ONE HUNDRED NINTH LEGISLATURE - SECOND SESSION - 2026
COMMITTEE STATEMENT
LB1126

Hearing Date: Tuesday February 03, 2026
Committee On: Transportation and Telecommunications
Introducer: Moser
One Liner: 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

Roll Call Vote - Final Committee Action:
Advanced to General File with amendment(s)

Vote Results:

Aye:	8	Senators Moser, Ballard, Bosn, Brandt, DeBoer, Fredrickson, Guereca, Storer
Nay:		
Absent:		
Present Not Voting:		

Testimony:

Proponents:	**Representing:**
Senator Mike Moser	Opening Presenter
Vicki Kramer	Nebraska Department of Transportation
Matt Tondl	Greater Omaha Chamber of Commerce
Anthony Dirks	ACEC-NE, Lincoln Chamber, State Chamber
Carlos Morales	MAPA
Lash Chaffin	League of Nebraska Municipality

Opponents:	**Representing:**
Beth Bazyn Ferrell	Nebraska Association of County Officials

Neutral:	**Representing:**

* ADA Accommodation Written Testimony

Summary of purpose and/or changes:
LB1126 creates the Infrastructure Development Investment Program Act (IDIP), which allows the Nebraska Department of Transportation (NDOT) to create a fund to assist in financing transportation contracts. The fund will be overseen by the State Highway Commission (SHC). The program is subject to an annual audit and does not draw on the full faith and credit of the State of Nebraska. In evaluating eligible projects and entities to which it might give financial assistance, it must prioritize projects that offer an economic impact and create jobs, safety benefits, readiness and financial feasibility, public benefit, consistency with transportation goals, leverage of private capital, local support, and the ability of the applicant to repay. Loan obligations will be exempt from state and local taxes.

The program must maintain a public website to display relevant information.

LB1126 also allows for the acceptance of unsolicited bids. If the department intends to pursue a project from an unsolicited bid, it must allow a reasonable time for competitors to submit corresponding, competing bits.

The threshold at which reports must be presented to the department for damage by a motor vehicle to another's property is raised from one thousand five hundred to two thousand dollars.

Fees for continuous or continuing permits are raised and fees for a new class of vehicle, a superload, are established.

Finally, the fee for permits for vehicles moving a building or objects requiring specialized dollies is raised from ten dollars to fifty dollars.

Explanation of amendments:
The Committee considered and adopted an amendment, AM2432, which accomplishes the following: Incorporates the provisions of LB1107 (Sections 50-66), LB1073 as amended (Sections 74, 76), and LB1180 (Sections 86-94) as amended into LB1126 (Sections 1-39, 40-49, 67-73, 76-85) as amended.

LB1126

LB1126 as amended by AM2432 clarifies the definition of "contracting agency," modifies the placement of language relating to unsolicited proposals (Sections 43, 44, 46, 69, 70, 73) and guarantees that news organizations have access to enough information to report on traffic accidents (Section 82). It also clarifies the definition of "contracting agency" and defines the exact type of entity that qualifies as a political subdivision under the Transportation Innovation Act as a city, village, or eligible county (Section 68).

Vote to amend LB1126 with AM2432:
Yes: 8 Ballard, Bosn, Brandt, DeBoer, Fredrickson, Guereca, Moser, Storer
No: 0
Absent: 0
Present not voting: 0

LB1107 modifies statutory language under the Rural Road Improvement District Act (RRIDA) concerning special assessments for county infrastructure to clarify specific districts in which such assessments will be levied (Section 58). Resolutions authorizing special assessments must not be adopted in the same county board meeting in which they were raised (Section 53). Finally, it increases bond term for county road projects from ten years to twenty years (Section 60).

Testifiers on LB1107:
Proponents:
Senator Glen Meyer, G., Opening Presenter
Jon Cannon, NACO

Opponents: None

Neutral: None

Committee vote to attach LB1107 to LB1126 as amended:
Yes: 8 Ballard, Bosn, Brandt, DeBoer, Fredrickson, Guereca, Moser, Storer
No: 0
Absent: 0
Present not voting: 0

LB1073 requires that those people undergoing training to obtain a commercial driver's license also undergo a minimum of thirty minutes of antitrafficking training (Section 75). The requirement goes into effect on January 1, 2027. The curriculum for the training must be developed by the Attorney General by December 1, 2026 and must be updated at least once every three years.

Testifiers on LB1073:
Proponents:
Senator Carolyn Bosn, Opening Presenter
Kent Grisham, Nebraska Trucking Association
Kylla Lanier, TAT Nonprofit (Truckers Against Trafficking)
George Welch, Nebraska Attorney General
Elizabeth Nunnally, Nebraska Family Alliance

Opponents: None
Neutral: None

Vote to amend LB1073 with AM2173:
Yes: 8 Ballard, Bosn, Brandt, DeBoer, Fredrickson, Guereca, Moser, Storer
No: 0
Absent: 0
Present not voting: 0

Vote to attach LB1073 as amended to LB1126 as amended:
Yes: 8 Ballard, Bosn, Brandt, DeBoer, Fredrickson, Guereca, Moser, Storer
No: 0
Absent: 0
Present not voting: 0

LB1180 amends licensing requirements for intrastate Medicaid nonemergency medical transportation services (NEMTS). It provides the processes by which the Public Service Commission (PSC) may grant, suspend, or revoke such licenses (Sections 86, 92, 93). Licenses are required to contract with the Department of Health and Human Services (DHHS), Medicaid-managed care organizations under contract with DHHS, or DHHS's agents (Section 89).

Testifiers on LB1180:
Proponents:
Senator Wendy DeBoer, Opening Presenter
Tim Schram, Public Service Commission

Matthew Ahern, Department of Health and Human Services

Opponents: None
Neutral:
Kristen Hassebrook, Uber Technologies

Vote to attach LB1180 as amended to LB1126 as amended:
Yes: 8 Ballard, Bosn, Brandt, DeBoer, Fredrickson, Guereca, Moser, Storer
No: 0
Absent: 0
Present not voting: 0

Section by Section

Section 1 - Sections 1 to 39 of this act will be known as the Infrastructure Development Investment Program Act (IDIP).

Section 2 - the purpose of the IDIP is to assist in financing qualified projects through loans and other forms of assistance for the construction, improvement, or enhancement of transportation infrastructure.

Section 3 - Definitions for the IDIP.

Section 4 - The IDIP will be housed in NDOT and administered by the State Highway Commission (SHC).

Section 5 - The SHC will adopt bylaws and procedures to administer the IDIP. It will approve or deny applications for assistance based on established criteria, establish policies to oversee financial and risk management issues, and approve annual budgets, audits and reports for the program. The SHC may enter into cooperative agreements with federal or state agencies, local governments, and private entities. It may also delegate functions to personnel or agents of the SHC to implement the IDIP.

Section 6 - The SHC may also establish an advisory committee comprised of interested parties for guidance on implementing the IDIC.

Section 7 - Creates the IDIP fund. It will consist of any funds authorized by the Legislature, federal money, state or local grants, contributions from any public or private source, repayments or interest generated by investment program assistance, bond or other financing proceeds, and any other lawful source approved by the SHC. All repayments of money provided by the fund will be credited to the fund. All the money in the fund must be appropriated each fiscal year for infrastructure improvement.

Section 8 - Money in the IDIP fund may be used to provide financial assistance to eligible entities for eligible projects, establish reserves to strengthen the credit capacity of the program, pay reasonable administrative costs, and refinance or obtain interim financing for eligible costs.

Section 9 - In the IDIP, The SHC may establish federal, state or local accounts or subaccounts necessary to meet federal or state law requirements, bond-related accounts or subaccounts necessary to meet legal requirements, and accounts the SHC deems necessary or desirable to implement the IDIP. the IDIP account structure will consist of federal accounts, state and local accounts, and administrative accounts. Money in the accounts will be tracked and

used in ways consistent with legal requirements for the source.

Section 10 - The IDIP may contract and exercise any instrument to provide infrastructure financial assistance including loans, acceptance of pledges of project revenue and special assessments, requirements or funding of reserve funds to secure repayment, and participation in any pooled financing or senior-subordinate structure.

Section 11 - Political subdivisions may apply for loans from the IDIP on a form prescribed by NDOT and the terms of any contract are binding on the borrower, who must unconditionally repay from pledged sources.

Section 12 - If a borrow under the IDIP fails to comply with contractual terms or make payment when such payment is due, the IDIP may pursue any legal or equitable remedy or make a request to the Legislature to reduce appropriated funds to the borrower. Any reduction of appropriated funds by the Legislature will transferred to the IDIP fund to pay the borrower's outstanding debt.

Section 13 - the IDIP must maintain accounts in accordance with generally accepted accounting principles and federal requirements. They will be subject to an annual independent audit.

Section 14 - Obligations of the IDIP are the sole responsibility of the program and do not constitute a pledge of the full faith and credit of the State of Nebraska.

Section 15 - The IDIP can provide infrastructure assistance in any lawful form. All assistance must be evidenced by a financing agreement setting forth the principal amount, interest rate, repayment schedule, security provisions, covenants, and remedies in the case of default. The SHC must establish standardized documents for financial assistance and credit criteria used to decide whether to provide assistance. Interest rates will be set by the SHC to reflect project risk, market conditions, term length, and creditworthiness. The SHC may charge an application fee, not to exceed one thousand dollars.

Section 16 - The maturity for financial interest under the IDIP must not exceed the useful life of the project or thirty years unless federal or state law provides for longer terms. Repayment of the assistance will begin after completion of the project or when the project begins generating income. The borrower may prepay any required payments.

Section 17 - Financial assistance under the IDIP must be secured by a pledge of revenue from the project, any legally available source, or any other collateral required by the SHC. The SHC may require reserves, intercepts of any state aid allocation, guarantees, or letters of credit to secure repayment. Public borrowers may pledge revenue or credit only to the extent permitted by law and by ordinance or resolution of a political subdivision.

Section 18 - The IDIP may subordinate its lien to senior debt if it determines it necessary to finance the project, consistent with any relevant covenants. The IDIP may extend, defer, capitalize, or restructure repayments to preserve project viability or to mitigate financial hardship.

Section 19 - In the event of a default under the IDIP, the program may pursue any lawful remedy, including acceleration, set-off, intercept of state aid, or transfer of collateral.

Section 20 - Financial assistance under the IDIP may be provided to pay for all or part of an eligible project. The IDIP may require the eligible entity to enter into a financing agreement in connection with the assistance, and must determine the form and content of such agreement, including terms and interest rates. The terms for assistance from any federal account must conform with federal requirements.

Section 21 – The SHC must prioritize approval of applications that have economic impacts and create jobs, safety

benefits, readiness and financial feasibility, public benefit, consistency with transportation goals, leverage of private capital, local support, and the ability of the applicant to repay.

Section 22 – The IDIP must undergo an independent, annual audit by a certified public accounting firm.

Section 23 – The IDIP must prepare and submit a report to the Legislature by November 1st of each year. It must include a statement of financial position and changes in net assets, a summary of lending and investment activities, a list of each project being financed, and administrative and operating costs. The report must be publicly available on the program's website.

Section 24 – The IDIP must operate in compliance with federal and state law related to infrastructure banks, procurement laws, and cooperative agreements.

Section 25 – The IDIP is authorized to issue revenue bonds, notes, or other evidence of indebtedness to finance, refinance, or refund loans. Obligations can be issued in any amount and at any time approved by the SHC to meet the project's funding needs.

Section 26 – Obligations issued by the IDIP shall be special, limited obligations payable from legally available funds of the program and do not constitute a general obligation of the State of Nebraska. This requirement must be clear on the face of the obligation. Holders of the obligations do not have the right to compel the state to levy any tax or compel any appropriation.

Section 27 – The IDIP must maintain a debt service coverage ratio consistent with prudent financial standards.

Section 28 – The SHC must pass a resolution authorizing an obligation that specifies the principal amount, purpose, interest rates, that maturities are not to exceed forty years, and all other terms of the obligation. It can delegate execution and sale authority to any designated issuing authority.

Bond proceeding may include a trust indenture or similar agreement establishing pledges of revenue, covenants, reserve requirement, and flow of fund structures. They can also include authorization for refunding or advance refunding, creation of special funds and accounts, and appointment of trustees and financial advisors.

Section 29 – The IDIP may pledge any repayment investment earning, interest subsidy, or any other program income to the payment of any obligation. Each pledge must constitute a binding lien on the pledged revenue and be enforceable against any party having a claim of any kind against the program.

Section 30 – Obligations under the IDIP may be sold at public sale at any price and interest rate determined by the SHC. Each obligation may bear a facsimile seal and signature, which remains valid even if the signing officer ceases to hold office.

Section 31 – The SHC may issue and refunding or advanced refunding obligation to retire outstanding debt, reduce debt services, restructure any maturity, or achieve savings.

Section 32 – The IDIC must maintain a bond service account reserve accounts required by bond proceedings. Debt service payments from pledged revenue remitted to the State Treasurer shall be credited to the fund. Each fiscal year, the program must annually set aside an amount of money that is sufficient to pay the principal, interest and cost of projects.

Section 33 – Obligations under the IDIP, transfers of such obligations, and the income from issuance or transfer shall

be exempt from state and local taxes.

Section 34 - Obligations issued under the IDIP are a lawful investment for any bank or fiduciary and may be accepted as security for the deposit of public money.

Section 35 - Obligations issued under the IDIP act must conform to the both the act and federal securities regulations.

Section 36 In the event of a default under the IDIP, bondholders or trustees may enforce any covenant through any mandamus, injunction, or other equitable proceedings.

Section 37 – The SHC must adopt and promulgate rules related to the Act by July 1, 2027. The rules must be transparent, equitable, and nondiscriminatory. They require public oversight and consistent scoring criteria, methods to track compliance, prompt corrective actions to address audit findings, and set out applications procedures and ongoing monitoring.

Section 38 - The SHC must adopt and maintain internal control policies, investment standards, and risk management frameworks to ensure prudent fiscal operations.

Section 39 – The IDIP must maintain a public website. It must display reports published by the program, adopted rules and regulations, and information for obtaining financial assistance.

Section 40 - Amends 13-2901 - Sections 13-2901 to 13-2914 and section 46 of this act shall
be known as the Political Subdivisions Construction Alternatives Act (PSCAA).

Section 41 - Amends section 13-2902 - Adds the ability of political subdivisions as defined under the PSCAA to enter into public-private partnerships.

Section 42 - Amends section 13-2903 - Defines public-private partnerships and public-private partnership contracts under the PSCAA.

Section 43 - Amends section 13-2904 - Under the PSCAA, political subdivisions may enter into public-private partnership contracts. They can receive, evaluate, and execute unsolicited proposals from private parties which are not subject to the requirements for design-build contracts or construction management at risk contracts.

Section 44 - Amends section 39 -2905 - Political subdivisions must develop policies before entering into public-private partnership contracts. Procedures for receiving and evaluating unsolicited bids are outside the process developed for design-build and construction management at risk contracts.

Section 45 - Amends section 13-2911 - Adds public-private partnership contracts to the list of organizations that political subdivisions must evaluate in determining bid proposals.

Section 46 - If an unsolicited proposal is deemed to have sufficient merit by the governing body of a political subdivision under the PSCAA, a reasonable opportunity must be provided to other private parties to submit competing proposals. Political subdivisions may charge a fee of not more than five hundred dollars to review and evaluate such proposals.

Section 47 - Amends section 13-2912 - Public-private partnership contracts may be subject to later refinements in scope and price.

Section 48 - Amends section 13-2914 - Public-partnership contracts may not be used for the construction of roads, streets, and highways. They may be used for projects for water, wastewater, utility, or sewer construction.

Section 49 – Amends section 39-1351 - NDOT may grant exemptions from prequalification requirements for any contract for turf maintenance or vegetation control, ditch cleaning or erosion control, culvert repair and maintenance, devices for intelligent transportation systems, repair and maintenance of rest areas and weigh stations, and repair and maintenance of roads and bridges.

Section 50 – Amends section 39-1638 - Provides additional definitions under the RRDIA.

Section 51 – Amends section 39-1639 – Establishment, construction, change, extensions, or improvements to county roads must be decided by a resolution from the governing body of the county under the RRDIA. Such body will also decide whether special assessments will be levied in the county.

Section 52 - Amends section 39-1640 - Changes wording to replace the governing body of the county to board of the county.

Section 53 – Amends section 39-1641 – Resolutions described in section two of this legislation must not be adopted in the same meeting where it was proposed. Two weeks' public notice must be given for meetings where special assessments will be considered.

Section 54 – Amends section 39-1642 – If special assessments are proposed to be levied, any person owning real property in the district may file a written objection. The objection must contain the reasons why the person objects and be filed with the county clerk prior to the time set for the special assessment hearing. If the those filing objections own more than 50 percent of the real property in the proposed district, the resolution will not pass and no hearing will be held.

Section 55 – Amends section 39-1643 – If a resolution is passed that creates a district with special assessments, the county board must create an advisory committee that gives guidance on matters affecting the road improvement in the district, financing the cost of the road improvement and the levy of special assessments.

Section 56 – Amends section 39-1644 – Drainage work in the district must be in the county related to the roads being improved.

Section 57 – Amends section 39-1645 – Allows counties to issue bonds under section 11 of this bill and use bond proceeds to pay for improvement costs.

Section 58 – Amends section 39-1646 – Allows counties creating a special assessment district to create a single rural road improvement fund for all such districts in the count.

Section 59 – Amends section 39-1647 – Upon completion of an improvement project in a special assessment district, the engineer in charge of the project must file a statement with the county clerk detailing a description of the complete cost of the improvements. Any special assessment not paid by its due date shall be charged interest on the amount that remains unpaid.

Section 60 – Amends section 39-1648 - Prior to issuance of bonds, the county shall take into account money collected or expected to be collected by special assessments, money contributed to the district, and money otherwise available for the intended improvement. Section 60 also extends the term of road district bonds from ten to twenty

years.

Section 61 – Amends section 39-1649 – Owners of more than fifty percent of the real estate in a special assessment district may petition the county for maintenance in excess of that performed on similar county roads.

Sections 62 - Amends section 39-1650 – Addresses the enlargement of special assessment district boundary areas.

Sections 63– Amend section 39-1651 – Addresses the reduction of special assessment district boundary areas.

Section 64 – Amends section 39-1652 – Petitions may be filed by persons that own twenty-five percent or more of the real property in two or more districts to consolidate those districts if special assessments have been or will imposed in each district. Petitions must be filed with the county clerk.

Section 65 – Amends section 39-1653 – Persons owning twenty-five percent or more of the real property of a district may file a petition seeking the dissolution of the district. The petition must be filed with the county clerk.

Sections 66 – Amend section 39-1655 – Changes wording to replace the governing body of the county to board of the county.

Section 67 - Amends section 39-2801 - Sections 39-2801 to 39-2825 and section 70 of this act shall be known as the Transportation Innovation Act.

Section 68 - Amends section 39-2802 - For purposes of the Transportation Innovation Act, contracting agency means NDOT or a political subdivision. Political subdivision means any city, village, or eligible county.

Section 69 - Amends section 29-2811 - NDOT guidelines must include procedures for the receipt and evaluation of unsolicited proposals.

Section 70 - If an unsolicited proposal is deemed to have sufficient merit by the NDOT, a reasonable opportunity must be provided to other private parties to submit competing proposals. Political subdivisions may charge a fee of not more than five hundred dollars to review and evaluate such proposals.

Section 71 – Amends section 39-2814 – Requests for proposals no longer include requirements specifically related to progressive design build contracts.

Section 72 - Amends 39-2824 - Uses the term ‘political subdivisions’ instead of listing out the types of entities that can promulgate rules and regulations to carry out the provisions of the Transportation and Innovation Act.

Section 73 - Amends section 39-2825 - Unsolicited bids from private partners are allowed but contracts cannot be awarded for them if the project includes minor maintenance, restoration, or resurfacing or bridges or highways. Unsolicited proposals require that, if the department intends to pursue the proposed project, a reasonable opportunity must be provided for other entities to submit competing bids. The department can retain an administrative fee of not more than five hundred dollars for the initial evaluation of the project and the review of competing proposals. The department can spend money for the purpose reviewing projects, enter into contracts for a proposal deemed to be in the best interest of Nebraska. Unsolicited proposals must include the availability and performance standards used to determine the qualification of the private partner.

Section 74 - Amends section 60-642 - Sections 60-462 to 60-4,189 and section 75 of this act shall be known and as the Motor Vehicle Operator's License Act

Section 75 - After January 1, 2027, the commercial motor vehicle driver training must include at least thirty minutes of human trafficking training. The curriculum for such training must be prescribed by the Attorney General and reviewed at least once every three years.

Section 76 - Amends section 60-507 – Within ninety days after the receipt by NDOT of a report of a motor vehicle accident which resulted in injury or death of a person or caused damage estimated to exceed two thousand dollars, the DMV must suspend the license of each motor vehicle operator involved in the accident and the privilege, if an operator is a nonresident, of operating a motor vehicle in the state unless the operator deposits security deemed sufficient in the eyes of the DMV to satisfy any judgment for damages and unless the operator provides proof of financial responsibility. The two thousand dollars threshold is raised from one thousand five hundred dollars. Notice must be given at least twenty days prior to the suspension of the license and state the amount of security required and the requirement of proof of financial responsibility.

Section 77 - Amends section 60-513 - The threshold for the security required under the Motor Vehicle Safety Responsibility Act likewise rises to two thousand dollars.

Section 78 - Amends section 60-601 - Sections 60-601 to 60-6,383 and section 80 of this act shall be known as the Nebraska Rules of the Road.

Section 79 - Amends section 60-605 - For purposes of the Nebraska Rules of the Road, the definitions found in sections 60-606 to 60-676.01 and section 80 of this act shall be used.

Section 80 - Defines superload as a vehicle or vehicle combination transporting a nondivisible load in excess of sixteen feet in width, one hundred ninety-one inches in height, on hundred fifty feet in length, or one hundred sixty thousand pounds in gross weight.

Section 81 - Amends section 60-695 - Raises the threshold at which a peace officer who investigates a traffic accident must submit a report to NDOT. Accidents which result in injury or death to any person or in which estimated damages equal or exceed two thousand dollars must be reported, up from one thousand five hundred.

Section 82 - Amends section 60-699 - Any motor vehicle involved in an accident resulting in injuries or the death of any person or damage exceeding two thousand dollars must report the accident NDOT within ten days of the accident, up from a threshold of one thousand five hundred dollars. Accident reports filed by operators are not open to public inspection, but age information may be disclosed.

Section 83 – Amends section 60-6,123 – Cleans up traffic control law by adding operators of bicycles to the list of people required to obey traffic control signals and other traffic regulations. Establishes right-of-way criteria for bicyclists to follow.

Section 84 - Amends section 60-6,298 - Fees for continuous or continuing permits are raised from twenty-five to fifty dollars for ninety-day periods, from fifty to one hundred dollars for one-hundred-eighty-day periods, and from one hundred to two hundred dollars for one-year periods. Fees for a single trip permit for superloads must not exceed two hundred fifty dollars for superloads weighing three hundred thousand pounds or less, four hundred dollars for a superloads weighing between three hundred thousand and five hundred thousand pounds, and eight hundred dollars for superloads weighing over five hundred thousand pounds. The department may also charge a fee for the direct costs of issuing the permit. No permit shall be issued by NDOT or the Nebraska State Patrol for vehicles loaded with an object that exceeds size or weight limitations for operation on any highway that is not a part of the state highway system or that is a county road or city street.

Section 85 - Amends section 60-6,299 – The fee for permits for vehicles moving a building or objects requiring specialized dollies is raised from ten dollars to fifty dollars.

Section 86 – Amends section 75-118 – The PSC shall issue licenses authorizing interstate Medicaid NEMTS.

Sections 87 – Amends section 75-126 – The PSC must not regulate the rates for services charged by motor carriers or regulated motor carriers for any rate that is determined by a by an agreement with a state agency.

Section 88 – Amends section 75-302 – The terms 'common carrier', 'contract carrier', and 'regulated motor carrier' do not include motor carriers engaged in intrastate Medicaid NEMTS. License now includes licensed issued to these services.

Section 89 – Amends section 75-303.01 – DHHS, a Medicaid-managed care organization under contract with DHHS, or another agent working on the department's behalf may contract NEMT for Medicaid clients with a motor carrier or regulated motor carrier that holds a license to provide such services.

Section 90 - Amends section 75-303.02 - General regulations relating to the transport for hire of persons do not apply to Medicaid NEMTS.

Section 91 – Amends section 75-303.03 – The PSC must not regulate intrastate Medicaid NEMTS.

Section 92 – Amends section 75-307 – Intrastate Medicaid NEMTS must comply with rules and regulations adopted by the PSC regarding filings, proof of surety bonds and other securities required by the PSC related to final judgments for bodily injuries or the death of any person resulting from the negligent operation of a vehicle. Applications to become an intrastate medicated NEMT shall not be granted if the applicant does not comply with the PSC's rules and regulations.

Section 93 - Amends section 75-311 – After January 7, 2027, a person without a license to perform NEMTS may not engage in NEMTS with the DHHS, a Medicaid-managed care organization under contract with DHHS or any agent operating on behalf of DHHS.

Any person may apply for a license to perform NEMTS on a form supplied by the PSC. The PSC may approve the application if the applicant is fit willing and able to perform NEMTS and if they are able to conform to rules and regulations set by the PSC. Prior to issuing such license, the PSC may hold a hearing to determine if the applicant meets the qualifications. Licenses are valid for one year. The licensing fee must not exceed two hundred fifty dollars.

The PSC may suspend or revoke any license of any person not in compliance with the rules and regulations adopted by the PSC. To suspend or revoke a license the PSC must hold a hearing and give fifteen days written notice prior to the hearing. The licensee is not required to be present at the hearing.

Section 94 – Amends section 75-342 – No transportation network company can engage in NEMTS unless they hold a license to engage in such services.

Section 95 – Repealer

Section 96 – Section 39-1654 is outright repealed.

39-1654.

Sections, how construed.

Sections 39-1638 to 39-1655 shall constitute a separate and independent act and shall not be considered as an amendment of any existing law.

Mike Moser, Chairperson