

ONE HUNDRED SEVENTH LEGISLATURE - FIRST SESSION - 2021
COMMITTEE STATEMENT
LB242

Hearing Date: Thursday February 04, 2021
Committee On: Government, Military and Veterans Affairs
Introducer: Brandt
One Liner: Provide for county bridges under the Political Subdivisions Construction Alternatives Act

Roll Call Vote - Final Committee Action:

Advanced to General File with amendment(s)

Vote Results:

Aye:	7	Senators Blood, Brewer, Halloran, Hansen, M., Hunt, Lowe, McCollister
Nay:		
Absent:	1	Senator Sanders
Present Not Voting:		

Oral Testimony:

Proponents:

Senator Tom Brandt
Rick Vest
Jon Cannon
Todd Wiltgen
Matthew Manning

Representing:

Introducer
Lancaster County Board of Commissioners
Nebraska Association of County Officials
Lincoln Chamber
Midwest Infrastructure Inc

Opponents:

Representing:

Neutral:

Dallas Jones

Representing:

Lincoln Independent Business Association

Submitted Written Testimony:

Proponents:

Mick Mines

Representing:

Nebraska Corn Growers Association

Opponents:

Representing:

Neutral:

Representing:

Summary of purpose and/or changes:

This bill would modify the Political Subdivisions Construction Alternatives Act to authorize political subdivisions to use design-build contracts and construction management at-risk contracts to "repair, retrofit, reconstruct, or replace any bridge." Design-build contracts involve delivery of both design and construction services by a single firm. Construction management at-risk contracts include a commitment by a construction manager to completion of a project for a guaranteed maximum price. This bill would also authorize political subdivisions to adopt a resolution to provide for project payment on a schedule

extending beyond completion of a project.

This bill would also create the County Bridge Incentive Program. Upon the termination of the County Bridge Match Program on June 30, 2023, any remaining funds would be designated for the new incentive program. The new incentive program would be administered by the Department of Transportation using funds from the Transportation Infrastructure Bank Fund. Total expenditures are capped at \$10 million. The purpose of the program would be to "incentivize innovative solutions and provide funding to accelerate the repair and replacement of deficient bridges on the county roads system." Finally, the bill would grant discretionary authority to the Department of Transportation to develop guidelines for related projects.

Explanation of amendments:

The committee amendment deletes sections 3 and 4 of the original bill, removing provisions relating to the County Bridge Match Program and the proposed new County Bridge Incentive Program.

Tom Brewer, Chairperson