

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

[]

The Committee on Transportation and Telecommunications and the Committee on Appropriations met at 1:30 p.m. on Wednesday, November 2, 2011, in Room 1113 of the Nebraska State Capitol, Lincoln, Nebraska, for the purpose of a briefing on the Nebraska Department of Roads Needs Assessment. Transportation and Telecommunications Committee senators present: Deb Fischer, Chairperson; Galen Hadley, Vice Chairperson; Kathy Campbell; Annette Dubas; Charlie Janssen; LeRoy Loudon; and Scott Price. Appropriations Committee senators present: Lavon Heidemann, Chairperson; John Harms, Vice Chairperson; Danielle Conrad; Tom Hansen; Heath Mello; John Nelson; Jeremy Nordquist; and John Wightman. Senators absent: Scott Lautenbaugh; and Tony Fulton.

SENATOR FISCHER: Good afternoon and welcome to a joint hearing with the Transportation and Telecommunications Committee and the Appropriations Committee. My name is Deb Fischer. I am the Chair of the Transportation and Telecommunications Committee. I'm from Valentine, Nebraska. Today, we're joined by the Appropriations Committee. My good friend Senator Lavon Heidemann is Chair of that committee. At this time, I would like to introduce to you my committee members. On my far right is Senator LeRoy Loudon from Ellsworth. Next we have Senator Annette Dubas who is from Fullerton; Senator Charlie Janssen from Fremont; Senator Scott Price who is from Bellevue; Senator Kathy Campbell who is from Lincoln; and my Vice Chair is Senator Galen Hadley from Kearney. On my immediate right is our committee counsel, Dusty Vaughan. On my immediate left is the committee clerk for the Appropriations Committee, Anne Fargen. And we have a new committee clerk this year for the Transportation and Telecommunications Committee and that is Jonna Perlinger. And she's going to be learning the ropes today. With that, I would ask Senator Heidemann to please introduce his committee members.

SENATOR HEIDEMANN: I am State Senator Lavon Heidemann, District 1. To the left is

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

the Vice Chair of Appropriations Committee, John Harms. I believe, Senator Danielle Conrad will be joining us later. Senator Tom Hansen from North Platte; Senator John Wightman from Lexington; Senator Heath Mello from Omaha; Senator John Nelson from Omaha; and Senator Jeremy Nordquist from Omaha.

SENATOR FISCHER: So thank you for joining us today. The purpose of this hearing is the annual needs assessment presentation by the Nebraska Department of Roads, which is given by Director Monty Fredrickson. That is the only testimony that we will be taking today. We do have a few housekeeping items here. In this committee hearing we do not allow any cell phone use, so please turn off your cell phones. And that also means no texting. And with that, I would also remind you our pages today are Katie Miller from Omaha and Ben Blowers who is from Lincoln. So welcome, Director Fredrickson. It's always a pleasure to see you.

MONTY FREDRICKSON: (Exhibits 1, 2) Thank you and good afternoon, Chairman Fischer and Chairman Heidemann and members of the joint committees. I am Monty Fredrickson, director, state engineer of the Nebraska Department of Roads. I am honored to come before you today. And I am proud to represent the Department of Roads. I will present the State Highway Needs and answer your questions with assistance from my expert staff. You have in front of you a copy of the testimony as well as a copy of the Needs report. And if you would turn to page one of that Needs report, that pretty well sums up what's happened since last year and the status of our needs. As you can see in the table at the top of the page, the total 20-year needs are \$9.6 billion compared to \$9.2 billion last year. The pie chart down below gives you a little different perspective for the various categories and shows that 64 percent of our needs are in pavement restoration, and rural geometrics account for 28 percent. The Department of Roads categorizes the needs of the state high system into five categories, which I will discuss in more detail shortly. However, I believe it is important to first discuss how the Department of Roads prioritizes meeting the needs. Simply stated, our highway construction program has four priorities: high priority bridges,

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

number one; number two, is preservation of the existing highway system; number three, completing the six-lane interstate between Lincoln and Omaha; and, if resources remain, number four, the addition of other capital improvements to the highway system throughout the state. As you've heard me say before, the first two priorities currently consume the vast majority of our highway construction budget. But the department believes that this is a wise strategy as it protects the multibillion dollar investment taxpayers have made in the existing state system. I will now discuss briefly the five categories of needs, and they begin on page three of the Assessment report. And those needs are: pavement restoration, rural geometrics, urban, railroad crossing, and miscellaneous. After identifying the needs in each category they are reviewed and prioritized by our staff with input from the State Highway Commission and the public and then placed into the highway construction program as projects. I will briefly go over each category. Pavement restoration needs include the cost of maintaining the state highway system at a specified pavement condition level. And when I use the word "maintaining" here it means removing and replacing existing pavements and shoulders as they wear out. So it's a major investment. The system is evaluated each year using factors such as extent and severity of pavement deterioration and ride quality. The data gathered from the pavement evaluations is used to calculate pavement condition indices. These indices, along with the predicted annual rate of pavement deterioration and a benefit/cost analysis, are used to compile the pavement restoration needs. Rural Geometrics: The geometric needs are identified using the criteria shown on page five of the Needs Assessment report. These criteria are based on estimated future highway traffic volumes and are divided into six categories ranging from a low of less than 750 vehicles per day to a high of 36,000 vehicles per day and greater. These criteria include such items as pavement width, shoulder width, and number of lanes. Once a segment of roadway is found to not meet this criteria it is identified as deficient and a cost is assigned to the segment for correcting those deficiencies. Bridge needs are also included in the rural geometrics category. The cost of major highway improvements such as new lanes of traffic outside of urban areas are also included in this category. The 2011 "Twenty-Year Needs" in this category includes the widening of Interstate 80 to

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

six lanes, specifically between Lincoln and Grand Island. Urban needs include the widening or reconstruction of state highways that extend through the corporate limits of cities with a population of 5,000 or greater. Examples of these needs would be highway reconstruction projects in first-class cities such as Scottsbluff, Hastings, Grand Island, Kearney, Fremont, and the like. Railroad crossing needs include the cost of building new viaducts, resulting in closing at-grade crossings. These needs also include the costs of upgrading or placing new railroad crossing signals on the state highway system. Missouri River Bridges: Last year's report included Missouri River bridges as its own needs category. We will no longer show this category in the future as all those needs have been retired, such as the new bridges at Yankton, Interstate 80, south Omaha and Rulo. And when I say the needs are retired, I'm meaning that all our Missouri River deficiencies have been corrected--either a narrow bridge has been replaced or a worn out bridge deck has been replaced. So that was a major accomplishment. And the last category is Miscellaneous, includes such items as planning, research, lighting, and traffic signals. I would now take any questions you would have. [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: Thank you, Director. Are there questions? Senator Hadley.
[NDOR NEEDS ASSESSMENT]

SENATOR HADLEY: Thank you, Senator Fischer. Mr. Fredrickson, thank you for the report. I guess I have two questions. One, if you could just elaborate a little more about how the priorities are set and why they're in this particular order, and what kind of process you go through to kind of keep the political major out of the priorities. And secondly, we spent a lot of time and effort to come up with the quarter-cent sales tax in LB84 last session. If you have some ideas of what the priorities might be as you start planning for that in the future. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: (Exhibit 3) Very good. I might answer the how do we prioritize question first with the short answer, it's needs-based. If you didn't remember anything

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

else, that would get you a long ways. So now we have kind of two types of projects that we deal with--those that are recurring, in other words the pavement wears out and we have to put it back and update the shoulders and update the guardrail and update the bridges. That's where all our formulas for annual deterioration rate come from. And then each of our eight districts has their needs added up and then they get the piece of the pie that their needs represent. So if District 5 has 20 percent of the needs, and we allocate \$200 million for pavements, then they're going to get a fifth of that for their pavement needs. So it's truly nonpolitical, really no influence there other than fix the worst roads first and the ones that are going to wear out next. The other type of projects are the expansion projects, which has been somewhat few and far between lately. That's a little different process. There we use still some of the pavement and bridge data of the existing road, if it's really old then...and it's competing with another project and everything else is equal we might put that one at the top of the list. But mainly, it's safety issues. We look at accident rates. We look at the condition of the pavement and the safety record of that highway. We look at traffic volumes and future traffic volumes. We look at potential increases in volumes because of business and economic development. And I think that's the major categories that we look at. And a little bit of statewide distribution, you just for a lot of reasons can't build all the projects in one spot. And so fortunately if you have enough money to do more than one every year, then you can spread it out a little bit and that helps our people in the district as well as spread the money across the state. Second question, what's the future for LB84 money? We thought that might come up. And actually we've been working on a plan for several months as to how to implement that legislation. And we just kind of got to a comfortable stage a week or so ago. So I do have copies of our plan, which what we decided to do was put together a ten-year plan. You know, this is a twenty-year legislation. But that's a long period of time to put down a set of projects and expect that it will never change. So we took a ten-year approach. And the handouts that you'll be getting, on the first sheet are the menu of remaining expressway projects that are uncompleted and the federally designated high priority corridors. The second sheet shows other key roads projects that have been in our system for several years but unfunded. And the third sheet is the

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

plan for the ten-year period. We have broken that into years one and two, then three through six, and seven through ten just to put some milestones to it if you will. And we think it's a good plan. All these projects have received a lot of public interest over time and need to be built. And obviously there's not enough money to build everything. And every project can't be first. So we have looked at all those factors we talked about plus deliverability. You know, someone might say, well, why can't project X be first? Well, we'll do project X, but it needs to be seventh or eighth because I can't deliver it yet. I don't have the right of way bought or I don't have the final design completed. [NDOR NEEDS ASSESSMENT]

SENATOR HADLEY: Just one I guess, one quick follow up. Is there kind of an average lead time on projects or is that just depending strictly on the project? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: It depends on the complexity and whether it's a federal aid project or not. So a federal aid project involves an environmental document. And if it's a very complex expansion project where you're buying new property and potentially impacting environmental resources, just the environmental document can take three to five years. If you have a simpler project and it's not federally funded, we can turn those projects around in three or four years or it might take ten years for a complex project. [NDOR NEEDS ASSESSMENT]

SENATOR HADLEY: Okay. [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: Thank you, Senator Hadley. Senator Wightman. [NDOR NEEDS ASSESSMENT]

SENATOR WIGHTMAN: Thank you, Senator Fischer. When you get into the questions that involve where federal funding is available or if (inaudible) you share in that as well, is that correct? [NDOR NEEDS ASSESSMENT]

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

MONTY FREDRICKSON: Yes. [NDOR NEEDS ASSESSMENT]

SENATOR WIGHTMAN: Who sets the priorities? Does the federal government or does your department set the priorities on federally funded projects? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: It's all the Department of Roads. [NDOR NEEDS ASSESSMENT]

SENATOR WIGHTMAN: It's all the Department of Roads. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Yeah. The only minor exception to that is we do have some earmark money from one of the old highway bills and that...some of that money is targeted to specific projects. So we can't change that. We have to spend that money on that particular project. [NDOR NEEDS ASSESSMENT]

SENATOR WIGHTMAN: Now one follow up question. In the event that you have designated a particular project as high priority, does the federal government get involved (inaudible) maybe if there are projects of equal priority or approximately equal priority? Does the federal government and the Transportation Department get involved in those or is it still all your call? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: It's still all our call, except for that earmark process. [NDOR NEEDS ASSESSMENT]

SENATOR WIGHTMAN: Thank you. [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: Thank you, Senator Wightman. Other questions? Senator Dubas.

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

[NDOR NEEDS ASSESSMENT]

SENATOR DUBAS: Thank you, Senator Fischer. Thank you, Director, for being here today. Staying along that line of talking about involvement with the feds, and I know there's a lot of talk at the federal level, revisiting their funding and other issues like that. Do you think there's going to be, are you hearing, are there any changes coming with federal funding and maybe some of the environmental requirements that go along with federal funding? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: There are proposals out there, whether they have success I don't know, but proposals to streamline. And these would be national in perspective. We are working every day with our federal highway people to streamline things in Nebraska and also with the resource agencies. People often forget they have a huge role in project approvals when it's federal aid that we need to get a sign-off from all those agencies. So we're looking at what we call programmatic agreements with those agencies and federal highway on the simpler type projects that we don't have to do all the lengthy reviews because the impact would normally be very insignificant. [NDOR NEEDS ASSESSMENT]

SENATOR DUBAS: I know in visiting with some of my counterparts in other states (inaudible) federal highway funding and, I mean, it's obvious the problems with paperwork and the red tape (inaudible) across the board. And I was just hoping that (inaudible) pressure individual states nationwide might move the federal government (inaudible). It definitely does add a lot of cost to a project when you have to go through all of that extra. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Yes, I think that interest has ramped up this year and last year more than ever before. [NDOR NEEDS ASSESSMENT]

SENATOR DUBAS: So you (inaudible) the pressure (inaudible) the federal government

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

then? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Yes. [NDOR NEEDS ASSESSMENT]

SENATOR DUBAS: And then my second question has to do with the flooding that we experienced this spring and summer and the damage (inaudible). Where are you at with those types of projects and things that need to be addressed? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: For the 2011 event, fortunately we didn't have that much damage. I don't have the list in front of me, but we have a few highways that sustain some what I'll call peripheral damage. Because of I-29 closing, we got a lot of traffic over on Highway 75. And we're putting that in for emergency relief, and then of course our Highway 12, up by Niobrara. And then there was some damage in Burt and Washington County in...out by North Platte a few things that we're going to put in there. So that's another process that you have to go through to gain those federal funds. But we're working hard at it. [NDOR NEEDS ASSESSMENT]

SENATOR DUBAS: Okay, thank you. Thank you, Senator Fischer. [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: Thank you, Senator Dubas. Other questions? Senator Harms. [NDOR NEEDS ASSESSMENT]

SENATOR HARMS: Thank you, Senator Fischer. Monty, thank you very much for coming and testifying, appreciate it. What's the schedule to complete the highway between Grand Island and Lincoln? Are we thinking about expanding that to six lanes in the future or...? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Yeah, that's, this twenty-year needs assessment projects that

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

as a need over the next twenty years. [NDOR NEEDS ASSESSMENT]

SENATOR HARMS: Okay. I drive that more than I like to drive it. And I can tell you at certain times of the year and certain times of the day it's just a horrible experience. And I hope that we can complete that. I probably wouldn't have been very supportive of this until I actually lived down here for a while and began to see what the whole issue is about. It is badly needed. And it's going to continue to get worse because these cities are going to grow, so. [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: Thank you, Senator Harms. Senator Campbell. [NDOR NEEDS ASSESSMENT]

SENATOR CAMPBELL: Thank you, Senator Fischer. Director, in looking at the LB84 document that you gave us today and looking at the third page, two questions come to mind. How fluid would be that schedule or do you think that's pretty much locked in? And the second question is, is there any expectation of funding from local cities or counties in any of these projects? And if they came forward with money would that alter the schedule? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: I'll answer the last question first. It could alter the schedule, depending on how substantial it was. But to move up on the list, I'll answer your first question, there is some fluidity here. But the first two years are pretty well set, even those projects in year three through six, they're not ready to go today. And I realize we've got almost a year and a half before LB84 takes effect and the money starts rolling in. So we've got some time. But these ones in the first two years are pretty much ready. But I will tell you we always have flexibility. And if the interstate out here by Highway 77 on the west edge of Lincoln and Shoemaker's Truck Stop all of a sudden falls apart two years from now and this project is ready, you know, we may have to move that up. That's an example. [NDOR NEEDS ASSESSMENT]

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

SENATOR CAMPBELL: Okay, thank you. [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: Thank you, Senator Campbell. Senator Nelson. [NDOR NEEDS ASSESSMENT]

SENATOR NELSON: Thank you, Senator Fischer. Thank you, Director. On your discussion on road geometrics here you say the costs of major highway improvements, such as new lanes of traffic outside of urban areas, are also included in that area. As Omaha moves west and as Lincoln moves south and east where does it cease to be rural and become urban? And does that make a difference? How do you measure that as far as priorities and who's going to get an urban share of money and vice versa? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: It really doesn't make a difference whether it's in the urban needs or the rural needs. [NDOR NEEDS ASSESSMENT]

SENATOR NELSON: Okay. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: That's all we were saying there. [NDOR NEEDS ASSESSMENT]

SENATOR NELSON: All right. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: It's a fine line. And it's priorities going to be based on need. [NDOR NEEDS ASSESSMENT]

SENATOR NELSON: Is that right? Okay. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: So it... [NDOR NEEDS ASSESSMENT]

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

SENATOR NELSON: I'm looking at road priorities for fiscal year '14-15. I see I-80, I-80 and 680, between Center, Pacific and others. Are those projects that the federal government is involved in too? And what's happening there, if you know or happen to know on those? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Yes, they're all added lane projects. [NDOR NEEDS ASSESSMENT]

SENATOR NELSON: Added lanes. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: And you have probably driven through the 80 and L Street and I and Q Street interchange during rush hour. So we knew we had to have that lane eventually. And we just haven't had the money yet. So those are all capacity-type needs. And, yes, at this point the federal government is involved. We will make a decision on all these projects whether or not we should "defederalize" them. And to give you an example, the Kearney bypass, we need to keep it federalized because we still have a little earmark money in the bank that we want to spend or take advantage of. So that means we have to stay federal. There are some others that don't have that, that might face a long process as a federal project. And it's a little bit of a risk depending on what might change. But we can sure save considerable time if we "defederalize" a few of these. [NDOR NEEDS ASSESSMENT]

SENATOR NELSON: Thank you. [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: Thank you, Senator Nelson. Senator Price. [NDOR NEEDS ASSESSMENT]

SENATOR PRICE: Thank you, Senator Fischer. Thank you, sir. A question comes into mind on LB98 being passed where we were able to do the...where we were able to authorize you to do a federal buyback. Have you had opportunity to exercise that yet?

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

[NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: We have. Happy to report that out of 129 cities and counties that were eligible for that, which is all the counties and all of the first-class cities, they all signed the agreement. And so we're on schedule to implement with the counties in fiscal '13 and with the first-class cities in fiscal '15. [NDOR NEEDS ASSESSMENT]

SENATOR PRICE: And what does that do to your schedule then as we look...does this or any of your other schedules reflect that change in the funding profile and acceleration? Does it relieve some pressure there or is that not even relevant? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Unfortunately not. It relieves pressure for the locals. [NDOR NEEDS ASSESSMENT]

SENATOR PRICE: Okay. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: But if we buy \$20 million of local projects, the federal aid, that means we got to do \$20 million more federal projects. And so it takes us the longer time to develop them. [NDOR NEEDS ASSESSMENT]

SENATOR PRICE: But at the local level they are realizing an improvement? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: They will, yes, when this takes effect. [NDOR NEEDS ASSESSMENT]

SENATOR PRICE: Okay, thank you. [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: Thank you, Senator Price. Senator Conrad. [NDOR NEEDS

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

ASSESSMENT]

SENATOR CONRAD: Thank you, Senator Fischer. Hello, Director. Good afternoon. Just a couple of follow-up questions because this is some new information I think for all of us. And so I just wanted to make sure that I was reading and understanding it correctly. When we look at the strategic plan document, I guess, or plan document, I don't know what the official name is, for...in anticipation of LB84 dollars. Just a couple questions. Do these totals equal the state obligation or the total project cost? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: It's the total project cost. And it is projected in today's dollars. Our share of LB84 is currently estimated at \$60 million a year. So this is ten years, and this is approximately \$600 million. Depends on what inflation does, depends on what the economy does. You know, we could take in more than \$60 million if the economy grew substantially. So we'll have to see how things shake out. It's entirely possible we don't get all these done in ten years. [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: And that actually was my second question, was whether or not the projections were in today's dollars or included other calculations for inflation or other considerations that may limit the ability to leverage these dollars into the future? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Just today's dollars. [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: Okay. So that's the best benchmark we have today? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Yes. [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: Okay. Yes, okay. Very good. And then in looking at some of the

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

different totals that you have under the headlines of expressway projects or federally designated high priority, other key road projects, then should one take...accumulate those totals in terms of what it would take to finish all of the projects on this page or are they included amongst each other? There's a total of \$817.2 million, \$578 million, \$825.4 million, etcetera. Are those separate and distinct or should they be taken together for our... [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: They are separate by category. [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: Okay. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: So that first one you mentioned, \$817.2 million, that is the current dollar estimate to complete the expressway system,... [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: Okay. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: ...the original 600-mile expressway system. [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: So it would be fair to say if you look at expressway projects, federally designated high priority corridors and other key roads projects that really the estimated needs is about \$2.2 billion and we're planning to fund about \$597 million of that? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Well, we got twenty years. So it's... [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: Right. [NDOR NEEDS ASSESSMENT]

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

MONTY FREDRICKSON: ...we're going to fund 1.2 over the twenty years out of this 2.4 or 2.2. [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: So maybe half if we're lucky would be a good way to think about it, roughly? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Yes. And also realize that, as Senator Wightman or Senator Harms mentioned, the six lane needs going west from Lincoln aren't all in this list either. [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: Right. So it's probably not even fair to say that. This isn't a full, comprehensive list of our high priority roads projects in Nebraska? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Not if you go over a twenty-year period. But... [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: Okay. Because things could change and there's other situations... [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Yeah, we took a little shorter view of it and said, boy,... [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: Okay. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: ...there's a lot of moving parts here. So... [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: Indeed. [NDOR NEEDS ASSESSMENT]

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

MONTY FREDRICKSON: ...let's concentrate on the first two years and let's get something built... [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: Okay. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: ...that we got ready to go. And then we're going to be working on the next four years. And if we have to make modifications as we go along we'll do it. [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: And, of course, every little bit helps. But it would be fair to say this isn't a comprehensive list and our plan over twenty years is to maybe fund half of it. Is that right with these dollars? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: That's a...yes, that's a good start. [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: And then the other question I had was, if those projects were in addition to or incorporated within the overall Needs Assessment that is calculated on page one in the summary of needs? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: I believe most all of these projects, not all but most all of these are in the needs, included in that \$9.6 billion. [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: Okay. Could you think, for example, maybe something that wouldn't be that's on one list and not the other? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Oh, there's a couple of projects that... [NDOR NEEDS ASSESSMENT]

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

SENATOR CONRAD: And if you don't know off the top of your head, that's fine. I'm just trying to get an example so I can think about the issue. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Yeah. I would tell you of our first ten years of projects that probably 90 percent of those are in the needs. And that means they meet the needs criteria, which wasn't a caveat of LB84. [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: That's an excellent segue to my last and final question. Was then, what sort...I know that there were some general parameters in the legislation itself as to how these dollars should be directed. But what additional considerations or factors has the department developed to create this list and the corresponding time line? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: A lot of public input we've received over the last five years, in addition to worn out roads, undercapacity, congestion, accidents, load distribution, completing segments that were almost complete but we just didn't have the money, you know, could we finish this corridor with \$40 million as opposed to starting this one for \$100 million? Those things weighed into our selection as well as our prioritization. [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: And is that selection process codified or solidified in any sort of rules or regulations? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: It is generally spoken to in the statutes as a part of the legislation that requires me to be here today. But I think I've mentioned about all the factors that are in that legislation that says we should consider these factors when prioritizing projects. [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: Okay. I'm just wondering, you know, now that a list has been provided to folks, communities will start to have a lot of questions about where their

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

project is in the mix. And it would be helpful if we all knew how those decisions came to fruition and if there was a comprehensive or standardized format utilized to take the politics out of it. Or if there's not, there's not. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Well, it would be easy enough for us to write that down because we have pieces of it in different documents. And maybe there's a document I'm forgetting. [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: Sure. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: So that's a good suggestion. [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: Okay. Thank you so much. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Thank you. [NDOR NEEDS ASSESSMENT]

SENATOR CONRAD: Thank you, Senator. [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: Thank you, Senator Conrad. Senator Louden. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: Yes, thank you, Senator Fischer. And thank you, Director Fredrickson, for being here today. I always like to have conversations with you of course. I was looking at some of your expressway projects. And since there was some discussion on that, I'll start with that. You have federal designated high priority corridors, and you have Heartland Expressway \$308 million. Now that would surely be all the way from South Dakota to the Colorado line or something like that. I mean, are these numbers on that page more or less a wish list or, you know, something that you pick up when the moon comes up or something like that? I mean, what basis would there be? Because that's the only one I'm familiar with. And a lot of that has been completed. And

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

I went over that with John Craig a few years ago when he was telling how many million dollars it would cost. And some of that has already been done. So is that a number there that you can count on or what does that number signify? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Yeah. It is purely today's estimated cost to four-lane the Heartland in the uncompleted sections. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: All the way from South Dakota to... [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Colorado to South Dakota. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: Okay, very good. And then when you get over here on your roads priority, fiscal years '16 and '19, you have Heartland Expressway \$30 million. And that would come out of the LB84 money or something like that. Now does that...would that be added on to the \$23 million or \$24 million that's left in there that's already earmarked? So you'd have somewhere around \$54 million or something set aside for that by fiscal year '16 to '19? Is that the plan? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: That is correct. And that is about the current estimate to finish that piece. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: Yeah. We went through that before... [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Yeah. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: ...what that should cost across there. Now having said all of that, then when I look over here at your four lanes warranted or something and 10,000

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

vehicles, now can that be adjusted? Because I don't know if there's 10,000 vehicles on all of that at times. There is probably at times. But, well, I guess my question is, if they come up with all the money to build that but they don't have enough traffic on there will the whole thing get dumped down the tube? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: No, it won't. The 10,000 is not a criteria for LB84 money. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: Okay. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: And that's the criteria we created that's consistent with most other states. But it's only a criteria. So if there are other factors involved and we, as the Department of Roads and as a state, decide we need to build this piece of the Heartland and it doesn't meet 10,000, we can do that. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: Okay, very good, because that's what I was...then we're getting into economic development for areas and that sort of thing. And that was one of my concerns about that. Now when you talk about this...your priorities, completing a six-lane interstate between Lincoln and Omaha, which is pretty much taking all of your surplus resources, if there is such a word, taking most of your resources. And then I think I see in here someplace where you talk about going on from Lincoln to Grand Island. Well, if that's the case, that's going to be the same thing. You're going to be strapped for cash as long as you're building a six-lane interstate, because that's what you're doing, you're building a six-lane interstate. Because, you know, the old one is there in the same place. You don't have to buy right of way, but you're building that. How do you intend to fund that over the next however many years you have that set aside? Because are you going to raise the fuel tax to do that? Where you going to get your money to do that? I mean, LB84 won't take care of it. [NDOR NEEDS ASSESSMENT]

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

MONTY FREDRICKSON: I'm not going to raise the fuel tax. But (laughter) it's a need that we project. We have flexibility on when it's accomplished. And I'm sure you can attest to states that don't have the money to expand certain highways and what happens? You drive slower, you're close to the next vehicle, you have congestion that takes you longer. That's what will happen if we don't have enough money. So it's not the end of the world. It's just not what we would like to have. So we don't have it figured out how we're going to fund Lincoln to Grand Island at this point. We might use a little bit of this LB84 money. If we decide that's a high priority to knock off a few miles of that segment we can do that. The Lincoln to Omaha was a priority for us to complete that. And we have said in our recent documents that we're going to slow down a little bit on our thinking on going west to Lincoln, even though at times it's...I've experienced the same thing, it's a little congestion during certain times, especially Sunday afternoons. The traffic there, believe it or not, is leveling off over the last six years. So that makes us pause a minute and say, can we rely on our twenty-year projections that we always used to could that projected a 3 percent growth or whatever it was in traffic? They're not good anymore because of gas prices and the economy. So a lot of moving parts.
[NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: Now when you talk about you figure out your needs, well, according to the fuel formula that's been in place for several years you're supposed to come up into here with what your needs, and then the fuel tax is set accordingly. Now where are your needs going to be at this year when you do that compared to last year or the years before? Because I mean there's been so much tinkering with that that every once in awhile you have to drop the gas tax anywhere from a half a cent to a cent and a half for a period of time. And that's the reason I'm wondering, are you going to go ahead and set aside what your needs are? And then if the gas tax has to raise a couple cents so be it or where are we at on that? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: The gas tax is going to fluctuate based on the formulas in the statute, based on the appropriation. So you all will decide what our appropriation is.

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

[NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: Yeah, but they fluctuate because of whatever needs you designate, don't they? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: That's why we're presenting the needs today. And then...
[NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: And what will those needs be? How many million dollars do you estimate? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Over twenty years, it's \$9... [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: Well, I know. But I mean next year because we won't be levying any taxes, you know. Twenty years from now that will be somebody else's problem.
[NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: I would take an educated guess that next year they'll be about \$10 billion. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: Okay. And then how many million then will have to come from your fuel tax or from your revenues then? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: About half of our program is state aid, and the other half is federal, the construction program. So there's always going to be a gap there. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: And what was it last year, \$316 million or something like that?
[NDOR NEEDS ASSESSMENT]

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

MONTY FREDRICKSON: \$343 million. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: Three hundred forty-three million. And what will it be this year?
[NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Well, that is this year actually. That's the fiscal '12 program is
\$343 million. We won't publish the '13 program until July of next year. So it's going to be
in that range, \$340 million, \$350 million. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: And what was it last year? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: \$343 million. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: Okay. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Oh, you mean the year before that? [NDOR NEEDS
ASSESSMENT]

SENATOR LOUDEN: Yeah. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: \$316 million. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: Okay. But you'll be that much above. Well, then fuel tax will have
to raise then if you're projecting it at \$343 million or so, won't it? [NDOR NEEDS
ASSESSMENT]

MONTY FREDRICKSON: Depends on the usage. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: Right. [NDOR NEEDS ASSESSMENT]

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

MONTY FREDRICKSON: And then I should correct what next year's program might be. I say \$350 million, I guess that will be '13. At some point the program will go up by \$60 million because of these projects and they'll be published in our book. And so somehow this plan will end up being in our book as well. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: Now one other question here. That underpass in Alliance has been on hold or whatever you want to call it for...ever since I've been down here. Part of it was they said the railroad can't decide how many tracks to put over the top of it. Where are we at on that now? I see you've got, you know, using LB84 money, \$8.6 million for that. Wasn't there money set aside at one time to put part of that in, wasn't there? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: It was never set aside. That project got closer to being in District 5's one-year program at one point. But the parties never quite came together on who was going to do what, who was going to pay for what, and how important it was with the rest of their needs. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: Is there any negotiation or any discussion going on with Burlington Northern now on doing something with that? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: We've talked to them, I believe, in the last six months. And haven't got any indication that this is a real hot project for them at this point. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: I know, I talked to the railroaders and they wanted to know why they don't have that extra track going across there so they can get those trains through Alliance. And I told them, well, get ahold of somebody. But there's nothing in the near future that's going to happen there? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Well, it doesn't look like it. But you know, all in all it's a good

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

project too. And it's good for the railroad and it would be good for Alliance and us on Highway 2 to get that little bottleneck out of there. So who knows? It's not all that expensive. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: It's not a bottleneck, it's a low overhead door. (Laughter) Okay. I guess for now I think that's most of my questions. And thank you for answering them, Director. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: You bet. [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: Thank you, Senator Louden. Senator Hansen. [NDOR NEEDS ASSESSMENT]

SENATOR HANSEN: Thank you, Senator Fischer. And I apologize for my discretions. Director, it's good to see you here today. I have a couple of questions. The I-80 project now I'm not sure, between Lincoln and Omaha, I'm not exactly sure when it started, not exactly sure when it will be finished. But when it's finished, will it be a candidate for pavement restoration within the restriction, it's out quite a ways. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Well, eventually. But, hopefully, it's beyond all of our lifetimes that we have to go back there. That's 12 inches of the best designed concrete we know how to do. So even though it gets a lot of traffic, but eventually all highways have to be refurbished. [NDOR NEEDS ASSESSMENT]

SENATOR HANSEN: I agree with Senator Harms that that, you know, it would be great to have a six-lane highway between Lincoln and Grand Island or Lincoln and York or Lincoln and Milford where that traffic is pretty heavy. On your page where it starts out with the geometrics, about halfway down that paragraph you mention that bridge needs are also included in the geometrics category. Those are...there's a lot of bridges in the

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

state of Nebraska. The county assesses some of them, state assesses some of them. Is there any other assessment protocol for bridges? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Actually, we are responsible to make sure all the bridges in this state are safe. And that's a national perspective, I guess I would call it. The federal highway makes sure we do inspections on a regular basis for all the bridges, make sure they're done right. We go out and do quality assurance on the counties and the cities on their bridges. So we partner with them. And we do that constantly. [NDOR NEEDS ASSESSMENT]

SENATOR HANSEN: Okay. We have a bridge north of North Platte on Highway 83 that's a continuing problem. And I've mentioned this to you before. But it's a four-lane bridge for 25,000 population town to go north on Highway 83, which eventually gets not very far it gets to a two-lane road. But that four-lane bridge was cut in half of the length, from 713 feet to the present 350 feet, and now we continue to have flooding problems almost every year when the irrigation goes from Lake McConaughy down to the Phelps County area. Will this be under the bridge needs? Would that be assessed under some of that in the rural geometrics division? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: If it was decided that bridge should be lengthened, yes, it would be in the bridge needs. And then it would end up in the geometric needs. [NDOR NEEDS ASSESSMENT]

SENATOR HANSEN: Does flooding come into that, into that needs category? Because FEMA was in town... [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: It sure can. [NDOR NEEDS ASSESSMENT]

SENATOR HANSEN: ...almost all year and so they've looked at it and I've pointed it out to them. And they said that it certainly looks like a bottleneck. [NDOR NEEDS

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

ASSESSMENT]

MONTY FREDRICKSON: Yes, flooding could be a factor for us to work on a bridge. I know we did some research on that for you awhile back, and talked to Gary Thayer. I can follow up again and say, after this recent event has our thinking changed? [NDOR NEEDS ASSESSMENT]

SENATOR HANSEN: Okay, thank you. [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: Thank you, Senator Hansen. Senator Campbell. [NDOR NEEDS ASSESSMENT]

SENATOR CAMPBELL: This is an honor, Senator Hadley. I just have one quick question. (Laughter) And for the appropriations, that's what he always says before every question in Transportation. (Laughter) [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: Before every long question. [NDOR NEEDS ASSESSMENT]

SENATOR CAMPBELL: Very long question. I know that you take into account the traffic counts as you're taking a look at the roads. What factor comes into play on the safety issue in terms of how many deaths might have transpired on a road or, you know, how the State Patrol might look at that road? How do you take that into account? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: It is based on crashes per 100 million vehicle miles traveled. Fatalities are just too random to try to rely on for a formula. And then keep in mind all these factors, even though we put them in numbers, because we're engineers, they are guidelines to get us to the end. And we have to use common sense and we have to know what the pulse of the public is. But these help us get to that point. And don't get me wrong, they're very important factors for sure. [NDOR NEEDS ASSESSMENT]

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

SENATOR CAMPBELL: Thank you. [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: Thank you, Senator Campbell. Senator Nordquist. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Thank you, Madam Chair. Thank you, Director. First, I want to start by thanking you for...before today I reviewed again the performance document that you gave us in Appropriations last year. And I appreciate the work that the department goes through to identify performance measurements and track those on an annual basis so we have a sense of almost key indicators of where the department is. And it looks like a very truthful, straightforward way of measuring performance. And I wish other departments would take that upon themselves to say what are the key things we should be doing and should be tracking and give us an assessment of that. The department also, obviously, does a very thorough job of identifying its needs, the needs of our road system in the state on the indicators that you mentioned at the beginning of your testimony. And with that right now the projection, as you said, is \$9.6 billion. It increases \$410 million from last year. Is that, and you and Senator Loudon talked about the \$307 million, \$340 million, \$343 million shortfall from last year. Where did the additional or why are we looking at a \$410 million increase on the twenty-year projection now? Is there an inflation factor included in that? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: I don't think those two conversation were related. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Okay. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: He was talking about our annual program size,... [NDOR NEEDS ASSESSMENT]

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

SENATOR NORDQUIST: Sure. Yeah. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: ...which is reality. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Okay. Yeah. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: And I think you're asking what comprised the increase of \$400 million... [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Yeah. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: ...for this year. It's mainly the resurfacing costs have increased. And so those affect all 10,000 miles of our high system, because we have to resurface them at least once and probably twice in a twenty-year period. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Sure. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Those costs have gone up. And then if you've looked at our performance measures you've seen on our rural highways we're not meeting our performance standard. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Um-hum. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: And so that's why we need to keep spending the right amount of money on maintaining the system. And our goal is to get that back up. So we've realized that those pavements have gotten a little older than they should have before their rehabilitation. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Sure. [NDOR NEEDS ASSESSMENT]

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

MONTY FREDRICKSON: And so that makes the eventual costs go up a little bit. And when you look over twenty years it doesn't take much to do \$400 million. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Sure. So the \$9.6 million, when you say needs, these are the highest priority needs based on the assessment of the department. Is that correct? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: They are the needs that meet the needs criteria. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Okay. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: And, obviously, the elephant there is the pavement. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Sure. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: You just have to take care of...that all that pavement is whatever that line was, it's \$6 billion or \$7 billion. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Um-hum. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: That's almost a cost that is recurring. You just don't ever get... [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Sure. Sure. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: ...rid of it. It just goes in circles. [NDOR NEEDS

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

ASSESSMENT]

SENATOR NORDQUIST: Okay. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: The geometrics, maybe. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Um-hum. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: You know, if you didn't have a lot of traffic growth you could retire all the geometric needs if you were static. But that just doesn't happen even in even in Nebraska. Thank goodness. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Sure. And based on current, I guess if you were to project out where the Legislature has been with gas tax, I don't know if you would hope it's steady or how you would project it out into the future. Of the 9.6 going on the path we were before LB84, what would be funded of that 9.6? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: About half. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Okay. Okay. So 4.-maybe 5 million, \$4.8 million, \$5 million. And now we're going to do an additional \$1.2 billion over twenty years with LB84. That still leaves us significantly short of our needs, if we were to focus all \$1.2 billion on the needs that the department has identified. Why wouldn't the department focus that \$1.2 billion on that (inaudible)? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Well, I'm crossing my fingers here that we can maintain our current program size... [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Um-hum. [NDOR NEEDS ASSESSMENT]

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

MONTY FREDRICKSON: ...over a long period of time between the federal funding and the gas tax funding that comes in. And LB84 sits over here... [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Sure. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: ...in its own special little fund. If we can maintain that program size of \$340 million, \$350 million... [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Um-hum. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: ...that is enough to maintain our system. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Okay. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: And we haven't been spending that much... [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Um-hum. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: ...on keeping the system in good shape. But that's what we intend to do going forward. So you can hypothesize if we're short of the dollars it takes to maintain the system then we'll have a decision to make. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Sure. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Do we dip into the LB84 monies to take care of some worn out roads... [NDOR NEEDS ASSESSMENT]

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

SENATOR NORDQUIST: Sure. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: ...or do we finish this expansion project? [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: So even if we were to fully fund maintaining the current system, you've identified through this assessment other projects that are high priority projects that LB84 could be used for. But we're not using all of the LB84 money for that. There are other projects out here that we're, I mean, that the department hasn't said are high priority projects. Is that right? You said maybe 10 percent of the money is going towards those other projects? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Well, maybe I didn't make myself clear. From here forward, we wouldn't see ourselves funding any of these projects on this list,... [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Um-hum. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: ...because we're going to spend all our money on... [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Maintaining what we have. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: ...taking care of the existing system. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Um-hum. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: So the 10 percent was in response to the question, do all

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

these projects...are they all included in the needs? [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Um-hum, yeah. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: And the answer is they don't all meet the needs criteria,...
[NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Um-hum. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: ...90 percent of them do. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Um-hum. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: So there's 10 percent that are projects that a certain region
things is a good project and we've moved it back over the years. And now LB84
provides an opportunity for that to get built. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: If you were sitting in our shoes, policymakers, and you had a
pile of needs and pile of wants and a limited amount to fulfill those, what direction would
you go? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: I think we follow what we have over the past ten or twenty
years. Most of our dollars go to needs. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Yeah. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: But we have to live in reality. [NDOR NEEDS
ASSESSMENT]

SENATOR NORDQUIST: Sure. [NDOR NEEDS ASSESSMENT]

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

MONTY FREDRICKSON: And we are in a political system, we're a big state. So...
[NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Yeah, well, thank you. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: ...you have to use a little common sense. [NDOR NEEDS
ASSESSMENT]

SENATOR NORDQUIST: Sure. Thanks for your comments. [NDOR NEEDS
ASSESSMENT]

SENATOR FISCHER: Thank you, Senator Nordquist. Senator Janssen. [NDOR NEEDS
ASSESSMENT]

SENATOR JANSSEN: Thank you, Chairman Fischer. Director Fredrickson, I'd like to first off maybe surprise you a little bit and compliment you. We had, especially within District 15, I know we had LB98, we actually had a little bit of a sour apple come our way that we didn't anticipate when we passed that, at least from the county level. And it was the communication of your department that really helped me, personally, in explaining that. And that ongoing communication has worked well in District 15. And would compliment as well the crew that's working on that Platte River bridge that when built will eventually connect Senator Langemeier's and my district. That's going great. In fact, not that I was going to across it at 3:30 in the morning this weekend, but somebody was and they told me that they were out there working. And that's moving along great. Just to prove I'm not a total Homer though, can you kind of explain a little bit. It's on here, but maybe for the room, when am I going to be able to get on four lanes and go out and see my friends in Columbus from Fremont or the edge of District 15, in your best guesstimate? [NDOR NEEDS ASSESSMENT]

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

MONTY FREDRICKSON: Well, that's the Schuyler to Fremont segment, which is in the second tier. And just because it's on top doesn't mean it's the top project in that series of years. [NDOR NEEDS ASSESSMENT]

SENATOR JANSSEN: I was getting excited. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Unfortunately, as you can see, there arranged in dollar volume order. So where that piece ends up is going to be based on deliverability of the segment. And this is one of those that we're going to face some difficult decisions on keeping it federal or "defederalizing" it. And this is a huge project. So we're going to do some...make a serious decision on that real darn soon. When could it be done? I don't know. This is based probably on getting it started these years. When the money accumulates to the point that we can start the next project, that's when it would start. I'd hate to make a prediction, but I'd hope before the end of this century we'd have that done. (Laughter) [NDOR NEEDS ASSESSMENT]

SENATOR JANSSEN: Thanks for pinpointing that for me. Well, actually I would like to reiterate thanks, at least in District 15. I know we've all...I can attest that that is a very dangerous stretch of road. And I'm sure every senator sitting in here has a very dangerous stretch of road within their district. So I appreciate your attention to that. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Thank you. [NDOR NEEDS ASSESSMENT]

SENATOR JANSSEN: Thank you. [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: Thank you, Senator Janssen. Senator Nelson. [NDOR NEEDS ASSESSMENT]

SENATOR NELSON: Thank you, Senator Fischer. Senator Lautenbaugh isn't here, but

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

he's got a very dangerous part of road, Highway 133, from Omaha to Blair, where we have a high incidents of fatalities. That's always in the news. And I'm gratified to see that it's right up here. Can you tell me just briefly what the plans are? Is it going to be widened or just a part of the road on the way up? Will the \$50 million cover all the way up to Blair or do you know? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Yes, it will cover all the way to Blair. It will be a completely new road, all four lanes, new alignment. [NDOR NEEDS ASSESSMENT]

SENATOR NELSON: Two lanes each way? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Yes, with a median, flatter curves, flatter shoulders, wider recovery distances on the outside. It is a very important project. And we haven't got as ready as fast as we'd like. But we had one of our commission meetings in Omaha last week. And we had a lot of people show up from that area telling us that we better get that project done pretty soon. And we agree with them. So we've committed to having it ready, the first half, by the end of next year. If there were monies available we could put it under contract and then the second half the year after that. So a year from now it will depend on money. And, of course, LB84 will not have kicked in yet. But there are some federal dollars that seem to come the state's way every now and then for additional projects that we could take advantage of. And we want to have this one ready for that possibility, because we have gotten a couple other projects going through that method that we didn't think we would. [NDOR NEEDS ASSESSMENT]

SENATOR NELSON: Thank you. Ah, one other question. You spoke early on about updating shoulders. What do you mean by updating shoulders? Is there a standard thing that you do? Does it depend on the road? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: The best example would be going from a dirt shoulder to a surfaced, asphalt or concrete shoulder. If the traffic volume rises enough then that's an

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

additional safety measure. And sometimes it just means widening the shoulder. [NDOR NEEDS ASSESSMENT]

SENATOR NELSON: From dirt to concrete or to asphalt? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Either one. [NDOR NEEDS ASSESSMENT]

SENATOR NELSON: Either one. Okay. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: And sometimes, you know, we'll reconstruct a road that's got only a two-foot grass shoulder. And that doesn't meet the needs criteria, it says it should be six. So we'll widen it out to six. We'll bring in the dirt and give a little more recovery room. [NDOR NEEDS ASSESSMENT]

SENATOR NELSON: All right. Thank you, Director. [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: Thank you, Senator Nelson. Senator Louden. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: Yes, thank you, Senator Fischer. Well, Monty, on this Schuyler to Fremont, and I've been on these issues before, \$110 million. Now is that with grade four lanes or is that using the road that's there for one direction? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: It's new, all new four lanes because most of this project will be on a completely new alignment. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: You will do away with where the road is? Well, wouldn't it...would you save any money by using that one road as one, what would you say, eastbound or

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

westbound or something like that? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: We studied that and that was not the route that the public and the elected officials in the area wanted, plus it's very old. So we'd probably have to reconstruct the darn thing and it would cost about as much as replacing it. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: Of course, you could build one side of it and reconstruct the other over a period of years I guess, such as you're doing south of Alliance. And that was kind of my concern. Same way with that one from Blair then. That's going to be an altogether reconstructed road. Are there square corners in there that need to be straightened out or...because I know how engineers are. They like to make everything brand new, you know. So when they put their name down there on it's really something. (Laughter) So I understand that. But is that always the most economical way to do that? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: No, we have used the old road in place on several of our expansion projects and expressway projects. South of Lincoln here is a good example. Some places it fits and some it doesn't. The Highway 133 has horizontal and vertical curves that need to be flattened for safety reasons. There's other highways that are nice, straight and flat. And if the pavement is good we can use it. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: Okay. Thank you. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: So we always look at that as an option. [NDOR NEEDS ASSESSMENT]

SENATOR LOUDEN: Thank you. [NDOR NEEDS ASSESSMENT]

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

SENATOR FISCHER: Thank you, Senator Louden. Other questions? Senator Heidemann. [NDOR NEEDS ASSESSMENT]

SENATOR HEIDEMANN: Just a couple. The Missouri River flooded quite extensively this year. How many bridges were being built and how far back did that push the construction? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: I think the only bridge of ours that it affected substantially was the Rulo bridge. And I can't tell you how much of a delay, it was at least six months, it might be a year when it's all said and done. That's what...the flooding would cause a year delay in the opening of that new bridge. [NDOR NEEDS ASSESSMENT]

SENATOR HEIDEMANN: Affect the cost at all? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Oh, it might a little bit. I haven't heard that yet. [NDOR NEEDS ASSESSMENT]

SENATOR HEIDEMANN: The other thing besides thank you for coming in. You always do such a great job, and for having this document here, ready to go in case that question did come up. Looking at the roads priority ten-year plan, LB84, just looking at what we're all going to be able to accomplish because we passed LB84, and you're saying literally that without LB84 none of this would be done. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: More than likely not for sure. One or two projects maybe we could have squeezed them in, but nowhere near this list. [NDOR NEEDS ASSESSMENT]

SENATOR HEIDEMANN: Just I mean and I've heard it and Senator Nelson said it again about Highway 133, Blair to Omaha, how important that need would be. So without

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

LB84, what would you do? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: I don't know. That is why it's not built today is other priorities and just not enough money to build all the needed things. I mean, there's projects we're building that, you know, you could say, well, why didn't you sacrifice the last piece of a six-lane interstate between Lincoln and Omaha and build 133? We made the choice that we couldn't do that. So it just comes down to choices and the amount of funding you have. So this will be a great opportunity here to get some of those projects built. [NDOR NEEDS ASSESSMENT]

SENATOR HEIDEMANN: And without LB84, I mean, I just...this astounds me that we're going to be able, even though we have a lot more unmet needs. Without LB84 none of this would get done. And to me that's almost that once you see it and it's not going to get done it's almost unthinkable. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Yes, people have been wanting these projects, needing these projects for a long time. [NDOR NEEDS ASSESSMENT]

SENATOR HEIDEMANN: Thank you. [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: Thank you, Senator Heidemann. Thank you, Director. The first Needs Assessment hearing I attended I was not a member of the committee but I attended it in 2006. And then as Chairman in 2007, you brought forward the Needs Assessment. And I wish I would have brought the copy. Do you remember at that time what the total needs were? You know, today we're over \$9 billion. Where were we then? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Oh, I remember one year it was 8.2, but I don't know if that was five years ago or six. We can dig that out for you. We've got all the numbers. [NDOR NEEDS ASSESSMENT]

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

SENATOR FISCHER: Oh, I have them all saved. So I was just curious on that though. Do you know what the percentage inflation has cost for construction materials? Where we see that increase, what's that percentage increase? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: It changes over time. And... [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: I know my first couple years as Chair we were into double digit. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Yes, we were. Fortunately, for the most recent twelve-month period or nine-month period, excepting for this last few months, prices leveled off. And we had good bids all over the country. It might even have gone for a year. And now we're seeing it creep back up a little bit. [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: And on your Needs Assessment, I know the past few years you have taken projects off on what we see on your reports, on the yearly report, not the Needs Assessment but the yearly report, the five-year plan, the one-year plan. And that was so communities wouldn't get their hopes up that those projects were going to be built in the future. Those are now included in reports with this information you've given us today? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: They will be in the future. We wanted to be honest and financially constrained with our program book, especially in a five-year program. And we had some projects in there that we had been working on that were needed projects. But we realized we just are not going to have the money to build them. So we put them in the back of the book and said, here's projects we're working on, but I can't commit to a schedule. So, yes, these projects on our ten-year plan would probably create a special section in here for the LB84 projects. [NDOR NEEDS ASSESSMENT]

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

SENATOR FISCHER: Okay. And as I look through the information on the priorities that you've given us for the ten-year plan, the majority of these are included. My recollection is that the majority are included in the back of the book, that they've been listed there in the past as priorities. But probably they would not have been met. Is that correct?

[NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Correct. And... [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: So I do appreciate that you have followed your priority designation in how you chose those projects. It's not our job to choose the projects, that's your job. We are forbidden by the constitution to do that for good reason. You don't want politicians picking these roads. So I do appreciate, as I look through the list, that they have been projects that you have listed in your report through the years. And I compliment you and your staff for doing that. I so thank you for being here today. And on a personal note, I would like to thank Mr. Larry Shafer for his many, many years of service to the department. He's going to be retiring, I believe, in six days. It has been a pleasure to work with Larry. He's been just such an asset to my office and in working with my community council and getting us information on a very timely basis and having correct information to us when we have requested it. And we will miss you, Larry.

[NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Yeah, thank you. Do we have time for one more? [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: Senator Nordquist, I'm just closing the hearing. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: I know. [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: But I recognize Senator Nordquist. [NDOR NEEDS

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

ASSESSMENT]

SENATOR NORDQUIST: Thank you so much for your generosity, Madam Chair. Have all the federal stimulus dollars been spent? [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: I believe our last tally was 93 percent of our transportation dollars have been spent. And the two biggest pieces that haven't are bus garages from the transit side of the account, that they're just not under construction yet. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Okay. Can we get an updated list of those projects? They're probably available through the federal government, too, but... [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Oh, they are on various Web sites. But, yes, we could send both committees an update. Do you want an individual project list? [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: That would be...yeah, if it's not too much work, yeah. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Yeah. Otherwise a simpler report is by category. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Maybe we could start with that. And if we have follow-ups... [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Here's how much the first-class cities received and how much they've spent. [NDOR NEEDS ASSESSMENT]

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

SENATOR NORDQUIST: Sure. And then also, related to what Senator Conrad was asking, could you, if it's possible to do a list of projects that would be funded currently under LB84 that if we, I guess, we have that money and we're going to go ahead and do it under the normal Needs Assessment that wouldn't be funded. And you said that was...it's possible or maybe just you can identify later on to us the projects on this list that maybe wouldn't be. I know I put you on the spot right now, but... [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Well, every one...I can pretty well tell you every one of these, you know, unless something gets so congested we have to... [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Sure. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: ...steal from our... [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Maintenance. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: ...restoration money... [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Okay. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: ...and build an added lane, that none of these would get built. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Okay. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: There's a few little ones here, you know, maybe Center to Pacific, \$5 million... [NDOR NEEDS ASSESSMENT]

Transcript Prepared By the Clerk of the Legislature
Transcriber's Office
Rough Draft

TRANSPORTATION AND TELECOMMUNICATIONS COMMITTEE AND APPROPRIATIONS
COMMITTEE JOINT HEARING
November 02, 2011

SENATOR NORDQUIST: Sure. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: ...maybe if that gets so congested every morning and night that we just can't stand it, we'll steal \$5 million out of the resurfacing budget and build it. But we're just not going to build the south beltway or Schuyler to Fremont. They're just too big of projects. [NDOR NEEDS ASSESSMENT]

SENATOR NORDQUIST: Okay. Okay, I get that. Thank you. [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: Thank you, Senator Nordquist. Other questions? Well, Director, I would like to thank you again for coming in. It's a pleasure to see a ten-year plan brought forward by the Department of Roads dealing with new construction. I can tell you as I travel the state, people across the state in every community it's the first thing I hear about, that they're very excited that they have an opportunity and they see some relief for congestion and for safety concerns in their communities. So thank you for bringing us the Needs Assessment again today. And I especially appreciate the information you've provided us on moving the state forward with new construction. Thank you very much. [NDOR NEEDS ASSESSMENT]

MONTY FREDRICKSON: Thank you very much. Thank you all for your questions. [NDOR NEEDS ASSESSMENT]

SENATOR FISCHER: The hearing is closed. Thank you. [NDOR NEEDS ASSESSMENT]