

**FISCAL NOTE**

**LEGISLATIVE FISCAL ANALYST ESTIMATE**

Revised for Committee AM2432, AM2562, and AM2627.

ESTIMATE OF FISCAL IMPACT – STATE AGENCIES (See narrative for political subdivision estimates)					
EXPENDITURES	GENERAL	CASH	FEDERAL	REVOLVING	TOTAL
FY2025-2026	0	0	0	0	0
FY2026-2027	0	0	0	0	0
FY2027-2028	0	0	0	0	0
FY2028-2029	0	0	0	0	0
REVENUE	GENERAL	CASH	FEDERAL	REVOLVING	TOTAL
FY2025-2026	0	0	0	0	0
FY2026-2027	(375)	2,120,090	0	0	2,119,715
FY2027-2028	(375)	4,247,305	0	0	4,246,930
FY2028-2029	(375)	4,247,305	0	0	4,246,930

**Any Fiscal Notes received from state agencies and political subdivisions are attached following the Legislative Fiscal Analyst Estimate.**

LB1126 as amended by Comm AM2432, AM2562, and AM2627 would:

- Establish the Infrastructure Development Investment Program Act to help finance qualified construction, improvement, or enhancement of transportation infrastructure projects necessary for public purposes. The Nebraska Department of Transportation’s (NDOT’s) Highway Commission shall adopt rules and regulations by July 1, 2027, and administer the program.
- Give the Commission final authority to select the projects to finance via loans and other financial assistance to eligible entities.
- Let the Commission to enter into cooperative agreements with federal and state agencies, local governments, a contracting agency, or a private partner engaged in a public-private partnership; or combination of two or more acting jointly.
- Allow the Commission to craft an advisory committee to give guidance on project prioritization, credit policy, or compliance issues.
- Create a new Infrastructure Development Investment Program Fund administered by the Commission, to contain legislative transfers, federal money, state and local grants, contributions, donations, endowments, public and private grants, repayments, interest, fees, and bond proceeds. This fund may be used for financial assistance, reserves, administrative costs and refinancing.
- Permit pursuing any legal remedy to recover funds, including intercepting other state aid due to the borrower, or transferring collateral as per constitutional and federal limitations; if a borrower from this program were to default.
- Require that an independent financial audit be performed annually; and submit an Infrastructure Development Investment Program report electronically to the Clerk of the legislature by November 1<sup>st</sup> of each year.
- Authorize the Commission to issue bonds at any time and in any amount under the Infrastructure Development Investment Program Act. These would be separate and distinct from any bonds issued under the Nebraska Highway Bond Act.
- Compel the Commission to adopt and uphold internal control policies, investment standards, and risk management framework; which is to be shared on a public website, showing the Infrastructure Development Investment Program’s rules and regulations, published reports, and information on how to obtain this financial assistance.
- Expand the exemptions from prequalification requirements (under NE §39-1351(2)) for certain types of contract work including: turf maintenance, vegetation control, fence work, ditch cleaning or erosion control, culvert work, intelligent transportation system devices, rest area or weight station work, and routine repairs and maintenance of roads, bridges, or appurtenance of any road or bridge.
- Eliminate a requirement for progressive design-build contracts under NE §39-2814(8).
- Give the Director-State Engineer the discretion to use public-private partnerships for “appropriate” transportation projects.
- Prohibit contracts for unsolicited proposals of simple highway repairs; while allowing submission of competing proposals until a contract is awarded.
- Require NDOT to establish procedures for receiving and evaluating unsolicited proposals; for an administrative fee of up to \$500.
- Authorize NDOT to use appropriated funds for reviewing, developing, and implementing any proposal determined to be in the State’s best interest; and allowing NDOT to enter into contract.
- Amend Nebraska §13-2911 to include public-private partnerships contracts to the list of organizations which political sub-divisions must evaluate when determining bid proposals. Provides that unsolicited proposals deemed to have sufficient merit by the governing body (under the PSCAA) then a reasonable chance to compete must be provided for other private party proposals. The political subdivision may charge a fee of up to \$500 for evaluating the proposal. These public-partnership contracts may be utilized for water, wastewater, utility, or sewer construction, but not for road construction.
- Amend the Rural Road Improvement District Act in Nebraska §39-1639 through §39-1653, and §39-1655 as follows:
  - Adds a definition of district to mean a rural road improvement district under the Rural Road Improvement District Act;
  - Establishes that counties may initiate road construction or improvements by a resolution specifically stating whether a special assessment will be levied within such district or the cost of the improvement will be a general charge to the county as a whole, during a County Board meeting;
  - Specifies that a road resolution cannot be adopted at the same County Board meeting when it is first proposed;
  - Updates that if special assessments levies are being proposed for a district, there would be a public hearing;
  - Allows for any person that owns real property in the proposed special assessment district to file a written objection to the formation of the district with the county clerk prior to the hearing time set. This must include their reason for objecting to the formation of such district;
  - Clarifies that if one or more people file written objections whom own more than a combined 50% in the area of the real property for which the district is proposed, then the resolution shall not pass, with no hearing held;

- o Amends that the County Board may pass the proposed resolution at or following a hearing, or at any subsequent County Board meetings, if no hearing was required;
- o Adds that the County Board may utilize bonding for these road improvements for such payment of costs from bond proceeds;
- o Updates rules for the counties which create these districts, instructing that they also must create special funds for the management of these district finances;
- o Decrees that special assessments including interest on unpaid special assessments shall be a lien on the property, with no interest accruing before the due date for such special assessment. The interest rate shall be established by the County Board;
- o Extends the maturity date of road district bonds issued under this act from 10 to 20 years; and
- o Provides procedures for property owner petitions for the enlarging, withdrawing, consolidating, and dissolution of districts.
- Adjust the minimum dollar amount of the property damage threshold triggering reporting and license suspension under the Motor Vehicle Safety Responsibility Act, from \$1,500 to \$2,000, under NE §60-507.
- Increase the minimum security deposit required under NE §60-513 from \$1,500 to \$2,000.
- Change the requirements of the accident amount from \$1,500 to \$2,000 for an investigative officer or vehicle operator to report the accident to NDOT within 10 days (NE §60-695 & §60-699).
- Eliminate the confidentiality of age or birth year of a vehicle operator in specific vehicle accident reports, in NE §60-699(4).
- Require at least 30 minutes of human trafficking training in the commercial motor vehicle driver training courses offered beginning on or after January 1, 2027. The curriculum for the human trafficking training and materials shall be set by the Nebraska Attorney General by December 1, 2026; with the materials to be reviewed and updated at least once every 3 years.
- State bicycle traffic is controlled by the same traffic control signals and other traffic regulations as motor vehicles (NE §60-6,123).
- Update Nebraska's Rules of the Road to define a superload vehicle as being 16' wide, 192" high, 150" in length, and having a gross weight of 160,000 lbs.
- Increase permit fees in NE §60-6,298(7) from \$25 to not over \$50; including permits issued pursuant to NE §60-6,298((1)(a)(ii)).
- Set fee caps for 90-day, 180-day, and 1-year oversized/overweight vehicles, and superload vehicle permits to be rise as follows:
  - o 90-day permits are capped at \$50;
  - o 180-day permits are capped at \$100;
  - o 1-year permits are capped at \$200;
  - o Superload single-trip permit fees shall not exceed the following caps:
    - \$250 cap for vehicles weighing 300,000 lbs. or less;
    - \$400 cap for vehicles weighing 300,001 lbs. to 500,000 lbs.; and
    - \$800 cap for vehicles weighing over 500,000 lbs.
- Add that an additional issuance fee may be charged by NDOT for administration costs associated with these permits.
- Raise a permit fee from \$10 to \$50 for vehicles moving a building or object needing specialized moving dollies (NE §60-6,299).
- Directs the Public Service Commission (PSC) under Nebraska §75-118 to begin issuing licenses on January 1, 2027, for authorizing intrastate Medicaid nonemergency medical transportation services. This bill clarifies that rates charged by motor carriers and regulated motor carriers set in agreements with state agencies, specified in Nebraska §75-302, are not subject to regulation by the PSC.
- Redefines the terms 'common carrier', 'contract carrier', and 'regulated motor carrier' and specifies these do not include motor carriers engaged in intrastate Medicaid nonemergency medical transportation services (NEMTS).
- Under Nebraska §75-311, this bill establishes that the PSC may set the rules and regulations, make determinations on applicants, hold hearings, and revoke or suspend these licenses. Also, the PSC may set the fees for these intrastate Medicaid nonemergency medical transportation service licenses up to a cap of \$250. These licenses would be valid for one year, and may renewed automatically every year. Additionally, this bill establishes under Nebraska §75-342 that all transportation network companies or participating drivers must obtain an intrastate Medicaid nonemergency medical transportation service license if they engage in these services.
- Requires commercial motor vehicle driver training courses or educational programs offered in Nebraska that begin on or after January 1, 2027, to include at least 30 minutes of human trafficking training.
- Directs the Attorney General to prescribe the curriculum and training materials by December 1, 2026.
- States the Attorney General must review and update the human trafficking training materials at least once every 3 years to account for changing trends in human trafficking.
- Allows the Attorney General to adopt rules and regulations, and permits the collaboration with organizations specializing in commercial motor vehicle driver human trafficking training and materials.

This bill would become effective three calendar months after the adjournment of the Legislature.

Revenues:

NDOT has estimated the proposed changes to the maximum permit fees and superload permit fees (realized approximately 6 months after bill enactment) would amount to a \$2,127,215 increase in cash fund revenues in FY2026-27; with a \$4,254,430 increase in cash fund revenues in FY2027-28. The estimated number of permits issued during one full year and the estimated revenue breakdown are as follows:

Revenue Impacts for Changes in Permit Fees			
Permit Types	Number of Permits	FY2026-27	FY2027-28
Superload <300,000 lbs.	6,239	\$701,887	\$1,403,775
Superload 300,001 - 500,000 lbs.	55	\$10,313	\$20,625
Superload > 500,000 lbs.	10	\$3,875	\$7,750
Other Permits	117,979	\$1,411,140	\$2,822,280
<b>Total Revenue Increases</b>	<b>124,283</b>	<b>\$2,127,215</b>	<b>\$4,254,430</b>

Any revenues realized from this bill would be considered in NDOT's calculations during their setting of the gas tax rate; to ensure a variable rate adjustment will generate enough revenue to cover NDOT's Highway Cash Fund appropriation, as set by the Legislature.

The Nebraska Department of Motor Vehicles (DMV) has indicated this bill would likely reduce the number of reportable vehicle crashes, which would cause a like reduction in the number of driver records purchased. The estimated revenue losses would be \$7,500 in both FY2026-27 and again in FY2027-28. The revenue losses would be shared by various cash funds and the general fund as indicated in the table below:

LFO's Table of Revenue Losses as Estimated by the DMV for 500 less driver abstract records @\$15ea.		
	FY2026-27	FY2027-28
General Fund	(\$375)	(\$375)
Sec. of State Records Management Cash Fund	(\$500)	(\$500)
DMV Driver License Modernization Cash Fund	(\$2,000)	(\$2,000)
DMV Cash Fund	(\$4,625)	(\$4,625)
Total Revenue Losses	(\$7,500)	(\$7,500)

The Nebraska Attorney General, Nebraska Public Service Commission, and Nebraska Association of County Officials have all indicated no fiscal impact.

There is no basis to disagree with these estimations of no fiscal impact, nor NDOT's or DMV's fiscal impact.

Please complete ALL (5) blanks in the first three lines.

**2026**

**LB<sup>(1)</sup>** 1126, AM2432, AM2562, AM2627

**FISCAL NOTE**

State Agency OR Political Subdivision  
Name: <sup>(2)</sup>

Attorney General

Prepared by: <sup>(3)</sup> Darrin Schultz

Date Prepared: 3-18-26  
<sup>(4)</sup>

Phone: <sup>(5)</sup> 402-471-2687

**ESTIMATE PROVIDED BY STATE AGENCY OR POLITICAL SUBDIVISION**

	<u>FY 2026-27</u>		<u>FY 2027-28</u>	
	<u>EXPENDITURES</u>	<u>REVENUE</u>	<u>EXPENDITURES</u>	<u>REVENUE</u>
GENERAL FUNDS	_____	_____	_____	_____
CASH FUNDS	_____	_____	_____	_____
FEDERAL FUNDS	_____	_____	_____	_____
OTHER FUNDS	_____	_____	_____	_____
TOTAL FUNDS	_____	_____	_____	_____

Explanation of Estimate:

No Fiscal Impact.

**BREAKDOWN BY MAJOR OBJECTS OF EXPENDITURE**

Personal Services:

<u>POSITION TITLE</u>	<u>NUMBER OF POSITIONS</u>		<u>2026-27 EXPENDITURES</u>	<u>2027-28 EXPENDITURES</u>
	<u>26-27</u>	<u>27-28</u>		
Benefits.....	_____	_____	_____	_____
...				
Operating.....	_____	_____	_____	_____
....				
Travel.....	_____	_____	_____	_____
.				
Capital outlay.....	_____	_____	_____	_____
Aid.....	_____	_____	_____	_____
.				
Capital improvements.....	_____	_____	_____	_____
TOTAL.....	_____	_____	_____	_____

Please complete ALL (5) blanks in the first three lines.

**2026**

**LB<sup>(1)</sup> 1126 AM2432 AM2562 AM2627**

**FISCAL NOTE**

State Agency OR Political Subdivision  
Name: <sup>(2)</sup>

Motor Vehicles

Prepared by: <sup>(3)</sup> Bart Moore

Date Prepared: 3/17/26  
<sup>(4)</sup>

Phone: <sup>(5)</sup> 402-471-3902

**ESTIMATE PROVIDED BY STATE AGENCY OR POLITICAL SUBDIVISION**

	<b>FY 2026-27</b>		<b>FY 2027-28</b>	
	<b>EXPENDITURES</b>	<b>REVENUE</b>	<b>EXPENDITURES</b>	<b>REVENUE</b>
<b>GENERAL FUNDS</b>		(375)		(375.00)
<b>CASH FUNDS</b>		(7,125)		(7,125)
<b>FEDERAL FUNDS</b>				
<b>OTHER FUNDS</b>				
<b>TOTAL FUNDS</b>		(7,500)		(7,500)

**Explanation of Estimate:**

**LB1126**

This legislation will reduce the number of reportable vehicle crashes by 1,000. The DMV estimates there will be a reduction of 500 driver records purchased for a total revenue loss of \$7,500 annually.

The revenue loss identification:

- State General Fund - \$375.00
- DMV Cash Fund - \$875.00
- Records Management Cash Fund - \$500.00 (Secretary of State)
- Driver License Modernization - \$2,000.00
- DMV Cash Fund LB398 - \$3,750.00

**LB1073**

No Fiscal Impact

**LB1107**

No Fiscal Impact

**LB1180**

No Fiscal Impact

**AM2562**

No Fiscal Impact

**AM2627**

No Fiscal Impact

**BREAKDOWN BY MAJOR OBJECTS OF EXPENDITURE**

**Personal Services:**

<b>POSITION TITLE</b>	<b>NUMBER OF POSITIONS</b>		<b>2026-27 EXPENDITURES</b>	<b>2027-28 EXPENDITURES</b>
	<b>26-27</b>	<b>27-28</b>		
<b>Benefits.....</b>				
...				



Please complete ALL (5) blanks in the first three lines.

**2026**

**LB<sup>(1)</sup> 1126, AM2432, AM2562 and AM2627**

**FISCAL NOTE**

State Agency OR Political Subdivision  
Name: <sup>(2)</sup>

Nebraska Association of County Officials (NACO)

Prepared by: <sup>(3)</sup> Elaine Menzel

Date Prepared: 3/17/2026  
<sup>(4)</sup>

Phone: <sup>(5)</sup> 402.434.5660

**ESTIMATE PROVIDED BY STATE AGENCY OR POLITICAL SUBDIVISION**

	<b>FY 2026-27</b>		<b>FY 2026-27</b>	
	<b>EXPENDITURES</b>	<b>REVENUE</b>	<b>EXPENDITURES</b>	<b>REVENUE</b>
<b>GENERAL FUNDS</b>				
<b>CASH FUNDS</b>				
<b>FEDERAL FUNDS</b>				
<b>OTHER FUNDS</b>				
<b>TOTAL FUNDS</b>				
<b>Explanation of Estimate:</b>				

LB1126, AM2432 would adopt the Infrastructure Development Investment Program Act and change provisions relating to the construction and repair of roads, the Transportation Innovation Act, the Motor Vehicle Safety Responsibility Act, and the Nebraska Rules of the Road. A contracting agency would be clarified to include political subdivisions such as counties. (section 68) No fiscal impact.

It would also harmonize and modernize road district statutes. It would also extend the term of road district bonds from 10 to 20 years. Sections 53 and 60 – no fiscal impact.

LB1126, AM2562 would strike ten years and insert 20 years for purposes of special assessments being a lien. No fiscal impact as a result of this adopted amendment.

LB1126, AM2627 would have no fiscal impact.

**BREAKDOWN BY MAJOR OBJECTS OF EXPENDITURE**

**Personal Services:**

<b>POSITION TITLE</b>	<b>NUMBER OF POSITIONS</b>		<b>2026-27</b>	<b>2027-28</b>
	<b>26-27</b>	<b>27-28</b>	<b>EXPENDITURES</b>	<b>EXPENDITURES</b>
Benefits.....				
...				
Operating.....				
....				
Travel.....				
.				
Capital outlay.....				
Aid.....				
.				
Capital improvements.....				
<b>TOTAL.....</b>				

Please complete ALL (5) blanks in the first three lines.

**2026**

LB<sup>(1)</sup> 1126, AM2432, AM2562, AM2627

**FISCAL NOTE**

State Agency OR Political Subdivision  
Name: <sup>(2)</sup>

Public Service Commission

Prepared by: <sup>(3)</sup> Laurie Casados

Date Prepared: <sup>(4)</sup> 3/19/2026

Phone: <sup>(5)</sup> 402-471-0252

**ESTIMATE PROVIDED BY STATE AGENCY OR POLITICAL SUBDIVISION**

	<u>FY 2026-27</u>		<u>FY 2027-28</u>	
	<u>EXPENDITURES</u>	<u>REVENUE</u>	<u>EXPENDITURES</u>	<u>REVENUE</u>
GENERAL FUNDS				
CASH FUNDS				
FEDERAL FUNDS				
OTHER FUNDS				
TOTAL FUNDS	0	0	0	0

Explanation of Estimate:

LB1126 AM2432, AM2562, AM2627 has no fiscal impact for the Public Service Commission.

**BREAKDOWN BY MAJOR OBJECTS OF EXPENDITURE**

**Personal Services:**

<u>POSITION TITLE</u>	<u>NUMBER OF POSITIONS</u>		<u>2026-27 EXPENDITURES</u>	<u>2027-28 EXPENDITURES</u>
	<u>26-27</u>	<u>27-28</u>		
Benefits.....				
... Operating.....				
.... Travel.....				
. Capital outlay.....				
Aid.....				
. Capital improvements.....				
TOTAL.....			0	0

Please complete ALL (5) blanks in the first three lines.

**2026**

**LB<sup>(1)</sup> 1126 AM2432, AM2562, AM2627**

**FISCAL NOTE**

State Agency OR Political Subdivision Name: <sup>(2)</sup> Nebraska Department of Transportation (NDOT)

Prepared by: <sup>(3)</sup> Lily Kathee Date Prepared: <sup>(4)</sup> 3/24/2026 Phone: <sup>(5)</sup> 402-479-4635

**ESTIMATE PROVIDED BY STATE AGENCY OR POLITICAL SUBDIVISION**

	<u>FY 2026-27</u>		<u>FY 2027-28</u>	
	<u>EXPENDITURES</u>	<u>REVENUE</u>	<u>EXPENDITURES</u>	<u>REVENUE</u>
GENERAL FUNDS	_____	_____	_____	_____
CASH FUNDS	_____	\$2,127,215	_____	\$4,254,430
FEDERAL FUNDS	_____	_____	_____	_____
OTHER FUNDS	_____	_____	_____	_____
<b>TOTAL FUNDS</b>	<u>_____</u>	<u>\$2,127,215</u>	<u>_____</u>	<u>\$4,254,430</u>

**Explanation of Estimate:**

LB1126 as amended by AM2432, AM2562, and AM2627 relates to NDOT with regards to increasing NDOT permit fee limits to no more than \$50 (previously \$25), with updated fees for 90 day, 180 day, one year permits. Superload permit fees are capped at \$250 for vehicles weighing up to 300,000 pounds, \$400 for 300,000 to 500,000 pounds, and \$800 for vehicles weighing exceeding 500,000 pounds.

The fiscal impact of the proposed changes to the maximum permit fee and superload permit fees will generate additional revenue once the Nebraska Rules and Regulations are updated. The regulatory update process is anticipated to require approximately six months following the bill's enactment, after which the adjusted fees will take effect.

Revenue Impacts for Changes in Permit Fees			
Permit Types	Number of Permits	FY2026-27	FY2027-28
Superload < 300,000 pounds	6,239	\$701,887	\$1,403,775
Superload 300,001 – 500,000 pounds	55	\$10,313	\$20,625
Superload >500,000 pounds	10	\$3,875	\$7,750
Other permits	117,979	\$1,411,140	\$2,822,280
<b>Total</b>	<b>124,283</b>	<b>\$2,127,215</b>	<b>\$4,254,430</b>

Based on historical permit data, it is anticipated approximately 6,304 superload permit fees will be issued annually, generating an estimated \$1,432,150. In addition, permit fee increases applied to an estimated 117,979 permits are expected to generate approximately \$2,822,280 annually. During FY2026-27, FY 2027-28, and subsequent fiscal years the Department of Transportation would consider the increased fee revenue during the motor fuels tax setting process and adjust the variable rate accordingly to generate revenue based on the Highway Cash Fund appropriation set by the Legislature.

**BREAKDOWN BY MAJOR OBJECTS OF EXPENDITURE**

**Personal Services:**

POSITION TITLE	NUMBER OF POSITIONS		2026-27	2027-28
	<u>26-27</u>	<u>27-28</u>	<u>EXPENDITURES</u>	<u>EXPENDITURES</u>
Benefits.....	_____	_____	_____	_____
Operating.....	_____	_____	_____	_____
Travel.....	_____	_____	_____	_____
Capital outlay.....	_____	_____	_____	_____
Aid.....	_____	_____	_____	_____
Capital improvements.....	_____	_____	_____	_____
<b>TOTAL.....</b>	<b>_____</b>	<b>_____</b>	<b>_____</b>	<b>_____</b>

ADMINISTRATIVE SERVICES STATE BUDGET DIVISION: REVIEW OF AGENCY & POLT. SUB. RESPONSE		
LB: 1126	AM: 2432, 2562, 2627	AGENCY/POLT. SUB: Department of Motor Vehicles
REVIEWED BY: Ashley Dempsey	DATE: 3/19/26	PHONE: (402) 326-2182
COMMENTS: Concur with the Department of Motor Vehicles' estimated fiscal impact from LB 1126 AM 2432, 2562, 2627.		

ADMINISTRATIVE SERVICES STATE BUDGET DIVISION: REVIEW OF AGENCY & POLT. SUB. RESPONSE		
LB: 1126	AM: 2432, 2562, 2627	AGENCY/POLT. SUB: Nebraska Department of Transportation
REVIEWED BY: Ashley Dempsey	DATE: 3/25/26	PHONE: (402) 326-2182
COMMENTS: Concur with the Nebraska Department of Transportation's estimated fiscal impact as a result of LB 1126 AM 2432, 2562, 2627.		

ADMINISTRATIVE SERVICES STATE BUDGET DIVISION: REVIEW OF AGENCY & POLT. SUB. RESPONSE		
LB: 1126	AM: 2432, 2562, 2627	AGENCY/POLT. SUB: Nebraska Association of County Officials
REVIEWED BY: Ashley Dempsey	DATE: 3/20/26	PHONE: (402) 326-2182
COMMENTS: No basis to dispute the Nebraska Association of County Officials' assessment of no fiscal impact as a result of LB 1126 AM 2432, 2562, 2627.		