessed and reconvened meetings must be given in the same fashion as the original meeting. *Wolf v. Grubbs*, 17 Neb. App. 292, 759 N.W.2d 499 (2009).
- True notice of a meeting is not given by burying such in the minutes of a prior board proceeding. *Wolf v. Grubbs*, 17 Neb. App. 292, 759 N.W.2d 499 (2009).
- An agenda notice which merely stated "work order reports" was an inadequate notice under this section because it did not give interested persons knowledge that plans for a 345 kv transmission line through the district was going to be discussed and voted upon at the meeting. Inadequate agenda notice under this section meant there was a substantial violation of the public meeting laws; however, later actions by the board of directors cured the defects in notice, and such actions were in substantial compliance with the statute. *Hansmeyer v. Nebraska Pub. Power Dist.*, 6 Neb. App. 889, 578 N.W.2d 476 (1998).

84-1412. Meetings of public body; rights of public; public body; powers and duties.

(1) Subject to the Open Meetings Act, the public has the right to attend and the right to speak at meetings of public bodies, and all or any part of a meeting of a public body, except for closed sessions called pursuant to section 84-1410, may be videotaped, televised, photographed, broadcast, or recorded by any person in attendance by means of a tape recorder, a camera, video equipment, or any other means of pictorial or sonic reproduction or in writing.

(2) It shall not be a violation of subsection (1) of this section for any public body to make and enforce reasonable rules and regulations regarding the conduct of persons attending, speaking at, videotaping, televising, photographing, broadcasting, or recording its meetings, including meetings held by virtual conferencing. A body may not be required to allow citizens to speak at each meeting, but it may not forbid public participation at all meetings.

(3) No public body shall require members of the public to identify themselves as a condition for admission to the meeting nor shall such body require that the name of any member of the public be placed on the agenda prior to such meeting in order to speak about items on the agenda. The body shall require any member of the public desiring to address the body to identify himself or herself, including an address and the name of any organization represented by such person unless the address requirement is waived to protect the security of the individual.

(4) No public body shall, for the purpose of circumventing the Open Meetings Act, hold a meeting in a place known by the body to be too small to accommodate the anticipated audience.

(5) No public body shall be deemed in violation of this section if it holds its meeting in its traditional meeting place which is located in this state.

(6) No public body shall be deemed in violation of this section if it holds a meeting outside of this state if, but only if:

(a) A member entity of the public body is located outside of this state and the meeting is in that member's jurisdiction;

(b) All out-of-state locations identified in the notice are located within public buildings used by members of the entity or at a place which will accommodate the anticipated audience;

(c) Reasonable arrangements are made to accommodate the public's right to attend, hear, and speak at the meeting, including making virtual conferencing available at an in-state location to members, the public, or the press, if requested twenty-four hours in advance;

(d) No more than twenty-five percent of the public body's meetings in a calendar year are held out-of-state;

(e) Out-of-state meetings are not used to circumvent any of the public government purposes established in the Open Meetings Act; and

(f) The public body publishes notice of the out-of-state meeting at least twenty-one days before the date of the meeting in a legal newspaper of statewide circulation.

(7) Each public body shall, upon request, make a reasonable effort to accommodate the public's right to hear the discussion and testimony presented at a meeting.

(8) Public bodies shall make available at the meeting or the instate location for virtual conferencing as required by subdivision (6)(c) of this section, for examination and copying by members of the public, at least one copy of all reproducible written material to be discussed at an open meeting, either in paper or electronic form. Public bodies shall make available at least one current copy of the Open Meetings Act posted in the meeting room at a location accessible to members of the public. At the beginning of the meeting, the public shall be informed about the location of the posted information.

Source: Laws 1975, LB 325, § 5; Laws 1983, LB 43, § 4; Laws 1985, LB 117, § 2; Laws 1987, LB 324, § 5; Laws 1996, LB 900, § 1073; Laws 2001, LB 250, § 2; Laws 2004, LB 821, § 39; Laws 2006, LB 898, § 3; Laws 2008, LB962, § 1; Laws 2021, LB83, § 13.

Annotations

- To preserve an objection that a public body failed to make documents available at a public meeting as required by subsection (8) of this section, a person who attends a public meeting must not only object to the violation, but must make that objection to the public body or to a member of the public body. *Stoetzel & Sons v. City of Hastings*, 265 Neb. 637, 658 N.W.2d 636 (2003).

84-1413. Meetings; minutes; roll call vote; secret ballot; when; agenda and minutes; required on website; when.

(1) Each public body shall keep minutes of all meetings showing the time, place, members present and absent, and the substance of all matters discussed.

(2) Any action taken on any question or motion duly moved and seconded shall be by roll call vote of the public body in open session, and the record shall state how each member voted or if the member was absent or not voting. The requirements of a roll call or viva voce vote shall be satisfied by a public body which utilizes an electronic voting device which allows the yeas and nays of each member of such public body to be readily seen by the public.

(3) The vote to elect leadership within a public body may be taken by secret ballot, but the total number of votes for each candidate shall be recorded in the minutes.

(4) The minutes of all meetings and evidence and documentation received or disclosed in open session shall be public records and open to public inspection during normal business hours.

(5) Minutes shall be written or kept as an electronic record and shall be available for inspection within ten working days or prior to the next convened meeting, whichever occurs

earlier, except that cities of the second class and villages may have an additional ten working days if the employee responsible for writing or keeping the minutes is absent due to a serious illness or emergency.

(6) Beginning July 31, 2022, the governing body of a natural resources district, the city council of a city of the metropolitan class, the city council of a city of the primary class, the city council of a city of the first class, the county board of a county with a population greater than twenty-five thousand inhabitants, and the school board of a school district shall make available on such entity's public website the agenda and minutes of any meeting of the governing body. The agenda shall be placed on the website at least twenty-four hours before the meeting of the governing body. Minutes shall be placed on the website at such time as the minutes are available for inspection as provided in subsection (5) of this section. This information shall be available on the public website for at least six months.

Source: Laws 1975, LB 325, § 6; Laws 1978, LB 609, § 3; Laws 1979, LB 86, § 9; Laws 1987, LB 663, § 26; Laws 2005, LB 501, § 1; Laws 2009, LB361, § 3; Laws 2015, LB365, § 2; Laws 2016, LB876, § 1; Laws 2021, LB83, § 14; Laws 2022, LB742, § 2.

Effective Date: July 21, 2022

Annotations

- If a person present at a meeting observes and fails to object to an alleged public meetings laws violation in the form of a failure to conduct rollcall votes before taking actions on questions or motions pending, that person waives his or her right to object at a later date. *Hauser v. Nebraska Police Stds. Adv. Council*, 264 Neb. 944, 653 N.W.2d 240 (2002).
- Subsection (2) of this section does not require the record to state that the vote was by roll call, but requires only that the record show if and how each member voted. Neither does the statute set a time limit for recording the results of a vote, after which no corrections of the record can be made. If no intervening rights of third persons have arisen, a board of county commissioners has power to correct the record of the proceedings had at a previous meeting so as to make them speak the truth, particularly where the correction supplies some omitted fact or action and is done not to contradict or change the original record but to have the record show that a certain action was taken or thing done, which the original record fails to show. *State ex rel. Schuler v. Dunbar*, 214 Neb. 85, 333 N.W.2d 652 (1983).
- Failure by a public governing body, as defined under section 84-1409, R.R.S.1943, to take and record a roll call vote on an action, as required by section 84-1413(2), R.S.Supp.,1980, grants any citizen the right to sue for the purpose of having the action declared void. In this case such failure could not be later corrected by a nunc pro tunc order because there was no showing that a roll call vote on the disputed action was actually taken, and even if it was the record showed it was not recorded until over a year later. Sections 23-1301, R.R.S.1943,

and 23-1302, R.R.S.1943, make it the duty of the county clerk to record proceedings of the board of county commissioners. *State ex rel. Schuler v. Dunbar*, 208 Neb. 69, 302 N.W.2d 674 (1981).

- There is no requirement that a public body make a record of where notice was published or posted. *Wolf v. Grubbs*, 17 Neb. App. 292, 759 N.W.2d 499 (2009).

84-1414. Unlawful action by public body; declared void or voidable by district court; when; duty to enforce open meeting laws; citizen's suit; procedure; violations; penalties.

(1) Any motion, resolution, rule, regulation, ordinance, or formal action of a public body made or taken in violation of the Open Meetings Act shall be declared void by the district court if the suit is commenced within one hundred twenty days of the meeting of the public body at which the alleged violation occurred. Any motion, resolution, rule, regulation, ordinance, or formal action of a public body made or taken in substantial violation of the Open Meetings Act shall be voidable by the district court if the suit is commenced more than one hundred twenty days after but within one year of the meeting of the public body in which the alleged violation occurred. A suit to void any final action shall be commenced within one year of the action.

(2) The Attorney General and the county attorney of the county in which the public body ordinarily meets shall enforce the Open Meetings Act.

(3) Any citizen of this state may commence a suit in the district court of the county in which the public body ordinarily meets or in which the plaintiff resides for the purpose of requiring compliance with or preventing violations of the Open Meetings Act, for the purpose of declaring an action of a public body void, or for the purpose of determining the applicability of the act to discussions or decisions of the public body. It shall not be a defense that the citizen attended the meeting and failed to object at such time. The court may order payment of reasonable attorney's fees and court costs to a successful plaintiff in a suit brought under this section.

(4) Any member of a public body who knowingly violates or conspires to violate or who attends or remains at a meeting knowing that the public body is in violation of any provision of the Open Meetings Act shall be guilty of a Class IV misdemeanor for a first offense and a Class III misdemeanor for a second or subsequent offense.

Source: Laws 1975, LB 325, § 9; Laws 1977, LB 39, § 318; Laws 1983, LB 43, § 5; Laws 1992, LB 1019, § 126; Laws 1994, LB 621, § 2; Laws 1996, LB 900, § 1074; Laws 2004, LB 821, § 40; Laws 2006, LB 898, § 4.

Annotations

- The Legislature has granted standing to a broad scope of its citizens for the very limited purpose of challenging meetings allegedly in violation of the Open Meetings Act, so that they may help police the public policy embodied by the act. *Schauer v. Grooms*, 280 Neb. 426, 786 N.W.2d 909 (2010).

- Any citizen of the state may commence an action to declare a public body's action void. *City of Elkhorn v. City of Omaha*, 272 Neb. 867, 725 N.W.2d 792 (2007).
- The reading of ordinances constitutes a formal action under subsection (1) of this section. *City of Elkhorn v. City of Omaha*, 272 Neb. 867, 725 N.W.2d 792 (2007).
- If a person present at a meeting observes a public meetings law violation in the form of an improper closed session and fails to object, that person waives his or her right to object at a later date. *Wasikowski v. Nebraska Quality Jobs Bd.*, 264 Neb. 403, 648 N.W.2d 756 (2002).
- Under the Public Meetings Act, a county lacks capacity to maintain an action to declare its official conduct "void" for noncompliance with the act. *County of York v. Johnson*, 230 Neb. 403, 432 N.W.2d 215 (1988).
- When a petitioner under this section is successful in the district court, that court may allow attorney fees. *Tracy Corp. II v. Nebraska Pub. Serv. Comm.*, 218 Neb. 900, 360 N.W.2d 485 (1984).
- Informal discussions between the Tax Commissioner and the State Board of Equalization in which instructions were clarified, with such clarification leading to the amendment of hearing notices, did not constitute a public meeting subject to the provisions of this section. *Box Butte County v. State Board of Equalization and Assessment*, 206 Neb. 696, 295 N.W.2d 670 (1980).
- The right to collaterally attack an order made in contravention of the Public Meeting Act must occur within a period of one year as is specifically provided by this section. *Witt v. School District No. 70*, 202 Neb. 63, 273 N.W.2d 669 (1979).
- Statutory change, requiring "publicized notice" for board of education employment hearings, occurring between dates meeting scheduled and conducted, held not to void proceedings. *Alexander v. School Dist. No. 17*, 197 Neb. 251, 248 N.W.2d 335 (1976).
- Voiding an entire meeting is a proper remedy for violations of the Open Meetings Act. Once a meeting has been declared void pursuant to Nebraska's public meetings law, board members are prohibited from considering any information obtained at the illegal meeting. *Wolf v. Grubbs*, 17 Neb. App. 292, 759 N.W.2d 499 (2009).
- Actions by the board of directors were merely voidable under this section, and not void. Pursuant to subsection (3) of this section, the plaintiffs were awarded partial attorney fees because they were successful in having the court declare that the board of directors was in substantial violation of the statute, even though the plaintiffs did not get the relief requested of having the board's actions declared void. *Hansmeyer v. Nebraska Pub. Power Dist.*, 6 Neb. App. 889, 578 N.W.2d 476 (1998).

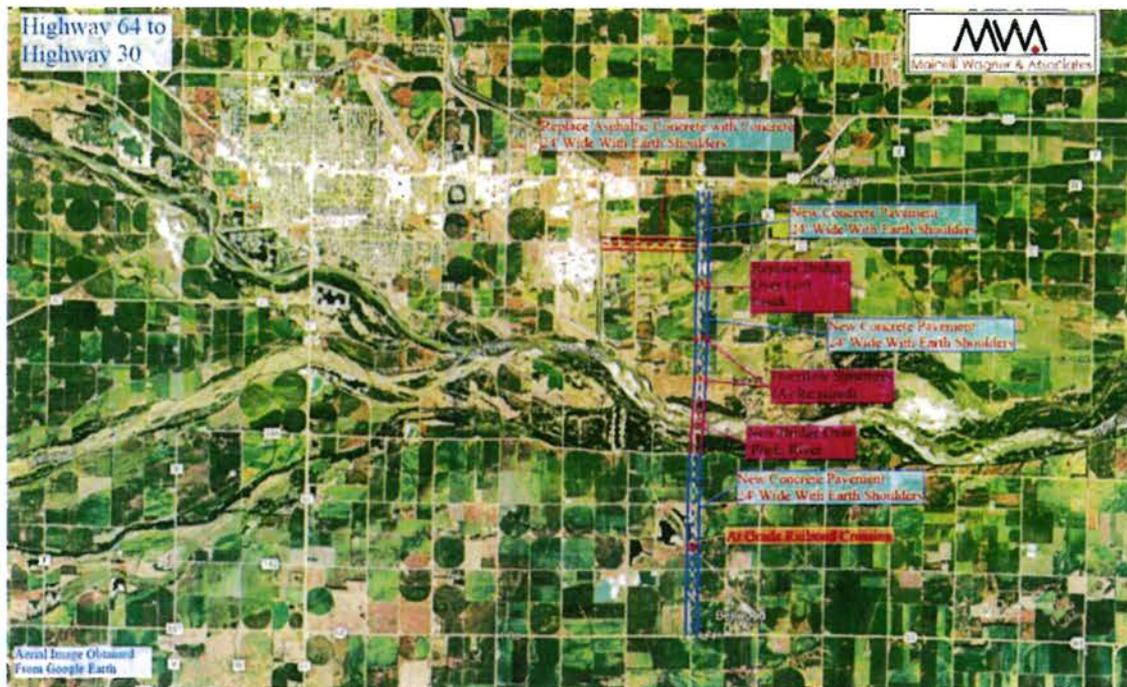
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Source: http://nebraskalegislature.gov/laws/display_html.php?begin_section=84-1407&end_section=84-1414

Date: July 2022

2. Presentation on Highway 30/64 study.

30/64 Corridor Project Benefit/Cost Analysis



Prepared by DC Hirschbrunner Consulting, LLC

March 2023

To: Platte County Board of Supervisors
From: D.C. Hirschbrunner Consulting LLC

Date: March 14, 2023

Subject: 30/64 Connector Benefit/ Cost Study

D.C. Hirschbrunner Consulting LLC is pleased to present the final report for the benefit/ cost study of the 30/64 Corridor Project in eastern Platte County and north-central Butler County. The benefit/ cost ratios developed provide a strong basis for continuing the project and proceeding to the next steps.

The team would like to recognize and thank the contributions provided by Mark Mainelli, Platte and Butler county engineer; Rick Bogus, Columbus city engineer; Todd Duren, Loup Power District; and Nicole Sedlacek, Nebraska Public Power District in the development of the report. The team stands ready to continue working with Platte County and partners in the further development of this important project.

Sincerely,



Dennis C. Hirschbrunner, PE, President



Dennis Grennan

Title Page

30/64 Corridor Benefit Cost Study

Platte County, Nebraska

Final report

Prepared for:

Platte County and 30/64 Committee

Prepared by:

D.C. Hirschbrunner Consulting, LLC

Columbus, NE

February 2023

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Executive Summary

In July of 2022, Platte County entered into a contract with D.C. Hirschbrunner Consulting LLC, of Columbus to develop a benefit/ cost study that would assist in the determination of the desirability and economic impact associated with constructing a two lane paved road and bridge between US Highway 30 and Nebraska State Highway 64 east of Columbus on the Platte County, Colfax County line. Dennis Hirschbrunner and Dennis Grennan led this project team which also included Todd Duren Loup Power District, Nicole Sedlacek Nebraska Public Power District (NPPD) and Mark Mainelli, Platte County and Butler County Engineer, as well as Rick Bogus, Columbus city engineer.

The team was able to generate significant cost data and benefit data based on industry survey data and data provided by NPPD Economic Department. Benefit data included work force, work force location, traffic flows, 2019 flood impacts, economic development potential and safety. The traffic flow data developed by NPPD is higher but compares fairly well with the Iteris traffic study

The preliminary design concepts and project costs were developed by Mark Mainelli, Mainelli Wagner & Associates, with Dennis Hirschbrunner, Dennis Grennan and Rick Bogus. The project would consist of approximately 7 miles of two-lane rural paved road, a 3,000 foot-long bridge a 100 foot long bridge spanning the south channel of the Platte River, and two smaller bridges of box culverts to accommodate Lost Creek. This project would begin on the north side of the Platte River at the main line of the Union Pacific Railroad and extend south to the Platte River and new bridges. On the south side of the river it would begin at the intersection of Road G and Nebraska State Highway 64 and extend north to the new river bridge. The cost of this project is projected to be approximately \$57 million dollars.

From the data that was generated, benefit/ cost ratios were determined. The B/C ratio ranged from **2.68 to 4.19** when only considering traffic flows, 2019 flood impacts and safety which is a reasonably strong ratio. To get a truer impact of the project, we then calculated the benefit/ cost ratio with the potential economic development benefits added to the previous benefits. The B/C ratio when considering the potential economic development, ranged from **32.6 to 86.1**. Both ratios are of sufficient magnitude to warrant the continued pursuit of the project by proceeding to the next step.

US Highway 30/NE Highway 64 Connector Project

Introduction

The 30/64 Connector Project has been a topic of interest and conversation for several decades. Senator Arnie Stuthman introduced legislation in the Nebraska Legislature on several occasions, the last being in 2006, for the financing of the project. The 2019 historic flood on the Loup River, Platte River, and tributaries at Columbus resulted in the isolation of Columbus' ground transportation for three days. Air travel was the primary way in and out of the city. Many of the other communities in Platte, Butler, and Colfax counties were also impacted. This event triggered a renewed interest in the 30/64 Connector Project, which if built would provide a reliable ground transportation roadway and bridge across the Platte River east of Columbus.

Subsequently, a coalition of the four-counties; Platte, Butler, Colfax, and Polk, along with the City of Columbus, formed to perform a traffic study to determine the impact of a new connector highway between US-30 and NE-64 east of Columbus. Platte County was the lead entity with each contributing financially to the study, although not equally. Iterius, Inc. was hired by the group to perform the study, which was completed in September of 2021. The study projected a usage of 2,360 vehicles a day, traveling the connector of which 340 vehicles would be heavy trucks.

Following the completion of the traffic study; Platte County, in partnership with Butler County, and the City of Columbus, retained the services of D.C. Hirschbrunner Consulting, LLC in cooperation with Loup River Public Power District (Loup Power District), and Nebraska Public Power District (NPPD), to conduct a Benefit Cost Analysis Study to determine the economic viability of the project. This study when coupled with the traffic study will provide useable information on which to make future decisions regarding the plausibility and/or desirability of this project. The team also worked closely with Mark Mainelli, Platte County Engineer; Butler County Engineer; and Rick Bogus, Engineer with the City of Columbus on the corridor identification, preliminary design concepts, environmental issues, flood water issues, and cost estimates. NPPD, working thru Loup Power District, provided 2019 flood impacts, employment numbers, workforce, travel information, traffic counts and economic benefits. This report is the end result of the collaboration of the team.

Project Overview

On the surface, the proposed project presents itself as a two-lane, north/south, hard surfaced road and bridge project located on the existing county road corridors (right-of-way) of E. 59th Avenue/Road 1 in Platte and Colfax counties, north of the Platte River and Road G in Butler County, south of the River. However on closer examination, the road if constructed would become an integral part of a broader roadway network servicing eastern Platte County, western Colfax County, and central Butler County by serving as a spine from which east/west roads would connect. These east/west roads are/would be, Road C in Colfax County, connecting to Richland and ultimately extending to the City of Schuyler, 8th Street Road in Platte County connecting to ADM, Behlen, Valmont, and pending

E. 29th Avenue viaduct as well as the City of Columbus. In Butler County, it would connect to the river road, which ultimately connects to US-81 south of Columbus.

This network of roads would open up east Platte County, west Colfax County and north central Butler County including the Village of Bellwood for development. The economic data and projections by NPPD, take into consideration these potential future economic benefits in establishing the benefits portion of the equation. NPPD also conducted research on the impacts of the 2019 flood by surveying those businesses, industries and others that were affected by the historic flooding. Monetary impacts were determined and included in the benefit calculations. In addition, NPPD identified population/workforce growth trends, workforce location & travel, and other valuable data.

Project Findings

WORK FORCE and LOCATIONS

To help determine potential traffic flow on the proposed 30/64 corridor, two sources of data were used: Nebraska Public Power District (NPPD) Economic Development Data and the Iterius Study: September 2021.

NPPD used data from the 2019 U. S. Census Bureaus' Work Destination and Home Destination Reports. A Work Destination report looks at where residents in a selected area are working [where they are commuting to work] and the Home Destination Report looks at the area from which a county or community is pulling employees to fill positions. Reports were supplied for Columbus, Platte, Butler, Colfax and Polk Counties. Data from the Reports are shown in Figures 4-18.

TRAFFIC FLOWS

FIGURES 5 & 6: Illustrate where folks work who live in Columbus, and where workers live who are employed in Columbus. Considering the location of the corridor, only workers traveling to and from Lincoln and David City were most probable to use the corridor. Total workers traveling was 733/day, resulting in 1,466 round trips/day.

FIGURES 7, 8 & 9: Illustrate similar worker information for Platte County. Total workers traveling was 1,010/day, resulting in 2020 round trips/day. Since 1,466 trips were included in the Columbus count, 554 additional round trips should be included.

FIGURES 10, 11 & 12: Illustrate similar worker information for Butler County traveling to and from Columbus and Schuyler. The total workers traveling daily, is 696 resulting in 1,392 trips/day. Only half the workers traveling to/from Schuyler were counted.

FIGURES 13, 14 & 15: Illustrates similar worker information for Polk County. It is estimated half the workers going to and from Columbus $305+66$ divided by 2 equal 185) and all going to and from Schuyler ($74+135=209$) would use the corridor. A total of 196, resulting in 392 trips/daily.

FIGURES 16, 17 & 18: shows the number of workers working in and out of Colfax County. No workers traveling to/from Colfax County were thought to use the proposed corridor, although 2,670 folks work outside Colfax County.

Totaling daily worker travel from Columbus, Platte, Butler, and Polk Counties that would use the corridor is 3,804.

| | <u>Trips/day</u> | |
|---------------|----------------------|---------------------------|
| Columbus | 1,466 | (Lincoln/David City only) |
| Platte County | 2,020 554 additional | (Lincoln/David City) |
| Butler County | 1392 | (Columbus/Schuyler only) |
| Polk County | 392 | (Columbus/Schuyler) |
| | 3804 trips/day | (Iteirus: 2,360/day) |

- 50% = 1902 trips/day
- 80% = 3043 trips/day

TRUCK TRAFFIC

Survey data indicated 1,101 trucks/daily from the 20 industries that responded. Not all truck traffic would use the corridor, although there is a substantial amount of industries truck traffic that is not included. Iteirus used 14% of traffic as trucks 532 [.14 x 3804 above].

50% = 266 trucks/day

80% = 426 trucks/day

Total daily traffic flow would be approximately for both autos and trucks would be 2,168-3469.

AUTOMOBILES/MILEAGE SAVED

Based on these traffic flows and distance of 6 miles from US Highway 81 to new corridor and 12 miles saved coming from Butler County, savings in mileage is estimated to be the following:

- Columbus ⇔ Lincoln/David City = 6 mile savings
1,466 x 6 miles = 8,796 miles
- Platte County ⇔ Lincoln/David City = 6 mile savings
554 x 6 = 3,324 miles
- Butler County ⇔ Columbus/Schuyler = 12 mile savings
1392 x 12 miles = 16,704 mile savings
- Polk County ⇔ Colfax = 0 miles
No savings

Total Miles saved = 28,824 miles/day

50% = 14,412 miles

80% = 23,059 miles

Dollars saved at \$.585/mile = \$8,431 - \$13,490/day (cars)
= \$2.19 - \$3.51 million/year

TRUCKS MILEAGE SAVED

Estimate at 14% of total traffic at \$2.75/mile: [insights/current-freight-trends website]

- Columbus - $1,466 \times .14 = 205$ trucks x 6 miles = 1,810 miles
 - Platte County - $554 \times .14 = 77$ x 6 miles = 462 miles
 - Butler County: $1,392 \times .14 = 195$ x 12 miles = 2,340 miles
 - Polk & Colfax County: 0 miles
- 4,032 miles
- Cost savings:
 $4,032 \times \$2.75/\text{mile} = \$11,088$ per day
 50-80% = \$5,544 - \$8,870 per day
 = **\$1.44 - \$2.30 million/year**
 - 20-year savings based on 2022 numbers (no escalation):
 Workers: \$44.0-\$70.2 million
 Trucks: \$28.8-46.0 million
Total: \$72.8-\$116.2 million

TRAVEL TIME REDUCTIONS

The Iterius Study included travel time comparisons with the 30/64 corridor as compared to the present roadway system.

As one might expect, there is a 10-minute reduction for traffic coming north on Highway 81 and going east on Highway 30 as a destination, avoiding delays on 23rd street and vice-versa.

There is an 8 minute reduction for traffic coming west on Highway 64 with east Columbus/Industrial area as a destination and vice-versa.

These time savings primarily impact traffic from Butler and Polk Counties and the Eastern portion of Columbus. Based on the worker traffic flows described earlier, time savings would be:

WORKER TIME SAVINGS

- Columbus to Lincoln or David City (assuming 50% of traffic comes from East Columbus and East Platte County);
 $1,466 \text{trips/day} \times 50\% = 733 \text{trips/day}$
 $733 \times 8 \text{ minutes} = 5,864 \text{ minutes} = 98 \text{ hours saved/day}$
- Platte Co. to Lincoln and David City;
 $554 \text{trips/day} \times 50\% = 277 \text{trips/day}$
 $277 \times 8 \text{ minutes} = 2,216 \text{ minutes} = 37 \text{ hours saved/day}$
- Butler Co. to Columbus and Schuyler;

1,392 trips/day x 9 minutes [average] = 12,528 minutes = 208 hours saved/day

- Polk Co. to Columbus and Schuyler
392 trips/day x 9 minutes [average] = 3,528 minutes = 58 hours saved/day

Total Worker Time Saved = 303 hours/day

TRUCKER TIME SAVINGS

Using truck traffic flow discussed earlier, savings in trucking time would be:

- Columbus (14% X 733) = 103 Trucks /day
- Additional Platte Co. (14% x 277) = 39 Trucks/day
- Butler Co. = 195 Trucks/day
- Polk Co. = 55 Trucks/day
- Total = 392 Trucks/day**

Time savings = 392 Trucks/day x 10 minute average = 3,920 minutes/day = 65 hours/day

TIME SAVINGS-DOLLARS

Workers: 303 Hrs/day x \$20/Hr = \$6,060/day
 \$6,060/day x 5 days/week x 52 weeks = \$1.58 million/year
 50% - 80% = \$.79 million/year- \$1.264 million/year

Truckers: 65 Hrs/day x \$50/Hr- = \$3,250/day
 \$3,250 x 5 days/week x 52 weeks = \$.85 million/year
 50%- 80% = \$43 million/year- \$.68 million/year

Economic Development

To date, the desirability and need for the construction of this project has focused on the increased and improved mobility of the traveling public, including workforce and heavy truck traffic as well as providing a reliable safe and secure river crossing for Platte County, Butler County, and the City of Columbus. Little attention has been paid to the economic development potential that the project presents for eastern Platte County. As part of this study, NPPD in concert with Loup Power District, evaluated the potential for economic development along the corridor and also at each end of the corridor. In recent years, we have seen steady development occurring along US-30 both west and east of East 59th Avenue in Platte and Colfax Counties. In Butler County, this Bellwood area is poised for development including affordable housing.

For this report, NPPD and Loup Power District reviewed the economic growth that occurred along the Lost Creek Parkway in Columbus, the US-77 by-pass at Wahoo in Saunders County and Cherry Avenue/Highway 10 at Kearney in Buffalo County. Based on the economic impact of these projects since completion, projections of potential development along and adjacent to 30/64 connector were made. This projection was

added to the benefits side of the equation along with the flooding impacts and travel benefits. The basis for the economic development benefit is tabulated and presented in the following packs.

ECONOMIC DEVELOPMENT BENEFITS

As part of this study, NPPD in concert with Loup Power District evaluated the potential for Economic Development along this Corridor and also at each end of the Corridor. NPPD and Loup PPD reviewed the growth that has occurred along the Lost Creek Parkway [Figure 19]. They also used their assessment tool, EconoWorks, to make projections of economic impact for the 30/64 Corridor [Fig. 21] and other similar road projects in Nebraska [Figs. 22] For comparison purposes, Fig. 23 shows the dollar impact of 50 and 100 new jobs in Non-Metro Nebraska.

A summary of this information is as follows:

JOBS

| | |
|---|----------------------------------|
| 100 new jobs in non-metro Nebraska | \$17.2 million/year |
| The 30/64 Corridor would create 896-1494 jobs | |
| Annual Impact | \$153-\$255 million/year |
| Annual Impact [EconWorks] | \$133 – 222 million/year |
| 20-Year Life [\$133-255 million/year] | \$2.6 – \$5.1\$ billion/20 years |

ASSETS

Development Capital Investment along Lost Creek Parkway over the past 10 years.

\$33 Businesses - \$374 million/ 10 years
 50% - 80% = \$187million - \$299 million/ 10 years
 20 years = \$374-598 million

TOTAL ECONOMIC DEVELOPMENT FOR 20-YEARS [50%-80%]

| | |
|--------------|------------------------------|
| Job impacts | \$1.33-\$4.08 Billion |
| Assets | \$.374-\$598 Billion |
| Total | \$1.70-\$4.67 Billion |

TOTAL BENEFITS, TRAFFIC AND ECONOMIC DEVELOPMENT FOR 20-YEARS

| | |
|----------------------|------------------------------|
| Traffic and Flood | \$.156-\$244 Billion |
| Economic Development | \$1.70-\$4.67 Billion |
| Total | \$1.86-\$4.92 Billion |

Survey Data and 2019 Flood Impacts

A survey of 8 questions was prepared by NPPD – Economic Development Department and sent to 44 companies. We received responses with contact

information from 20 industries, with a 45% return-rate. Figures 24 show responses to the questions. A summary of data received:

| | <u>Range of Responses</u> | <u>Totals</u> |
|--|---------------------------|---------------|
| • Dollars Impacted by Flood | \$17,000 - \$6 mil. | \$8.49 mil. |
| • Number of Employees | 10-700 | 3,836 |
| • Number of Employees from Out of Platte County | 1-300 | 1,005 (26%) |
| • Number of Trucks/week | 10-4,500 | 5,507 |

These quantities are for 2022. Question 7 asked industries if they expect to increase in employee headcount in the next 5-10 years. 90% responded yes (Fig. 20). Question 8 asked if they anticipated growth/increase in truck traffic with 80% responding yes (Fig. 19-20). These responses would suggest the dollar savings. Identified with worker and truck travel will continue to increase.

If impact from the 2019 flood was expanded to all industries, it seems reasonable that the impact would be 2-3 times larger than the \$8.49 million from the 20 industries responding to the survey, which would be \$17-\$25 million. If reoccurrence of a similar flood is expected once every 10 years, annual average impact would be \$1.7-\$2.5 million/year.

Ag Production

NPPD also provided Agricultural Production Data for Platte, Colfax, Polk, and Butler Counties (Fig. 25). Information is provided for corn, soybean, and cattle production as compared to the other 93 counties in Nebraska. All four-counties rank high across the state, ranging from #3-53 in production with an average of #24 in corn, #2D in soybeans, and #22 in cattle feed. This amount of agricultural production would also suggest worker and truck travel will continue to grow, both from direct Ag production and manufacturing/processing industries.

Safety

Referring US-275 B/C Analysis, March 2021: 10-miles from 2-lane to 4-lane, Norfolk to N15 using Nebraska Department of Transportation (NDOT) data related to safety projections for fatal/injury and property damage only, the present value for this project is \$18.9 million or \$83 million over the life of the project. [39 years]

The 30/64 corridor is similar in length with more truck traffic expected, so savings are expected to be similar. The Highway 275 B/C analysis used a life of project at 39 years, which would be \$2.1 million/year safety savings. [\$83 million divided by 39 years = \$2.1 million/year]

Using the 50%-80% range

\$1.1 million-\$1.7 million /year safety savings

Summary of Findings

| | <u>Savings/Year [using 50%-80%]</u> |
|---|--------------------------------------|
| <u>Mileage Savings</u> | |
| • Workers | \$2.19 – 3.51 million |
| • Truckers | \$1.44 – 2.30 million |
| <u>Travel Time Savings</u> | |
| • Workers | \$.79 – 1.26 million |
| • Truckers | \$.43 – .68 million |
| <u>Traffic Safety</u> | |
| • \$83 million/39 years | \$1.1 – 1.7 million/year |
| <u>Flood Impact</u> | |
| • 34 – 50 million/20 years | \$1.7 – 2.5 million/year |
| Total Traffic and Flood Benefits/ year | \$7.65 – 11.95 million/year |
| 20-Year Life Benefits | \$153 – 239 million/20 years |
| | |
| <u>Economic Development</u> | |
| • Jobs | \$66.6-204 million/ year |
| • Assets | \$18.7-29.9 million/ year |
| Total Economic Dev. /year | \$85.3-233.9 million/ year |
| 20 year Benefits | \$1.70-4.67 billion/ 20 years |
| | |
| Total Benefits/ year | \$92.9-245.8 million/ year |
| 20 year Benefits | \$1.86-4.91 billion |

Design Concepts – Base Case

In 2018, two senior civil engineering classes at UNL, as part of their senior design course curriculum, independently undertook a study of the proposed 30/64 Connector Project. Our team was able to utilize much of the information in their reports in developing the ultimate design concepts for this study. The cost estimates used for the Benefit/Cost Analysis were based on the ultimate design concepts developed by the project team, which included Mark Mainelli, County Engineer for Platte; Butler & Colfax Counties; Columbus City Engineer Rick Bogus; Dennis Grennan and Dennis Hirschbrunner. The project consists of approximately 7-miles of highway, a 3,000' bridge over the Platte River, two smaller bridges or box culverts to accommodate the flood impacts from Lost Creek and a 100' bridge over the south channel of the Platte River. The roadway would commence south of the main line tracks of the Union Pacific Railroad (UPRR) on east 59th Avenue, extending south to the Platte River. It would include one intersection at East 8th Street. South of the river, the highway would commence at the intersection of NE-64 and Butler County Road G, extending north to the Platte River. It would include one intersection with River Road. The road design would utilize a rural road section consisting of two 12' driving lanes and two 4' shoulders. The bridge would be a concrete girder bridge with a concrete deck. The bridge and bridge approaches would be designed to accommodate a 100-year flood and remain in service. In addition, the smaller bridges or box culverts would be constructed to accommodate flooding from Lost Creek.

The Base Case Analysis includes all costs associated with the construction of the project from US-30 to NE-64.

Design Concepts - Alternative

In reviewing Platte and Butler counties, "One and Six Year" Road Improvement Plans, we found that East 59th Avenue from the main line of the UPRR tracks to the Intersection with East 8th Street and Road G from NE-64 to the intersection with River Road, were scheduled for grading and paving utilizing the rural road cross-section design. In addition, both East 8th Street road from East 59th Avenue west to the new East 29th Avenue viaduct in Platte County and River Road from the intersection with Road G west to US-81 are to be paved as well. Taking into account, this is already planned improvements, we prepared a second Benefit/Cost Analysis and ratio that included all costs associated with the bridges and roadway construction excluding those road segments identified in both counties one and six year plans.

Project Costs

Costs for the Base Case and Alternative scenarios were developed primarily by Mark Mainelli. As stated previously, we developed cost for the project in its entirety and alternative with the already planned improvements excluded. All costs are based on 2023

dollars. The projected cost for the base case scenario is \$57 million which includes all associated project costs. The projected cost for the alternate case scenario is \$40 million which also includes all the associated project costs. Detailed project descriptions and cost estimates are included in the appendix.

Benefit Costs Ratios

From the data developed, the projected benefits of the building of the project and associated project costs were determined. We developed two ratios for the base scenario which included all of the costs incurred for the construction of the project (which totals \$57 million). The first B/C ratio presented includes only the traffic flows, 2019 flood impacts and safety benefits. The B/C ratios for this scenario ranges from **2.68 to 4.19**.

The second calculated B/C ratio includes the three previously identified benefits plus the potential economic development benefits along and at each end of the corridor. The B/C ratio for the second scenario ranges from **32.6 to 86.1**.

We also developed benefit/ cost ratios for the described alternate scenario which only included the cost of the bridges and approach roads at both ends of the bridges (the projected costs of this project is \$40 million). The benefit/ costs ratios for the same, previously described scenarios are **3.83 to 5.98** for scenario 1 and **46.50 to 122.75** for scenario 2.

Funding Options/Project Schedule/Next Steps

FUNDING OPTIONS:

Based on the Benefit/Cost Ratio for both the Base Case scenario and the Alternate scenario, funding options have been identified. These funding options will drive the project schedule if a decision is made to proceed with the project. The following funding sources have been identified with a brief description of each.

PURSUE FEDERAL/STATE FUNDS: (Traditional)

This option would involve applying for grant funds under the recently passed infrastructure legislation. At this time, the availability and accessibility of these funds is unknown. Also, unknown is how much of the project costs would be covered by federal funding and how much would be borne by local entities.

PURSUE FEDERAL/STATE FUNDS: (Congressional Earmarks)

This option would involve working with the Nebraska Congressional Delegation to garner their support and sponsorship of the funds needed to construct the project. This method of securing funds was employed successfully in the construction of the Lost Creek Parkway project.

PURSUE PUBLIC/PRIVATE PARTNERSHIP FUNDING:

This option involves the pairing of public funds from Platte County, Butler County, and the City of Columbus, with private sector funds raised from the private sector namely the benefited industrial, retail and commercial enterprises in Platte and Butler counties. This

option has been successfully employed in Norfolk for the construction of the Northeast Industrial Highway corridor. It has also been employed by Fremont in the construction of the Southeast Beltway Project.

Project Schedule

The timeline for the successful completion of this project is entirely dependent on the funding options(s) pursued and the availability of funds. The most expedient option would be the public/private partnership option as the project would be locally controlled and driven by the participating governmental subdivisions and the private sector.

The option that would take the longest to achieve would be the traditional method of highway funding and construction. This would necessitate the project being added to the states long-term transportation project list. The project would need to meet all federal and state requirements before being added to the lengthy list of projects already in line for funding. In discussions with Nebraska Department of Transportation (NDOT) officials, they indicated the best opportunity to begin work on this project would be 2033.

This acquisition of federal infrastructure grant funds from recently passed legislation is an option that should be investigated to determine the requirements that would need to be met in order to successfully acquire these funds. According to news sources, the State of Nebraska is scheduled to receive approximately \$1.4 billion in federal funds for infrastructure improvements. Detail on when and how the funds are to be allocated have not been provided at this time.

The opportunity to approach the Nebraska Congressional Delegation for funds earmarked for this project should also be explored. The City of Columbus and members of this team have experience in pursuing this funding option. One of the challenges with this option is funding if the project was broken up in phases.

Next Steps

This report provides the estimated dollar value of the benefits and cost associated with this project and the benefits to cost ratios for both the Base Case scenario and the Alternate scenario. Both scenarios show very strong benefit to cost ratio's which provides the basis for a decision by Platte County, Butler County, and the City of Columbus to continue to pursue or not to pursue this project. Discussions should also continue with Colfax and Polk counties. If the decision is to move forward and take the next steps towards authorizing the project, copies of this report and the traffic study report should be submitted to the NDOT for their review, input and comments. Most likely, the next engineer effort would be a comprehensive preliminary engineering report that would address all related project issues and serve as a document to use in the pursuit of funding options. In addition, a more comprehensive Memorandum of Understanding (MOU) should be negotiated and documented, in writing between the participating governmental entities. Such document should identify the roles and responsibilities of each governmental subdivision, lead organization and cost sharing formula. If this project is to proceed to a successful conclusion, a regional approach with all benefitting entities is necessary.

Appendix

Figure 1: Narrative

Figure 2: Cost Figures

Figure 3: Construction Phasing Plan Map

Figure 4: Commuting and Traffic Patterns

Figure 5: Columbus Net Job Inflow

Figure 6: Columbus Home Destination Report – 2019

Figure 7: Platte County Net Job Inflow

Figure 8: Platte County Work Destination Report- 2019

Figure 9: Platte County Home Destination Report- 2019

Figure 10: Butler County Net Job Inflow

Figure 11: Butler County Work Destination Report – 2019

Figure 12: Butler County Homes Destination Report – 2019

Figure 13: Polk County Net Job Inflow

Figure 14: Polk County Work Destination Report – 2019

Figure 15: Polk County Home Destination Report – 2019

Figure 16: Colfax County Net Job Inflow

Figure 17: Colfax County Work Destination Report – 2019

Figure 18: Colfax County Home Destination Report- 2019

Figure 19: Assessed Values of Properties Along Lost Creek Parkway

Figure 20: EconWorks

Figure 21: Highway 30/64 Connector Economic Impacts

Figure 22: Comparable Highway Projects Economic Impacts

Figure 23: Economic Impacts Analysis

Figure 24: Highway 30/64 Connector Survey

Figure 25: Agriculture Production

Figure 1

US Highway 30/NE Highway 64 Connector Project

Narrative

Phase 1

Phase 1 would consist of two sections of roadway in Platte County. The first section of roadway is on 8th Street. The project would start on the east side of Bridge Structure C007134610 heading east for 1.5 miles to the intersection with East 59th Avenue. The west 0.5 miles has a National Functional Classification of Minor Collector, and the east 1.0 mile is classified as Local. The existing road surface is 22' wide bituminous asphalt pavement with minimal shoulders. The proposed pavement would be 2-12' lanes of 9" doweled concrete pavement with 8' shoulders and 6:1 foreslopes.

The second section of roadway is East 59th Avenue. The project would start on the South side of the Union Pacific Railroad (UPRR) tracks going south for 0.80 miles to the intersection with 8th Street. This section of roadway has a National Functional Classification of Local. The existing road is 26' wide gravel surfaced roadway and the proposed pavement would be 2-12' lanes of 9" doweled concrete pavement with 8' shoulders and 6:1 foreslopes.

The anticipated time for the Engineer to compile the construction plans would be 6-8 months and the anticipated field construction would take 8-10 months. Phase 1 construction schedule would be dependent upon the completion of the current NDOT project for the 29th Street Viaduct, that is not yet been let for construction.

Phase 2

Phase 2 would consist of 3.0 miles of roadway in Butler County. This section of roadway is known as G Road. The project would start on the north side NE Highway 64 and head north for 3.0 miles, ending just to the north at the intersection with 44 Road. The north 0.8 miles between 43 Road and 44 Road has a National Functional Classification of Major Collector, and the south 2.0 mile is classified as Local, as well as the small section of roadway north of 44 Road. The existing road is 26-foot-wide gravel surfaced roadway and the proposed pavement would be 2-12' lanes of 9" doweled concrete pavement with 8' shoulders and 6:1 foreslopes.

Existing Structure C001201325 falls in this section of roadway between NE Highway 64 and 42 Road. This bridge is a 28' long x 28'6" wide x 12" thick precast concrete slab structure set on a 30° LHB skew. The structure was built in 1986, plan to use this structure in place, and the proposed pavement would match into this structure. There is a BNSF railroad line between 42 Road and 43 Road that would require an At-Grade crossing constructed with the new proposed roadway.

The anticipated time for the Engineer to compile the construction plans would be 8-10 months and the anticipated field construction would take 12-18 months. Phase 2 construction would be dependent on local funding from Butler County.

Figure 1**Phase 3**

Phase 3 would consist of 2.35 miles of roadway in Platte County. This section of roadway is known as East 59th Avenue. The project would start at the End of Phase 1 pavement, at the intersection with 8th Street and head south for 2.3 miles, ending just to the north of the Phase 4 construction for the proposed Platte River Bridge. This section of roadway has a National Functional Classification of Local. The existing road is 26-foot-wide gravel surfaced roadway and the proposed pavement would be 2-12' lanes of 9" doweled concrete pavement with 8' shoulders and 6:1 foreslopes.

There are three structures that would need to be built on this section of roadway. The structure over Lost Creek would be replaced with a large multiple barrel concrete box culvert. There are 2 overflow structures south of Lost Creek that would be replaced with smaller multiple barrel concrete box culverts.

The anticipated time for the Engineer to compile the construction plans would be 8-10 months and the anticipated field construction would take 12-18 months.

Phase 4

Phase 4 would consist of approximately 2000' of roadway in Platte County and Butler County to grade on both sides of the proposed bridge structure over the Platte River. This section of roadway is known as East 59th Avenue (Platte County) and G Road (Butler County). The project would start at the South end of Phase 3 pavement, on the north side of the Platte River and go south to tie into the North end of the Phase 2 pavement. Both counties' sections of roadway have a National Functional Classification of Local. The majority of this section of roadway would be new grading through existing pasture and tree lines, and the proposed pavement would be 2-12' lanes of 9" doweled concrete pavement with 8' shoulders and 6:1 foreslopes.

There are two structures that would need to be built on this section of roadway. The structure over the Platte River would be a 3000' concrete girder bridge centered on the existing channel. The second structure is to the south of the Platte River, spanning over the South Channel Platte River and would be a 100' concrete slab bridge. These structures would be constructed to the East of the existing high-tension power lines in the area.

The anticipated time for the Engineer to compile the construction plans would be 12-15 months and the anticipated field construction would take 24-30 months.

Future Pavement in Colfax County

This portion of the project would be 3.0 total miles and consist of two sections of roadway in Colfax County. The first section of roadway is on Road C. The project would start on the east side of Phase 1 and Phase 3 pavement heading east for 2.0 miles to the intersection with Road 3. The second section of roadway is Road 3. This portion would start at the intersection with Road C and head north for 1.0 miles to connect this project to the existing

concrete pavement in the City of Richland. Both sections of roadway have a National Functional Classification of Local. The existing road is 26' wide gravel surfaced roadway and the

Figure 1

proposed pavement would be 2-12' lanes of 9" doweled concrete pavement with 8' shoulders and 6:1 foreslopes.

The anticipated time for the Engineer to compile the construction plans would be 6-8 months and the anticipated field construction would take 8-10 months. This section of roadway construction would be dependent on local funding from Colfax County.

Potential Future Pavement in Butler County

This portion of the project would consist of 5.0 miles of roadway in Butler County. This section of road is known as 44 Road. The project would start on the intersection with the Phase 3 pavement and head West for 5.0 miles to the intersection with the east end of existing concrete bridge structure C001201205. This section of roadway has a National Functional Classification of Major Collector. The existing road is 26-foot-wide gravel surfaced roadway and the proposed pavement would be 2-12' lanes of 9" doweled concrete pavement with 8' shoulders and 6:1 foreslopes.

The anticipated time for the Engineer to compile the construction plans would be 8-10 months and the anticipated field construction would take 10-12 months. This section of roadway construction would be dependent on local funding from Butler County.

Figure 2

Engineer's Estimate

Project: Hwy 30 to Hwy 64

Page 1 of 2

County: Platte/Butler

Project No.:

Description: Approximately 7.5 miles of Grading, 9" Doweled Concrete Pavement with 12 foot lanes and 8 foot Earth Shoulders, and 5 Bridge Structures with 40 foot Clear Roadway Widths

Estimate Date: 2/20/2023



Engineer's Estimate

| Item # | Item Description | Plan Qty. | Units | Unit Price | Amount |
|---|--|------------|----------|--------------|-----------------------|
| Phase 1, E. 8th St. & E 59th Ave. in Platte County | | | | | |
| 1-1 | Mobilization | 1.000 | Lump Sum | \$50,000.00 | \$50,000.00 |
| 1-2 | Site Preparation | 1.000 | Lump Sum | \$50,000.00 | \$50,000.00 |
| 1-3 | Remove Pavement | 20,690.000 | Sq. Yds. | \$4.00 | \$82,760.00 |
| 1-4 | Roadway Grading | 41.700 | Sta. | \$2,500.00 | \$104,250.00 |
| 1-5 | Subgrade Preparation | 32,709.000 | Sq. Yds. | \$8.00 | \$261,672.00 |
| 1-6 | 9" Doweled Concrete Pavement, Class 47B-3500 | 32,709.000 | Sq. Yds. | \$70.00 | \$2,289,630.00 |
| 1-7 | Earth Shoulder Construction | 245.320 | Sta. | \$250.00 | \$61,330.00 |
| 1-8 | Water | 159.000 | Mgal. | \$250.00 | \$39,750.00 |
| 1-9 | Seeding, Type "A" | 10.000 | Acres | \$2,000.00 | \$20,000.00 |
| 1-10 | Covercrop Seeding | 10.000 | Acres | \$2,000.00 | \$20,000.00 |
| 1-11 | Temporary Silt Fence | 500.000 | Lin. Ft. | \$5.00 | \$2,500.00 |
| 1-12 | Permanent Paving Marking, Paint | 40,886.000 | Lin. Ft. | \$0.50 | \$20,443.00 |
| 1-13 | Traffic Control | 1.000 | Lump Sum | \$20,000.00 | \$20,000.00 |
| 1-14 | Utility Relocation | 1.000 | Lump Sum | \$50,000.00 | \$50,000.00 |
| 1-15 | Contingency, 5% | 1.000 | Lump Sum | \$153,616.75 | \$153,616.75 |
| 1-16 | Preliminary Engineering & Construction Engineering | 1.000 | Lump Sum | \$645,190.35 | \$645,190.35 |
| TOTAL FOR PHASE 1 = | | | | | \$3,871,142.10 |
| Phase 2, Road G in Butler County | | | | | |
| 2-1 | Mobilization | 1.000 | Lump Sum | \$50,000.00 | \$50,000.00 |
| 2-2 | Site Preparation | 1.000 | Lump Sum | \$75,000.00 | \$75,000.00 |
| 2-3 | Roadway Grading | 147.000 | Sta. | \$5,500.00 | \$808,500.00 |
| 2-4 | Subgrade Preparation | 39,200.000 | Sq. Yds. | \$8.00 | \$313,600.00 |
| 2-5 | 9" Doweled Concrete Pavement, Class 47B-3500 | 39,200.000 | Sq. Yds. | \$70.00 | \$2,744,000.00 |
| 2-6 | Earth Shoulder Construction | 294.000 | Sta. | \$250.00 | \$73,500.00 |
| 2-7 | Water | 192.000 | Mgal. | \$250.00 | \$48,000.00 |
| 2-8 | Seeding, Type "A" | 25.000 | Acres | \$2,000.00 | \$50,000.00 |
| 2-9 | Covercrop Seeding | 25.000 | Acres | \$2,000.00 | \$50,000.00 |
| 2-10 | Temporary Silt Fence | 1,000.000 | Lin. Ft. | \$5.00 | \$5,000.00 |
| 2-11 | Permanent Paving Marking, Paint | 49,000.000 | Lin. Ft. | \$0.50 | \$24,500.00 |
| 2-12 | At-Grade Railroad Crossing | 1.000 | Lump Sum | \$400,000.00 | \$400,000.00 |
| 2-13 | Traffic Control | 1.000 | Lump Sum | \$20,000.00 | \$20,000.00 |
| 2-14 | Utility Relocation | 1.000 | Lump Sum | \$50,000.00 | \$50,000.00 |
| 2-15 | Contingency, 5% | 1.000 | Lump Sum | \$235,605.00 | \$235,605.00 |
| 2-16 | Preliminary Engineering & Construction Engineering | 1.000 | Lump Sum | \$989,541.00 | \$989,541.00 |
| TOTAL FOR PHASE 2 = | | | | | \$5,937,246.00 |
| Phase 3, E. 59th Ave. in Platte County | | | | | |
| 3-1 | Mobilization | 1.000 | Lump Sum | \$50,000.00 | \$50,000.00 |
| 3-2 | Site Preparation | 1.000 | Lump Sum | \$75,000.00 | \$75,000.00 |
| 3-3 | Roadway Grading | 124.000 | Sta. | \$10,000.00 | \$1,240,000.00 |
| 3-4 | Subgrade Preparation | 33,067.000 | Sq. Yds. | \$8.00 | \$264,536.00 |
| 3-5 | 9" Doweled Concrete Pavement, Class 47B-3500 | 33,067.000 | Sq. Yds. | \$70.00 | \$2,314,690.00 |
| 3-6 | Earth Shoulder Construction | 248.000 | Sta. | \$250.00 | \$62,000.00 |
| 3-7 | Water | 161.000 | Mgal. | \$250.00 | \$40,250.00 |

Figure 2

Engineer's Estimate

Project: Hwy 30 to Hwy 64

Page 2 of 2

County: Platte/Butler

Project No.:

Description: Approximately 7.5 miles of Grading, 9" Doweled Concrete Pavement with 12 foot lanes and 8 foot Earth Shoulders, and 5 Bridge Structures with 40 foot Clear Roadway Widths

Estimate Date: 2/20/2023



**Engineer's
Estimate**

| Item # | Item Description | Plan Qty. | Units | Unit Price | Amount |
|--|---|----------------------------|----------|-----------------|------------------------|
| 3-8 | Seeding, Type "A" | 20.000 | Acres | \$2,000.00 | \$40,000.00 |
| 3-9 | Covercrop Seeding | 20.000 | Acres | \$2,000.00 | \$40,000.00 |
| 3-10 | Temporary Silt Fence | 1,000.000 | Lin. Ft. | \$5.00 | \$5,000.00 |
| 3-11 | Permanent Paving Marking, Paint | 41,333.000 | Lin. Ft. | \$0.50 | \$20,666.50 |
| 3-12 | 140' Cast-in-Place Concrete Slab Bridge Over Lost Creek | 1.000 | Lump Sum | \$800,000.00 | \$800,000.00 |
| 3-13 | 2 - 140' Cast-in-Place Concrete Slab Bridges for Overflow | 1.000 | Lump Sum | \$1,200,000.00 | \$1,200,000.00 |
| 3-13 | Traffic Control | 1.000 | Lump Sum | \$20,000.00 | \$20,000.00 |
| 3-14 | Utility Relocation | 1.000 | Lump Sum | \$50,000.00 | \$50,000.00 |
| 3-15 | Contingency, 5% | 1.000 | Lump Sum | \$311,107.13 | \$311,107.13 |
| 3-16 | Preliminary Engineering & Construction Engineering | 1.000 | Lump Sum | \$1,306,649.93 | \$1,306,649.93 |
| *All bridge structures unit prices based on \$10,000 per Lin. Ft. | | TOTAL FOR PHASE 3 = | | | \$7,839,899.55 |
| Phase 4, E. 59th Ave. in Platte County & Tie into Road G in Butler County | | | | | |
| 4-1 | Mobilization | 1.000 | Lump Sum | \$50,000.00 | \$50,000.00 |
| 4-2 | Site Preparation | 1.000 | Lump Sum | \$75,000.00 | \$75,000.00 |
| 4-3 | Roadway Grading | 17.000 | Sta. | \$10,000.00 | \$170,000.00 |
| 4-4 | Subgrade Preparation | 4,533.000 | Sq. Yds. | \$8.00 | \$36,264.00 |
| 4-5 | 9" Doweled Concrete Pavement, Class 47B-3500 | 4,533.000 | Sq. Yds. | \$70.00 | \$317,310.00 |
| 4-6 | Earth Shoulder Construction | 34.000 | Sta. | \$250.00 | \$8,500.00 |
| 4-7 | Water | 22.000 | Mgal. | \$250.00 | \$5,500.00 |
| 4-8 | Seeding, Type "A" | 5.000 | Acres | \$2,000.00 | \$10,000.00 |
| 4-9 | Covercrop Seeding | 5.000 | Acres | \$2,000.00 | \$10,000.00 |
| 4-10 | Temporary Silt Fence | 500.000 | Lin. Ft. | \$5.00 | \$2,500.00 |
| 4-11 | Permanent Paving Marking, Paint | 15,110.000 | Lin. Ft. | \$0.50 | \$7,555.00 |
| 4-12 | 3000' Concrete NU Girder Bridge over the Platte River | 1.000 | Lump Sum | \$30,000,000.00 | \$30,000,000.00 |
| 4-13 | 140' Continuous Concrete Slab Bridge over S. Channel Platte River | 1.000 | Lump Sum | \$1,000,000.00 | \$1,000,000.00 |
| 4-14 | Traffic Control | 1.000 | Lump Sum | \$20,000.00 | \$20,000.00 |
| 4-15 | Utility Relocation | 1.000 | Lump Sum | \$50,000.00 | \$50,000.00 |
| 4-16 | Contingency, 5% | 1.000 | Lump Sum | \$1,588,131.45 | \$1,588,131.45 |
| 4-17 | Preliminary Engineering & Construction Engineering | 1.000 | Lump Sum | \$6,670,152.09 | \$6,670,152.09 |
| *All bridge structures unit prices based on \$10,000 per Lin. Ft. | | TOTAL FOR PHASE 4 = | | | \$40,020,912.54 |
| TOTAL FOR PROJECT | | | | | \$57,669,200.19 |

Highway 64 to Highway 30 Construction Phasing Plan



Phase 1
 *Phase 1 will be dependent on 29th St. Viaduct Construction Schedule/Completion
 E. 8th St. (E/W) - Replace Asphaltic Concrete with Concrete Pavement, 12' Lanes With 8' Earth Shoulders
 E. 59th Ave. (N/S) - New Concrete Pavement, 12' Lanes with 8' Earth Shoulders

Future Pavement - by Colfax County, would be dependent on 29th St. Viaduct Construction Schedule/Completion. New Concrete Pavement, 12' Lanes with 8' Earth Shoulders

Phase 3
 Grading and All 3 Bridge Construction projects would be first Phase 3A for this section
 Concrete Pavement Construction would be second Phase 3B for this section
 E. 59th Ave. (N/S) - New Concrete Pavement, 12' Lanes with 8' Earth Shoulders

Phase 4
 3000' Proposed Bridge Construction and Approach Roadway Grading and Concrete Pavement

At Grade Railroad Crossing

Replace Bridge Over Lost Creek

Overflow Structures (As Required)

Potential Future Pavement - by Butler County

Phase 2
 Grading and At Grade Railroad Crossing project would be first Phase 2A for this section
 Concrete Pavement Construction would be second Phase 2B for this section
 *Phase 2 will be dependent on Local Funding from Butler County
 G Road. (N/S) - New Concrete Pavement, 12' Lanes with 8' Earth Shoulders

Aerial Image Obtained From Google Earth

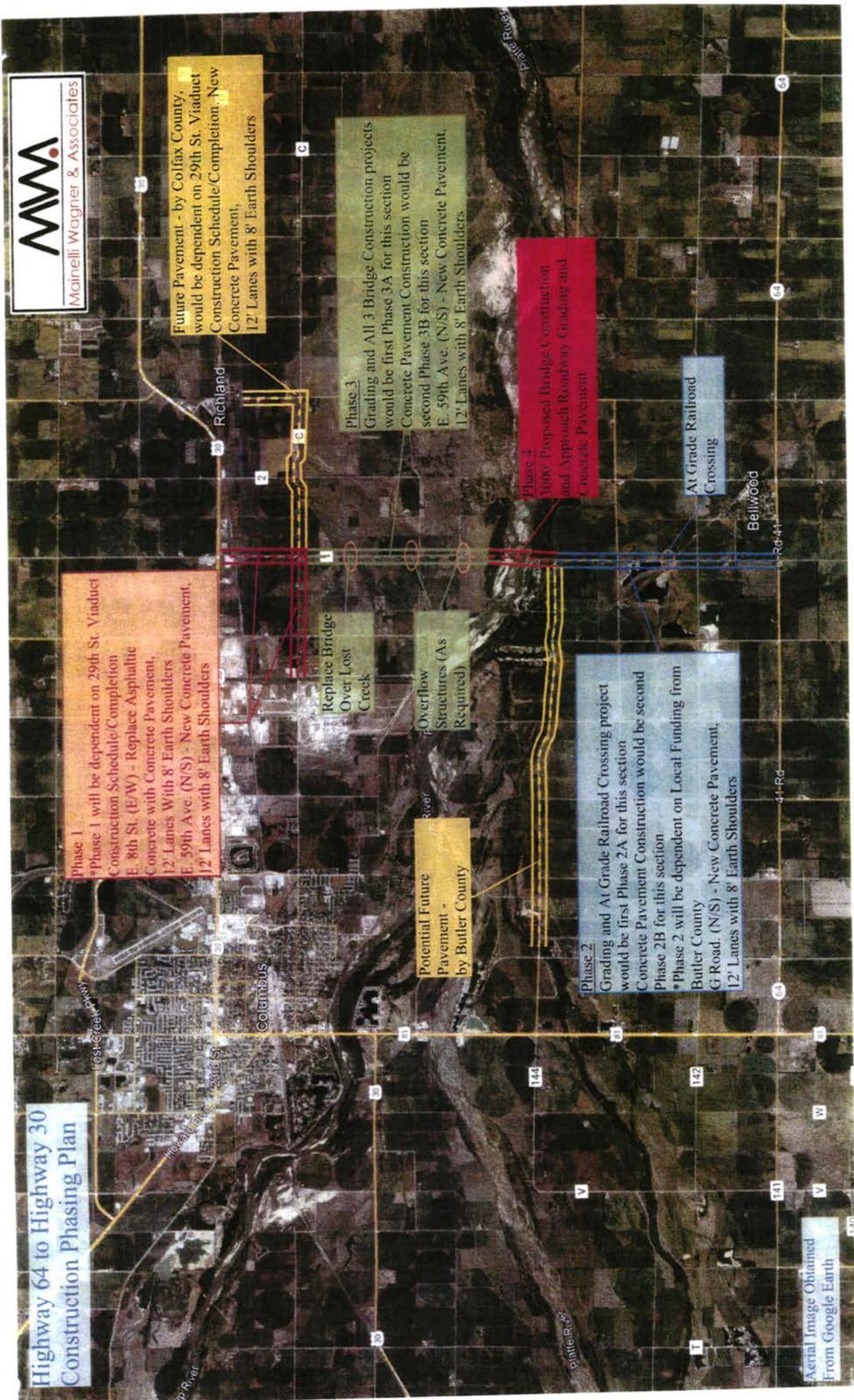


Figure 4

Commuting and Traffic Patterns

The next series of tables show residence (Work Destination) and workflow (Home Destination) patterns for Columbus, Schuyler, Platte County, Colfax County, Butler County and Burt County.

A Work Destination report looks at where residents in a selected area are working (where they are commuting to work). A Home Destination Report looks at the area from which a county is pulling employees to fill positions.

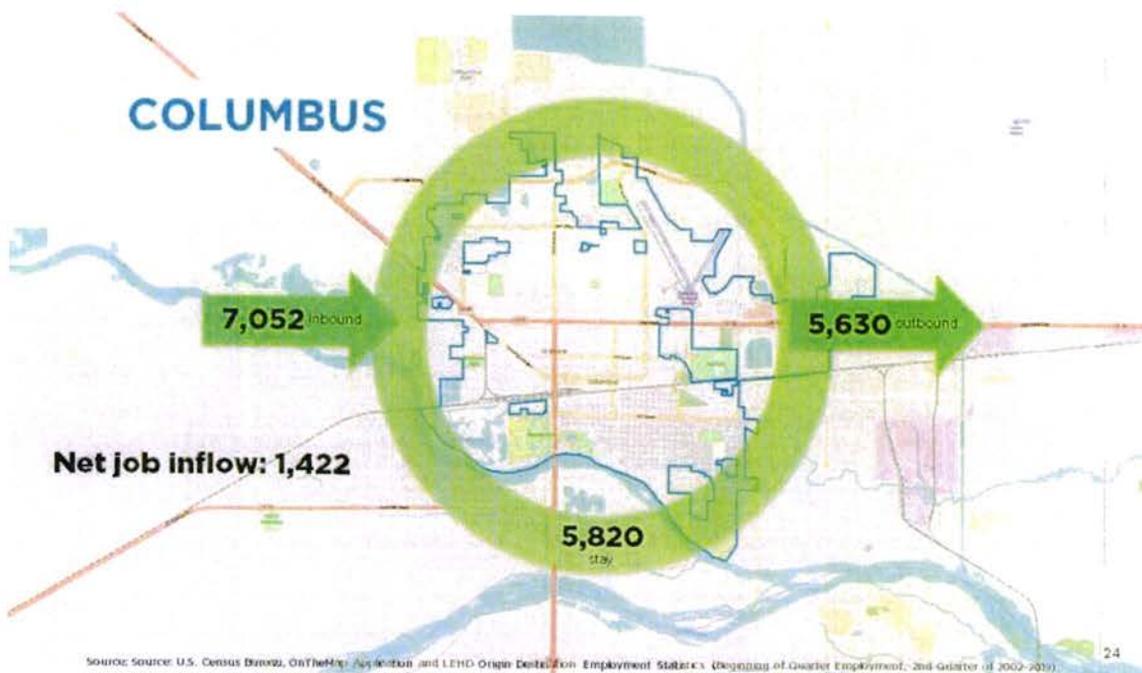
These data are estimates from the U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) program. This program uses a variety of statistical and computing techniques to combine federal and state administrative data on employers and employees with core Census Bureau censuses and surveys while protecting the confidentiality of people and firms that provide the data. The most current data available is from 2019.

Figure 5

Columbus

Work Destination Report • 2019

Where Workers are Employed Who Live in Columbus

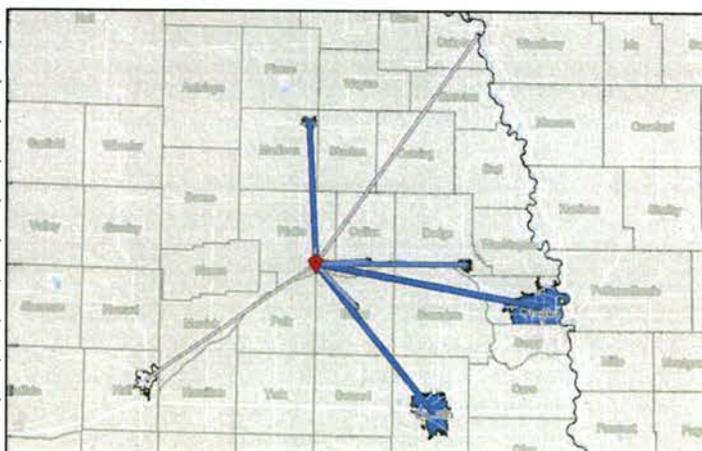


Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2019)

| | Count | Share |
|--------------------|--------|--------|
| Total Primary Jobs | 11,450 | 100.0% |

By Places Top 10 Cities, CDPS, etc.

| | Count | Share |
|---------------------|-------|-------|
| Omaha, NE | 666 | 5.8% |
| Lincoln, NE | 242 | 2.1% |
| Norfolk, NE | 206 | 1.8% |
| Fremont, NE | 126 | 1.1% |
| Schuyler, NE | 94 | 0.8% |
| David City, NE | 91 | 0.8% |
| Lakeview, NE | 82 | 0.7% |
| Dakota City, NE | 75 | 0.7% |
| Grand Island, NE | 71 | 0.6% |
| All Other Locations | 3,977 | 34.7% |



Source: U.S. Census Bureau, LEHD Origin-Destination Data Base, February 2021

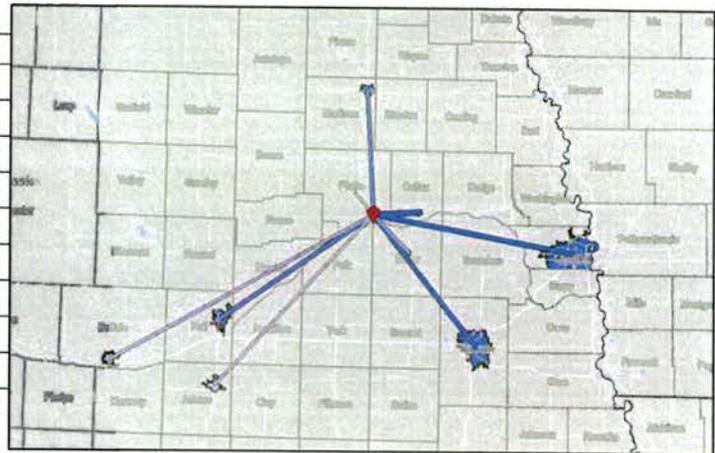
Figure 6

Home Destination Report • 2019
Where Workers Live Who are Employed in Columbus

| | Count | Share |
|--------------------|--------|--------|
| Total Primary Jobs | 12,872 | 100.0% |

By Places *Top 10 Cities, CDPS, etc.*

| | Count | Share |
|---------------------|-------|-------|
| Columbus, NE | 5,820 | 45.2% |
| Schuyler, NE | 415 | 3.2% |
| Omaha, NE | 274 | 2.1% |
| Lincoln, NE | 272 | 2.1% |
| Grand Island, NE | 212 | 1.6% |
| Norfolk, NE | 194 | 1.5% |
| David City, NE | 128 | 1.0% |
| Kearney, NE | 90 | 0.7% |
| Hastings, NE | 89 | 0.7% |
| Platte Center, NE | 80 | 0.6% |
| All Other Locations | 5,298 | 41.2% |



Source: U.S. Census Bureau, LEHD Origin-Destination Data Base, February 2021

Figure 7

Platte County

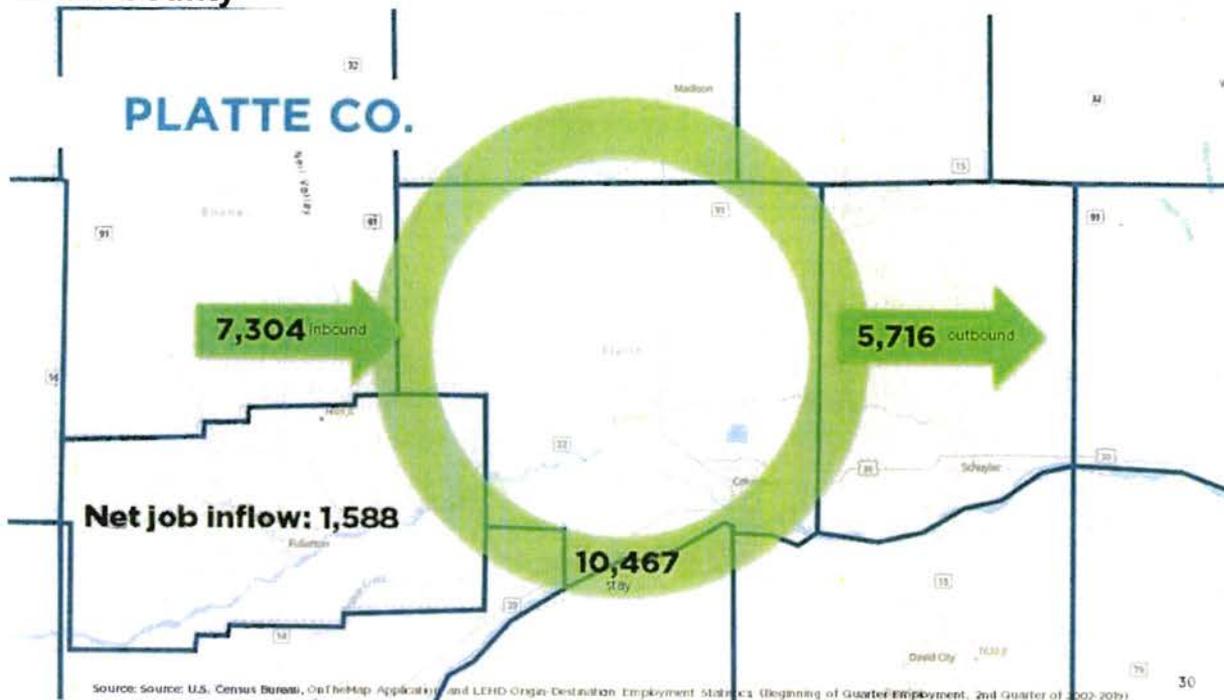


Figure 8

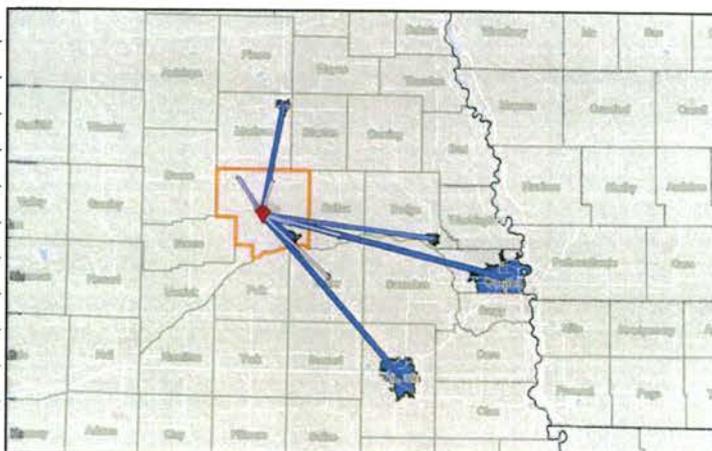
Work Destination Report • 2019

Where Workers are Employed Who Live in Platte County

| | Count | Share |
|--------------------|--------|--------|
| Total Primary Jobs | 16,183 | 100.0% |

By Places Top 10 Cities, CDPS, etc.

| | Count | Share |
|---------------------|-------|-------|
| Columbus, NE | 7,635 | 47.2% |
| Omaha, NE | 901 | 5.6% |
| Lincoln, NE | 382 | 2.4% |
| Norfolk, NE | 362 | 2.2% |
| Fremont, NE | 178 | 1.1% |
| Lakeview, NE | 165 | 1.0% |
| Lindsay, NE | 164 | 1.0% |
| Schuyler, NE | 125 | 0.8% |
| David City, NE | 117 | 0.7% |
| Humphrey, NE | 109 | 0.7% |
| All Other Locations | 6,045 | 37.4% |



Source: U.S. Census Bureau, LEHD Origin-Destination Data Base, February 2021

Figure 9

Home Destination Report • 2019
Where Workers Live Who are Employed in Platte County

| | Count | Share |
|--------------------|--------|--------|
| Total Primary Jobs | 17,771 | 100.0% |

By Counties

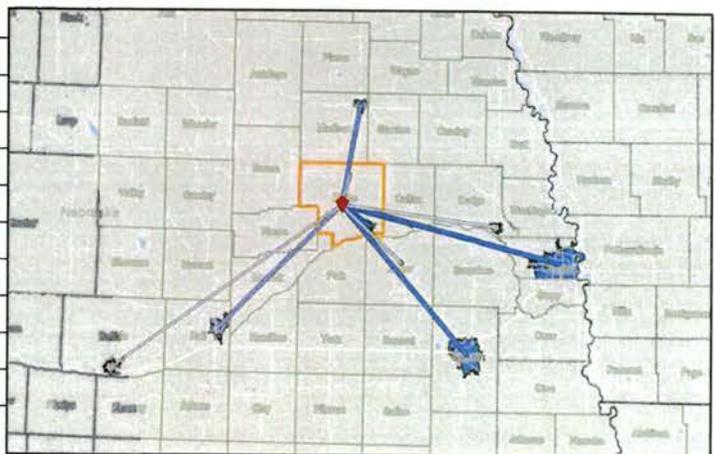
| | Count | Share |
|----------------------|--------|-------|
| Platte County, NE | 10,467 | 58.9% |
| Colfax County, NE | 950 | 5.3% |
| Butler County, NE | 651 | 3.7% |
| Madison County, NE | 590 | 3.3% |
| Polk County, NE | 423 | 2.4% |
| Douglas County, NE | 384 | 2.2% |
| Lancaster County, NE | 362 | 2.0% |
| Hall County, NE | 299 | 1.7% |
| Nance County, NE | 256 | 1.4% |
| Boone County, NE | 215 | 1.2% |
| All Other Locations | 3,174 | 17.9% |



Source: U.S. Census Bureau, LEHD Origin-Destination Data Base, February 2021

By Places Top 10 Cities, CDPS, etc.

| | Count | Share |
|---------------------|-------|-------|
| Columbus, NE | 7,582 | 42.7% |
| Schuyler, NE | 579 | 3.3% |
| Omaha, NE | 340 | 1.9% |
| Lincoln, NE | 335 | 1.9% |
| Norfolk, NE | 332 | 1.9% |
| Grand Island, NE | 249 | 1.4% |
| Humphrey, NE | 184 | 1.0% |
| David City, NE | 176 | 1.0% |
| Fremont, NE | 115 | 0.6% |
| Kearney, NE | 115 | 0.6% |
| All Other Locations | 7,764 | 43.7% |



Source: U.S. Census Bureau, LEHD Origin-Destination Data Base, February 2021

Figure 10

Butler County

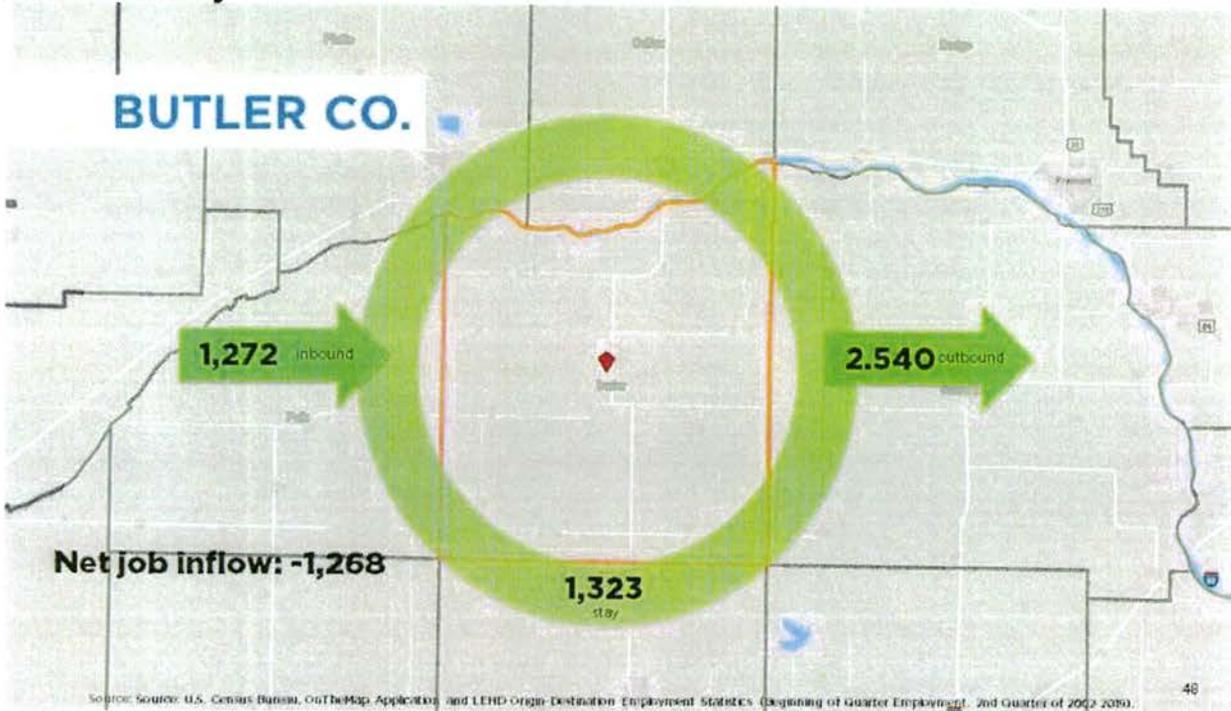


Figure 11

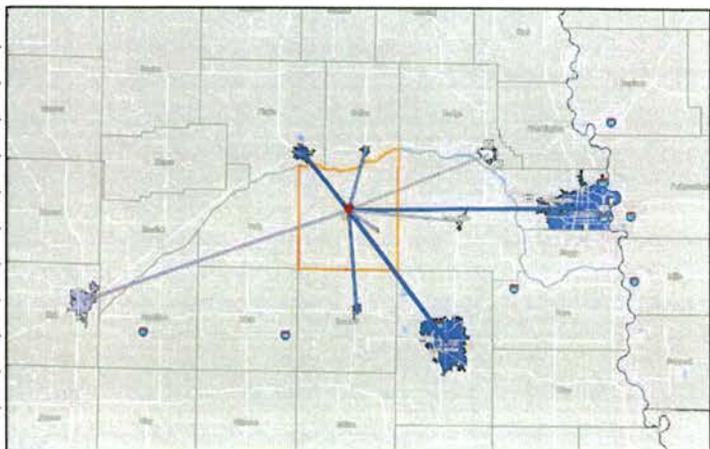
Work Destination Report - 2019

Where Workers are Employed Who Live in Butler County

| | Count | Share |
|--------------------|-------|--------|
| Total Primary Jobs | 3,863 | 100.0% |

By Places Top 10 Cities, CDPS, etc.

| | Count | Share |
|---------------------|-------|-------|
| David City, NE | 994 | 25.7% |
| Lincoln, NE | 467 | 12.1% |
| Columbus, NE | 464 | 12.0% |
| Omaha, NE | 284 | 7.4% |
| Seward, NE | 150 | 3.9% |
| Schuyler, NE | 74 | 1.9% |
| Brainard, NE | 72 | 1.9% |
| Grand Island, NE | 54 | 1.4% |
| Wahoo, NE | 44 | 1.1% |
| Fremont, NE | 40 | 1.0% |
| All Other Locations | 1,220 | 31.6% |



Source: U.S. Census Bureau, LEHD Origin-Destination Data Base, February 2021

Figure 12

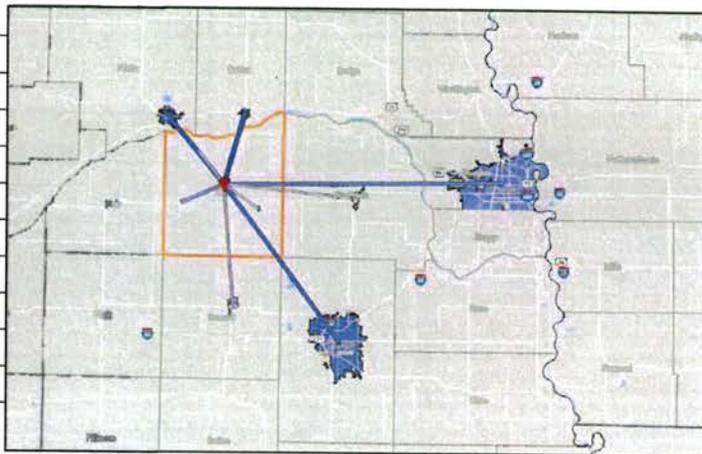
Home Destination Report · 2019

Where Workers Live Who are Employed in Butler County

| | Count | Share |
|--------------------|-------|--------|
| Total Primary Jobs | 2,595 | 100.0% |

By Places Top 10 Cities, CDPS, etc.

| | Count | Share |
|---------------------|-------|-------|
| David City, NE | 678 | 26.1% |
| Schuyler, NE | 135 | 5.2% |
| Columbus, NE | 128 | 4.9% |
| Lincoln, NE | 124 | 4.8% |
| Omaha, NE | 54 | 2.1% |
| Rising City, NE | 48 | 1.8% |
| Bellwood, NE | 47 | 1.8% |
| Seward, NE | 47 | 1.8% |
| Brainard, NE | 33 | 1.3% |
| Wahoo, NE | 24 | 0.9% |
| All Other Locations | 1,277 | 49.2% |



Source: U.S. Census Bureau, LEHD Origin-Destination Data Base, February 2021

Figure 13

Polk County

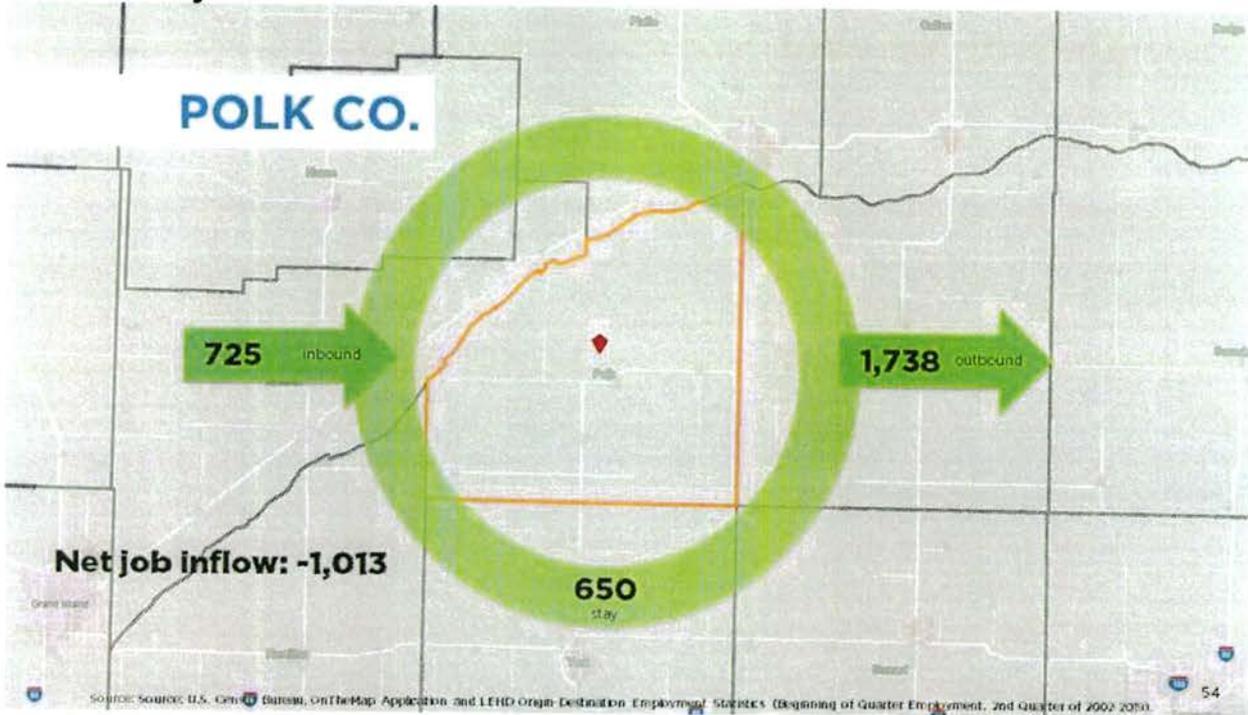


Figure 14

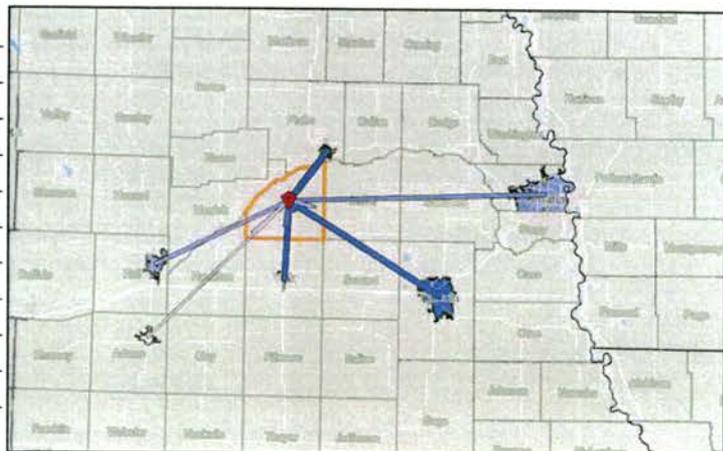
Work Destination Report - 2019

Where Workers are Employed Who Live in Polk County

| | Count | Share |
|--------------------|-------|--------|
| Total Primary Jobs | 2,388 | 100.0% |

By Places Top 10 Cities, CDPS, etc.

| | Count | Share |
|---------------------|-------|-------|
| Columbus, NE | 305 | 12.8% |
| Lincoln, NE | 213 | 8.9% |
| York, NE | 192 | 8.0% |
| Osceola, NE | 179 | 7.5% |
| Stromsburg, NE | 156 | 6.5% |
| Omaha, NE | 147 | 6.2% |
| Grand Island, NE | 90 | 3.8% |
| Shelby, NE | 85 | 3.6% |
| Polk, NE | 45 | 1.9% |
| Hastings, NE | 33 | 1.4% |
| All Other Locations | 943 | 39.5% |



Source: U.S. Census Bureau, LEHD Origin-Destination Data Base, February 2021

Figure 15

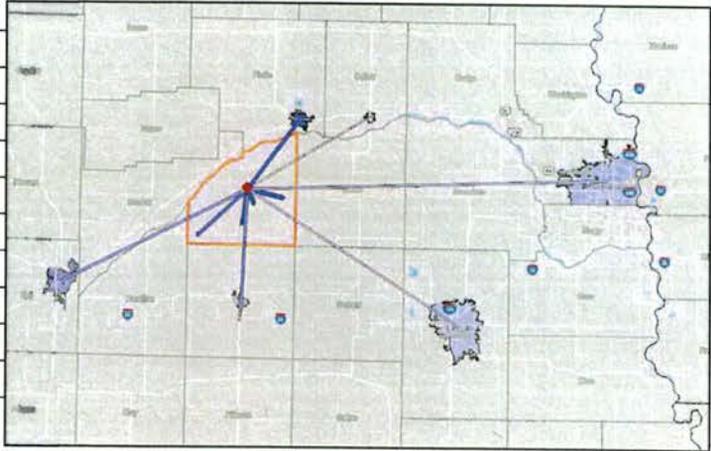
Home Destination Report • 2019

Where Workers Live Who are Employed in Polk County

| | Count | Share |
|--------------------|-------|--------|
| Total Primary Jobs | 1,375 | 100.0% |

By Places Top 10 Cities, CDPS, etc.

| | Count | Share |
|-----------------------|-------|-------|
| Stromsburg city, NE | 140 | 10.2% |
| Shelby village, NE | 92 | 6.7% |
| Osceola city, NE | 90 | 6.5% |
| Columbus city, NE | 66 | 4.8% |
| Polk village, NE | 46 | 3.3% |
| York city, NE | 40 | 2.9% |
| Grand Island city, NE | 21 | 1.5% |
| Omaha city, NE | 17 | 1.2% |
| Lincoln city, NE | 14 | 1.0% |
| Schuyler city, NE | 11 | 0.8% |
| All Other Locations | 838 | 60.9% |



Source: U.S. Census Bureau, LEHD Origin-Destination Data Base, February 2021

Figure 16

Colfax County

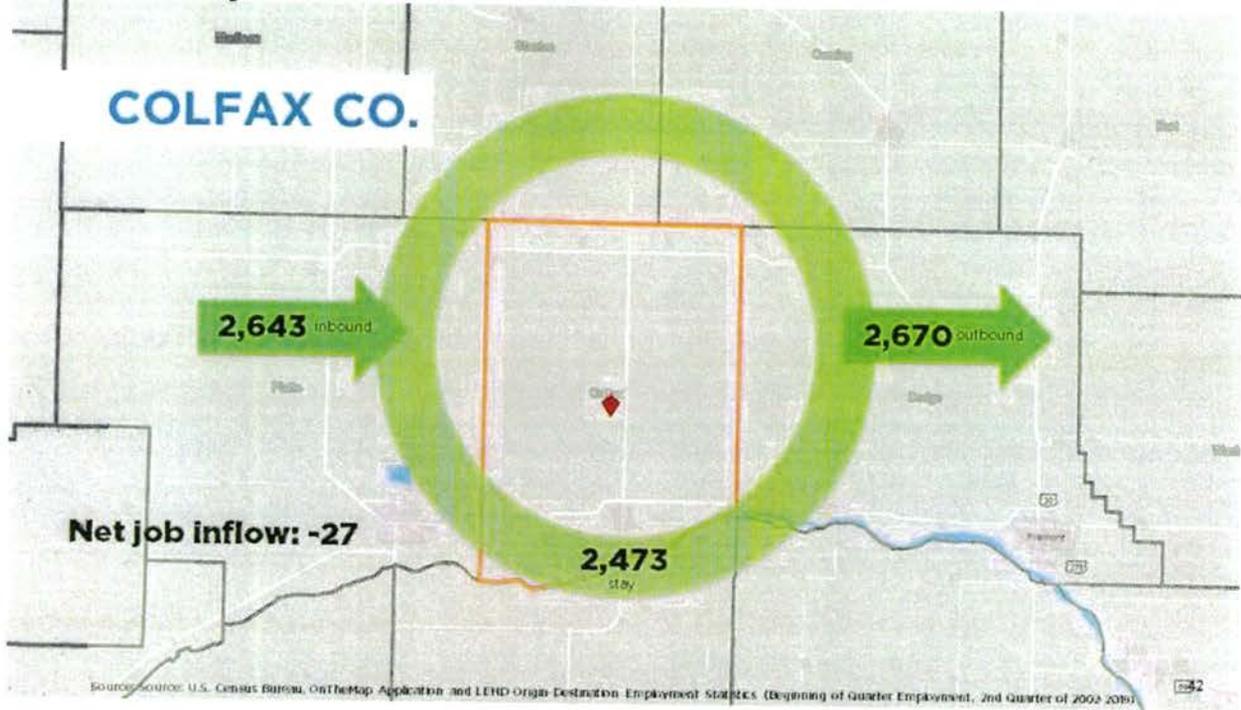


Figure 17

Work Destination Report • 2019

Where Workers are Employed Who Live in Colfax County

| | Count | Share |
|--------------------|-------|--------|
| Total Primary Jobs | 5,143 | 100.0% |

By Places Top 10 Cities, CDPS, etc.

| | Count | Share |
|---------------------|-------|-------|
| Columbus, NE | 672 | 13.1% |
| Schuyler, NE | 598 | 11.6% |
| Omaha, NE | 249 | 4.8% |
| Clarkson, NE | 158 | 3.1% |
| Lincoln, NE | 130 | 2.5% |
| David City, NE | 125 | 2.4% |
| Howells, NE | 96 | 1.9% |
| Norfolk, NE | 85 | 1.7% |
| Fremont, NE | 72 | 1.4% |
| Leigh, NE | 70 | 1.4% |
| All Other Locations | 2,888 | 56.2% |



Source: U.S. Census Bureau, LEHD Origin-Destination Data Base, February 2021

Figure 18

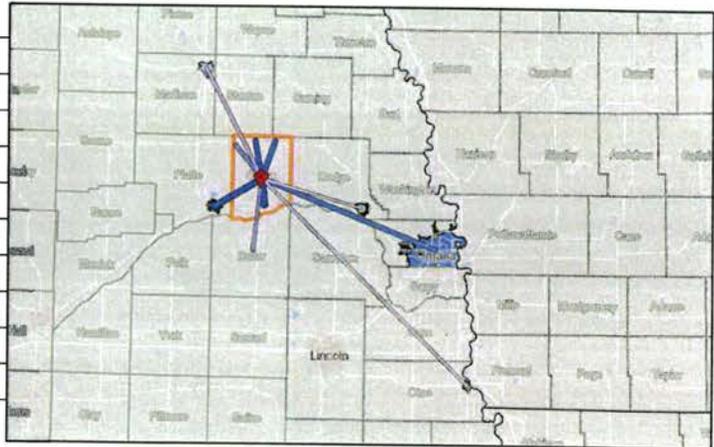
Home Destination Report • 2019

Where Workers Live Who are Employed in Colfax County

| | Count | Share |
|--------------------|-------|--------|
| Total Primary Jobs | 5,116 | 100.0% |

By Places Top 10 Cities, CDPS, etc.

| | Count | Share |
|------------------------|-------|-------|
| Schuyler city, NE | 1,620 | 31.7% |
| Columbus city, NE | 930 | 18.2% |
| Clarkson city, NE | 145 | 2.8% |
| Howells village, NE | 130 | 2.5% |
| Omaha city, NE | 99 | 1.9% |
| Leigh village, NE | 85 | 1.7% |
| David City city, NE | 82 | 1.6% |
| Norfolk city, NE | 78 | 1.5% |
| Nebraska City city, NE | 73 | 1.4% |
| Fremont city, NE | 69 | 1.3% |
| All Other Locations | 1,805 | 35.3% |



Source: U.S. Census Bureau, LEHD Origin-Destination Data Base, February 2021

Figure 19

Assessed Values of Properties Along Lost Creek Parkway

| BUSINESS NAME | Assessed Value/Impact |
|---------------------------------------|------------------------------|
| Holiday Inn Express | \$ 3,928,825 |
| Legacy Car Wash | \$ 1,365,705 |
| Murphy USA Gas Station | \$ 581,605 |
| Wal-Mart Supercenter | \$ 10,587,515 |
| The Flats Apartments | \$ 415,880 |
| Menards | \$ 9,049,325 |
| 14-Acres For Sale | |
| Loup Power Service Center | |
| Loup Power 70+ Acres ED Land for Sale | |
| Farm Credit Services | \$ 2,043,100 |
| Bank of the Valley | \$ 2,011,765 |
| Holmberg Heating & Air | \$ 267,190 |
| Mike's Towing | \$ 436,990 |
| Big Iron | \$ 667,975 |
| Cuba Construction | \$ 356,250 |
| Columbus High School | \$ 50,000,000 |
| Pump & Pantry | \$ 2,610,000 |
| Great Plains State Bank | \$ 1,929,625 |
| Parkway Plaza (7 Businesses Below) | \$ 1,800,000 |
| 1) KW Elite | |
| 2) Big Apple Bagel | |
| 3) Applied Connective | |
| 4) All Makes | |
| 5) Charter Title | |
| 6) Aksarben Property Management | |
| 7) Aksarben Mortgage Insurance | |
| East Central Health | |
| Columbus Fieldhouse | \$ 50,000,000 |
| Columbus Family YMCA | |
| Pillen Family Farms | \$ 6,213,890 |
| DNA Genetics | |
| | \$ |
| Columbus Community Hospital | 120,000,000 |
| | \$ |
| | 35,000,000 |
| | \$ |
| Casino | 75,000,000 |
| Total | \$ 374,265,640 |

Figure 20

EconWorks

EconWorks has several online tools to assess the economic impacts of a highway or road project. For this analysis, the 'Assess My Project' tool was used, which provides an estimate of the economic impact of a planned project based on a number of criteria. These criteria include type, length, setting, traffic and cost. The tool uses an algorithm to find case studies in the EconWorks database that share characteristics of a proposed project. Included in the data in the EconWorks database are pre- and post-construction economic and demographic impacts for more than 100 case studies. Using an estimation formula, EconWorks' 'Assess My Project' can provide a likely range of impacts for any given project. These impacts include direct and secondary impacts on the number of jobs, labor or employment income, and output or spending for a project. Results are given as a range of possible values.

EconWorks was developed by the American Association of State Highway and Transportation Officials (AASHTO) and SHRP2 Solutions.

The online assessment tool can be found at <https://planningtools.transportation.org/225/assess-my-project.html>.

Key Terms

- **Impacts.** Net economic impacts that are only attributable to the project.
- **Jobs.** Number of jobs created by the project either directly or indirectly.
- **Wages.** Labor income generated by the project either directly or indirectly.
- **Spending.** The total value of the business' spending.
- **Direct Impacts.** Impacts to employment and purchase of goods due directly to the project.
- **Supplier and Wage Impacts.** Secondary impacts or the multiplier effects due to supplier and worker re-spending of wages.
- **Total Impacts.** Sum of indirect and direct impacts or total measure of economic impact.
- **AADT.** Average Annual Daily Traffic.

Figure 21

Highway 30/64 Connector Bypass

Location: Eastern Platte County/Northern Butler County
Length: 7 Miles
AADT: 2,000 to 6,000 (est)
Cost: \$50 million
Source: Planning Committee

TABLE 3: HIGHWAY 30/64 CONNECTOR BYPASS ECONOMIC IMPACTS

| | Jobs | Wages (mil.) | Output (mil.) |
|---------------------------|-----------|--------------|---------------|
| Direct Impacts | 569-949 | \$27-\$44 | \$85-\$141 |
| Supplier and Wage Impacts | 327-545 | \$15-\$26 | \$48-\$80 |
| Total Impacts | 896-1,494 | \$42-\$70 | \$133-\$222 |

Source: EconWorks, <https://planningtools.transportation.org/225/assess-my-project.html>

Figure 22

US 77 Bypass

Location: Wahoo/Saunders County
Length: 4 Miles
AADT: 7,000
Cost: \$13 million (2013 dollars); \$16.8 million (2022 dollars)
Started: 2013
Completed: 2015
Source: Nebraska Department of Transportation, *Lincoln Journal Star*

TABLE 4: US 77 BYPASS ECONOMIC IMPACTS

| | Jobs | Wages (mil.) | Output (mil.) |
|---------------------------|---------|--------------|---------------|
| Direct Impacts | 333-555 | \$16-\$26 | \$50-\$83 |
| Supplier and Wage Impacts | 191-319 | \$9-\$15 | \$28-\$47 |
| Total Impacts | 524-874 | \$25-\$41 | \$78-\$130 |

Source: EconWorks, <https://planningtools.transportation.org/225/assess-my-project.html>

Lost Creek Parkway

Location: Columbus/Platte County
Length: 6.2 Miles
AADT: 8,000
Cost: \$18 million (2006 dollars); \$27.0 million (2022 dollars)
Started: 2006
Completed: 2011
Source: Nebraska Department of Transportation, *Columbus Telegram*

TABLE 5: LOST CREEK PARKWAY ECONOMIC IMPACTS

| | Jobs | Wages (mil.) | Output (mil.) |
|---------------------------|-----------|--------------|---------------|
| Direct Impacts | 506-844 | \$24-\$40 | \$75-\$126 |
| Supplier and Wage Impacts | 291-485 | \$14-\$23 | \$43-\$71 |
| Total Impacts | 797-1,329 | \$37-\$62 | \$118-\$197 |

Source: EconWorks, <https://planningtools.transportation.org/225/assess-my-project.html>

Figure 22

Cherry Ave/Highway 10

Location: Kearney/Buffalo County
Length: 8 Miles
AADT: 3,000
Cost: \$50 million (2010 dollars); \$68.5 million (2022 dollars)
Started: 2010
Completed: 2014
Source: Nebraska Department of Transportation, *Kearney Hub*

TABLE 6: CHERRY AVE/HIGHWAY 10 ECONOMIC IMPACTS

| | Jobs | Wages (mil.) | Output (mil.) |
|---------------------------|-------------|--------------|---------------|
| Direct Impacts | 648-1,080 | \$30-\$51 | \$97-\$161 |
| Supplier and Wage Impacts | 372-620 | \$18-\$29 | \$55-\$91 |
| Total Impacts | 1,020-1,700 | \$48-\$80 | \$151-\$252 |

Source: EconWorks, <https://planningtools.transportation.org/225/assess-my-project.html>

NE Industrial Highway Connector

Location: Norfolk
Length: 4.3 Miles
AADT: 5,000
Cost: \$11.0 million (2012 dollars); \$14.4 million (2022 dollars)
Started: 2012
Completed: 2015
Source: *Norfolk Daily News*

TABLE 7: NE INDUSTRIAL HIGHWAY CONNECTOR ECONOMIC IMPACTS

| | Jobs | Wages (mil.) | Output (mil.) |
|---------------------------|-------------|--------------|---------------|
| Direct Impacts | 648-1,080 | \$30-\$51 | \$97-\$161 |
| Supplier and Wage Impacts | 372-620 | \$18-\$29 | \$55-\$91 |
| Total Impacts | 1,020-1,700 | \$48-\$80 | \$151-\$252 |

Source: EconWorks, <https://planningtools.transportation.org/225/assess-my-project.html>

Figure 23

Economic Impact Analysis

Economic Impact Analysis

Tables 1 and 2 show the economic impact of 50 or 100 jobs on the local economy in non-metro Nebraska. These tables break down the impact into several components. First, these tables include the impact on three major industry sectors: retail, business services, and manufacturing. Next, the tables show the direct impact of the 50 or 100 jobs. These are the jobs that are directly created. Secondary jobs are the jobs that are created by the re-spending of wages from those holding the direct jobs. Total employment is the combined direct and secondary jobs. Annual total personal income is the labor income or wages. Finally, the tables demonstrate the impact of 50 or 100 jobs on annual taxable retail sales.

TABLE 1

| What 50 New Jobs Mean to Non-Metro Nebraska | | | | | |
|---|-------------|----------------|------------------|--------------------------------|-----------------------|
| | Direct Jobs | Secondary Jobs | Total Employment | Total Personal Income (Annual) | Retail Sales (Annual) |
| Retail | 50 | 14 | 64 | \$2,043,989 | \$466,439 |
| Business Services | 50 | 22 | 72 | \$3,348,772 | \$764,190 |
| Manufacturing | 50 | 67 | 117 | \$6,994,781 | \$1,596,209 |

Micro IMPLAN Input/Output Model, October 2022 (NPPD)

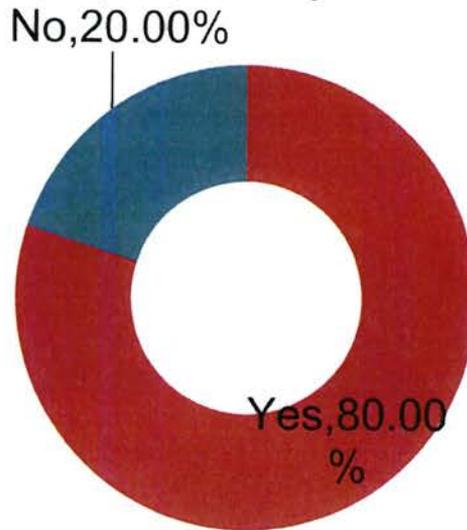
TABLE 2

| What 100 New Jobs Mean to Non-Metro Nebraska | | | | | |
|--|-------------|----------------|------------------|--------------------------------|-----------------------|
| | Direct Jobs | Secondary Jobs | Total Employment | Total Personal Income (Annual) | Retail Sales (Annual) |
| Retail | 100 | 27 | 127 | \$4,087,978 | \$932,877 |
| Business Services | 100 | 43 | 143 | \$6,697,544 | \$1,528,380 |
| Manufacturing | 100 | 134 | 234 | \$13,989,562 | \$3,192,418 |

Micro IMPLAN Input/Output Model, October 2022 (NPPD)

Figure 24**Highway 64/30 Connector Survey**

A survey of area businesses was conducted Fall 2022. A total of 20 responses were gathered; the results are below.

In 2019, was your company impacted by the floods?**How were you impacted? Quantify in dollars.**

Responses ranged from \$17,000-\$6,000,000, but not everyone was able to quantify a financial impact.

Common problems:

- Delayed or unavailable delivery of inbound and outbound goods
- Employees unable to get to work
- Additional expenses incurred:
 - Shipping
 - Gas

Responses

- \$62,000
- I commute from Omaha so my access was limited. Plus truck delivery of extrusion was delayed. Dollar-wise it likely cost the company a few thousand dollars in delayed shipping, gas, and an extra few dozen hours of my time until the roads cleared.
- Estimate \$250,000 in lost revenue due to employees not being able to get to work along with supplies not being delivered.
- Incoming goods were unable to reach us and employees could not make it to work. It's very difficult to quantify in dollars at this point, but I would estimate \$300,000 in lost production and revenue.

Figure 24

- An additional ~10,000 miles for our trucks to get in and out of Columbus. Cost estimate at \$1.70/mile or an additional \$17,000 in freight costs.
- \$500K
- The only way that we was impacted was a couple of our workers could not make it to work for a couple of days
- 750,000
- \$200k
- 250,000
- We had delays on shipments of raw materials. Approximately \$100,000 worth of material was delayed.
- Incoming logistics and employees unable to get to work. No estimate of cost available.
- \$6,000,000

Since the floods, what ongoing impact or challenges have you experienced?

17 of the 20 respondents indicated no ongoing issues. However, several responded that a connector between Highway 64 and 30 would be beneficial.

Responses

- After the flood our store was impacted greatly from employees not being able to make it to work and unable to receive trucks due to road closures.
- Nothing with floods - finding people biggest challenge today
- None in regard to the floods.
- No real ongoing impact from the floods
- Related to roads, none.
- Transportation issues, the connector road would help these issues.
- logistics of getting finished product out and getting raw material in.
- Since COVID, the flood challenges are not memorable. That spur and another bridge over the Platte would help with getting trucks to our facility since we are on the East side of Columbus.
- Settling of foundation

Truck Traffic

Respondents were asked approximately how many trucks enter the facility on a daily and weekly basis. The respondents were also asked if they anticipated an increase in truck traffic in the future. The responses were plotted on a map (Figures 1 and 2), with the number of trucks entering the facility and if they were anticipating an increase in future traffic (green circles indicate an anticipated increase; red circles indicate no increase anticipated).

Figure 24

TABLE 8: TRUCK TRAFFIC

| | Daily | Weekly | Anticipating an Increase in Truck Traffic |
|---------------|-------|--------|---|
| Truck Traffic | 1,011 | 5,537 | 16/20 (80%) |

Source: EconWorks, <https://planningtools.transportation.org/225/assess-my-project.html>

FIGURE 1: DAILY TRUCK TRAFFIC

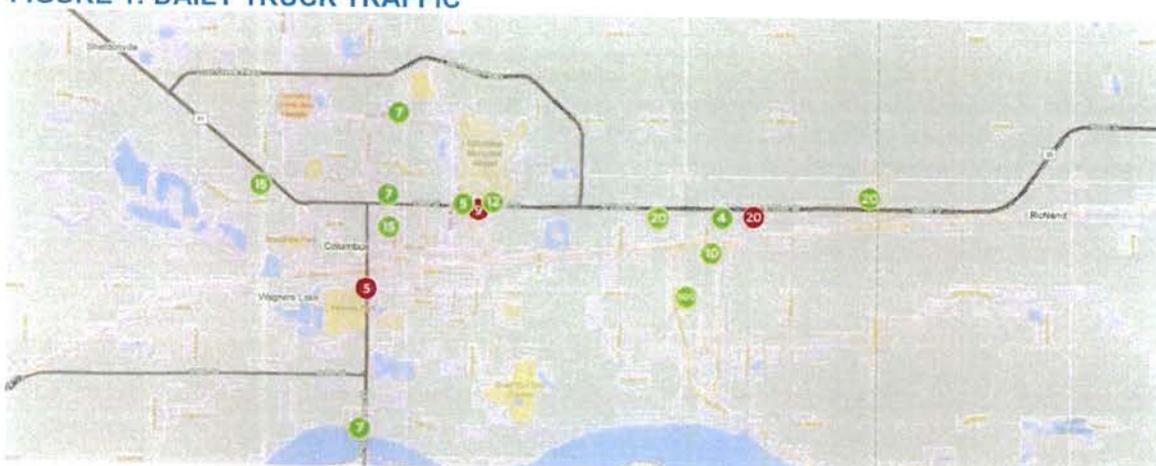
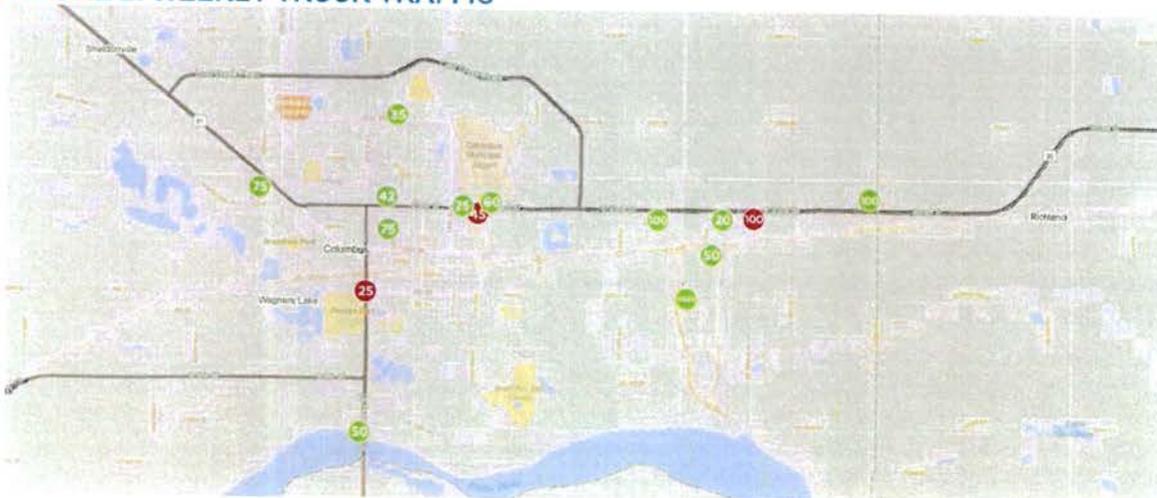


FIGURE 2: WEEKLY TRUCK TRAFFIC



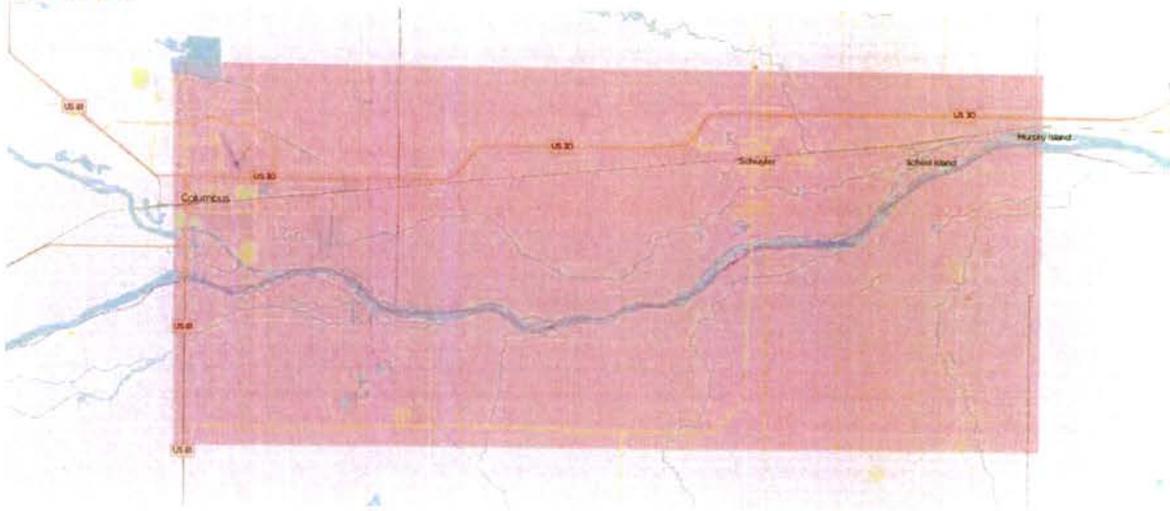
Employee Headcount

Respondents indicated a total of 763 employees. 90% of respondents (19) anticipate an increase in employee headcount in the next five to 10 years.

Figure 24

Area Analysis

The shaded area on the following map indicates the area further analysis was done. This is approximately 263 square miles.

FIGURE 3

Total Businesses: 1,409
Total Employees: 23,473
Total Residential Population: 29,994

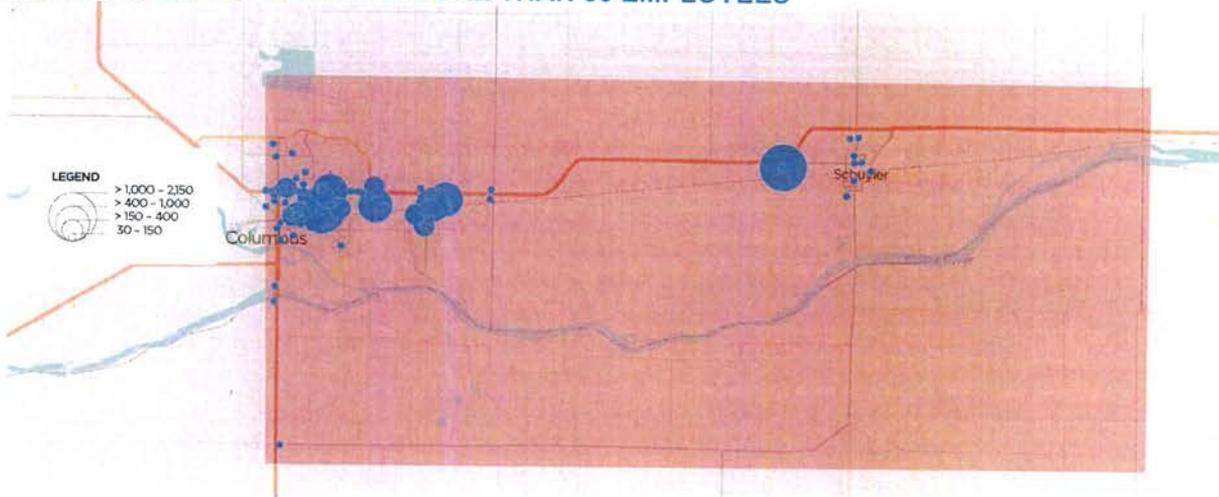
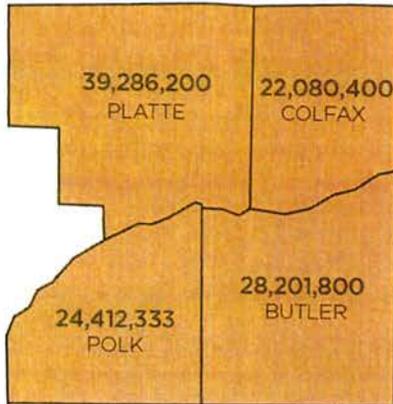
FIGURE 4: EMPLOYERS WITH MORE THAN 30 EMPLOYEES

Figure 25
Agricultural Production

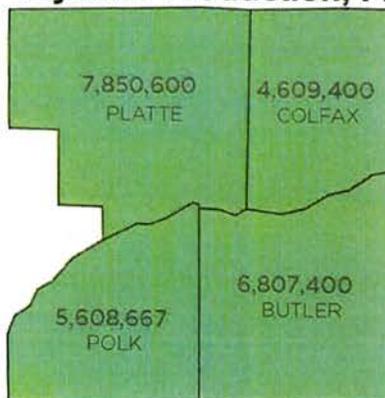
Corn for Grain Production, Five Year Average, 2017-2021, In Bushels



Platte County ranks #8 in the state for corn production

Butler (#23), Polk (#30), Colfax (#37)

Soybean Production, Five Year Average, 2017-2021, In Bushels

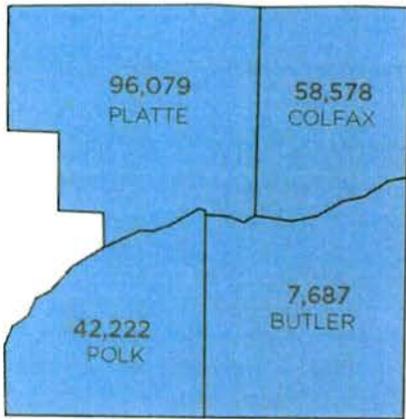


Platte County ranks #3 in the state for soybean production

Butler (#13), Polk (#28), Colfax (#38)

Cattle on Feed Inventory, 2017

- Platte County ranks #7 in the state for cattle on feed inventory
- Colfax (#12), Polk (#19), Butler (#53)



Highway 64 to Highway 30 Construction Phasing Plan



Phase 1
*Phase 1 would be dependent on 29th St. Viaduct Construction Schedule/Completion
E. 8th St. (E/W) - Replace Asphaltic Concrete with New Concrete Pavement with Earth Shoulders
E. 59th Ave. (N/S) - New Concrete Pavement, 12' Lanes with 8' Earth Shoulders

Potential Future Pavement

Replace Structure Over Lost Creek

Phase 3
Phase 3A - All Grading Operations and Construction of all 3 Bridge projects.
Phase 3B - Construction of Concrete Pavement and Earth Shoulders.
E. 59th Ave. (N/S) - New Concrete Pavement, 12' Lanes with 8' Earth Shoulders

Potential Future Pavement - by Butler County

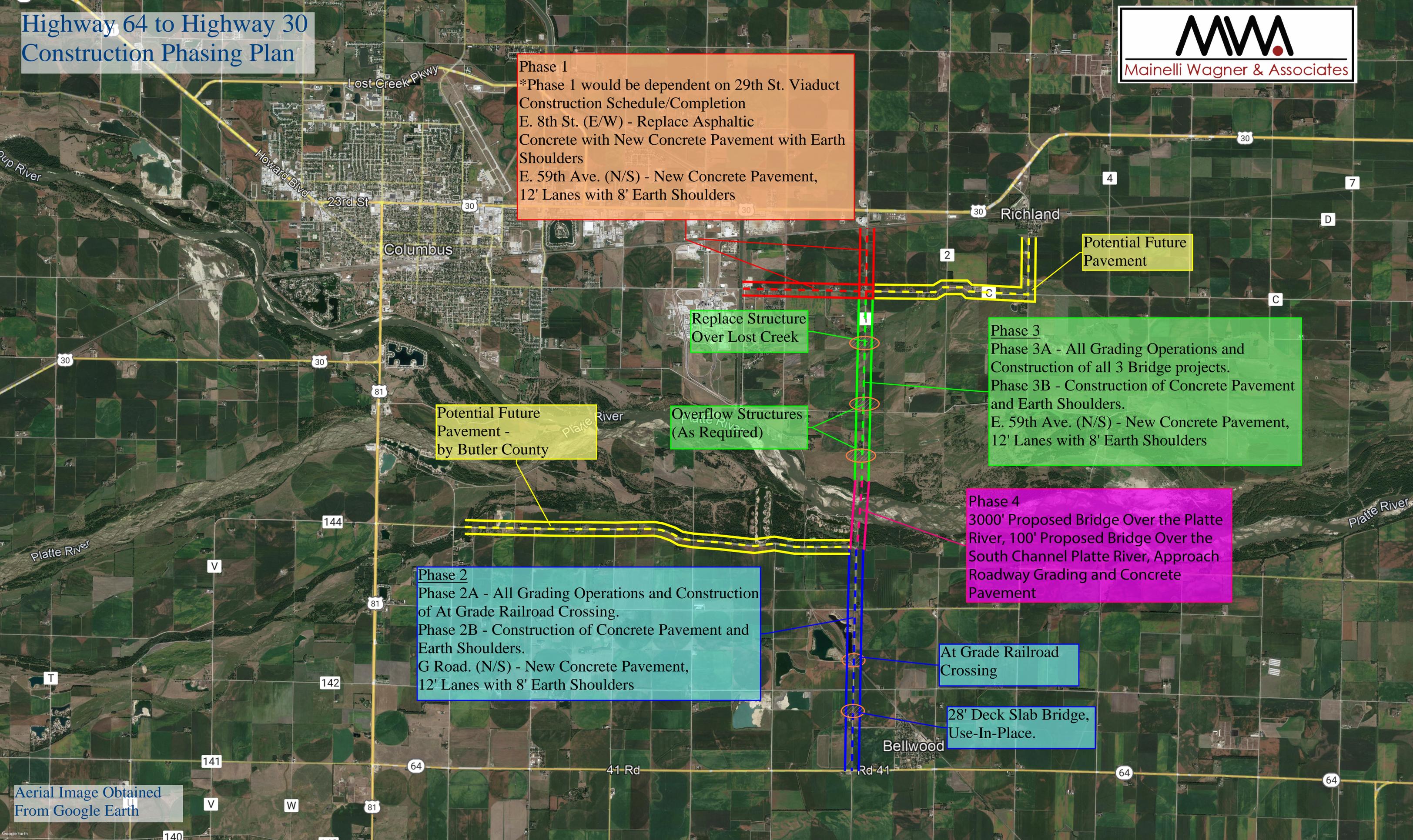
Overflow Structures (As Required)

Phase 4
3000' Proposed Bridge Over the Platte River, 100' Proposed Bridge Over the South Channel Platte River, Approach Roadway Grading and Concrete Pavement

Phase 2
Phase 2A - All Grading Operations and Construction of At Grade Railroad Crossing.
Phase 2B - Construction of Concrete Pavement and Earth Shoulders.
G Road. (N/S) - New Concrete Pavement, 12' Lanes with 8' Earth Shoulders

At Grade Railroad Crossing

28' Deck Slab Bridge, Use-In-Place.



3. Adjournment.