

# **One Hundred Ninth Legislature - Second Session - 2026**

## **Introducer's Statement of Intent**

### **LB1126**

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**Chairperson: Senator Mike Moser**

**Committee: Transportation and Telecommunications**

The following constitutes the reasons for this bill and the purposes which are sought to be accomplished thereby:

LB 1126 seeks to create a state infrastructure bank, known as the Infrastructure Development Investment Program, to provide financing to eligible transportation projects of political subdivisions and other eligible entities as defined in the bill. The program would be administered by the State Highway Commission, with staffing and operational support by the Department of Transportation.

It also modernizes and clarifies alternative delivery contracting requirements as previously authorized by the Legislature (clarifying authorization for metropolitan and primary class cities and certain eligible counties to engage in public-private partnerships (P3s) for transportation projects, providing additional statutory context regarding use of asset concessions in public-private partnerships, requiring the Department to establish procedures for receipt and evaluation of unsolicited P3 proposals, and removing “historic reasonableness” criteria from progressive design-build statutes).

LB 1126 also updates a monetary threshold for crash reports to be submitted to the Department from \$1500 to \$2000 and defines bicycle traffic signals to mirror federal standards. The bill removes prequalification for bidders competing on contracts for mowing, vegetation control and other types of routine maintenance, and updates overweight and over-dimension permitting fees and creates a new category of “superload” vehicles with associated fees for permitting transportation by these oversized and overweight vehicles upon the highway.

**Principal Introducer:** \_\_\_\_\_

**Senator Mike Moser**