2025 Annual Report

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

US-275, Wisner to West Point

FROM THE DIRECTOR

Vicki Kramer

The Nebraska Department of Transportation's (NDOT) 2025 Annual Report highlights the agency's dedication to providing the best possible statewide transportation system for the movement of people and goods.

NDOT views the agency's effectiveness through the lens of our eight strategic goals, measuring performance year-over-year and summarizing key achievements through the Annual Report. Safety remains our key focus after a record 251 fatalities in 2024. Progress is being made but 2025 saw 228 fatalities with 589 crashes occurring in work zones, reinforcing a clear mission: to protect Nebraska families, we must do better. NDOT is leveraging modern technology and emphasizing training and personal responsibility to improve safety.

Maintaining the quality of our infrastructure and delivering projects on schedule and on budget is essential for Nebraska's transportation system. In 2021, NDOT set a goal to deliver 80% of projects in the 5-year program on time. We accomplished this, with 89% of the projects identified in that program being brought to letting.

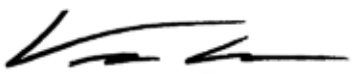
However, preservation of our existing infrastructure presents its own challenges. While 97% of our state-owned bridges and 96% of the highway system are in good or fair condition, we are increasingly band-aiding the system using short-term strategies to keep roads and bridges drivable. At current funding levels, 30-35% of Nebraska highways are projected to fall below good condition at current investment levels by 2032 .

Building off successful implementation of legislative changes and agency policy that balances environmental stewardship and project efficiency, NDOT took on full responsibility for environmental permitting under the National Environmental Policy Act. Since becoming a partial NEPA Assignment state in 2018, the NDOT has shown its ability to streamline projects. This is a positive step towards better controlling project timelines.

NDOT strives to modernize our business practices for the benefit of the taxpayer. In 2025, NDOT working with Department of Administrative Services implemented procedures to streamline the procurement processes. Creating contract efficiency, and lowering overhead, the move is expected to save more than $200,000 annually.

To meet Governor Pillen's vision to maximize federal funding opportunities, the Nebraska Infrastructure Hub (IHub) continues to see remarkable success. In its first full year, the IHub celebrated its 100th project review, providing critical support to 64 different entities across the state.

The NDOT is thankful for Nebraska's support. The report provides tangible results as to how we strive to never stop improving the transportation system for the traveling public.



SAFETY

Improve Safety on Nebraska's Transportation System

Safety guides the Nebraska Department of Transportation's goals, both for our community members and employees. Last year, Nebraska experienced a 20-year high in roadway fatalities. While that number has decreased slightly this year, there is still a lot of work to do. Factors such as seat belt usage and distracted driving play a significant role in improving these trends.

These statistics show why improvement is critical. While national fatality rates have continued to decline, Nebraska has experienced the opposite trend. In 2025 alone, there were 589 crashes in work zones across the state.

To address these issues, the NDOT is implementing a range of safety strategies throughout its system. Among many initiatives, these efforts include internal and community safety training, Automated Flagger Assistance Devices (AFADs), modernized fleet technology, and expanding high-visibility enforcement efforts that support safety-focused grants.

Each strategy is designed to inform and protect the public while also safeguarding construction workers and first responders. In addition, the NDOT is emphasizing public education around the importance of changing driver behavior. Simple steps such as wearing a seat belt, driving the posted speed limit, putting down phones, and avoiding distractions are actions every driver can take to help prevent crashes and save lives.

Year	Nebraska Fatalities
2016	218
2017	228
2018	230
2019	248
2020	233
2021	221
2022	244
2023	227
2024	252
2025	228*

**Preliminary figure was current at time of printing. This figure is subject to small fluctuations thru early 2026.*

Fatalities on Nebraska Roadways

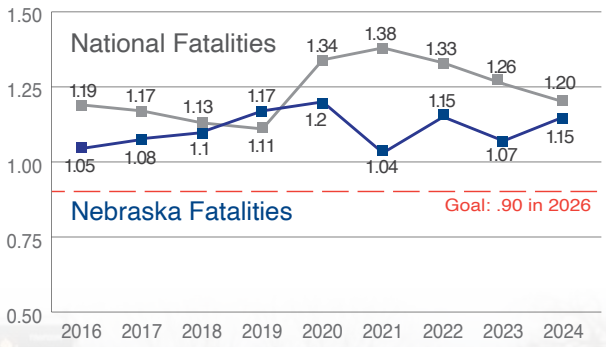
Description: Measurement of fatalities on Nebraska roadways: interstates, state highways, and local roads and streets.

Purpose: To heighten the awareness of safety and driving responsibility on Nebraska roadways. A consistent decline in fatalities reflects improved safety management practices, greater public awareness of safe driving practices and will reduce statewide societal costs.

Goal: To reduce the number and rate of fatalities to a ratio of 0.9 fatalities per 100 million vehicle miles traveled by 2026.

Outcome: Nebraska's rate of fatalities per hundred million miles traveled in 2024 was 1.15, an increase from 2023.

Nebraska Fatalities and National Data
(Ratio Per 100 Million Vehicle Miles Traveled)



**Vehicle miles traveled (VMT) in 2025 was not available for calculating crash rates at the time of publishing.*

Serious Injury Crashes on Nebraska Roadways

Description: Measurement of serious injury crashes on Nebraska roadways; interstates, state highways, and local roads and streets.

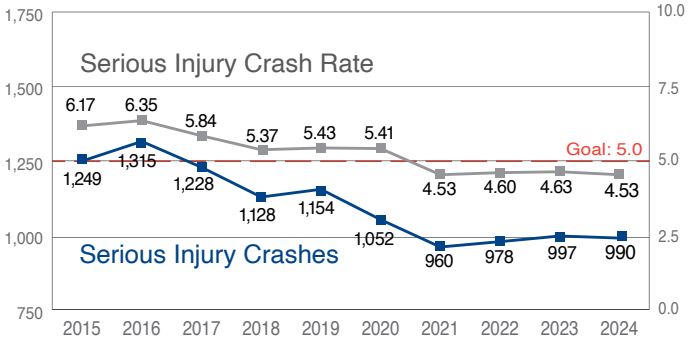
Purpose: To heighten the awareness of safety and driving responsibility on Nebraska roadways. Improved safety management practices and greater public awareness of safe driving practices contributed to a consistent decline in serious injury crashes. Continuation of these practices will reduce statewide societal costs.

Goal: To reduce serious injury crashes in Nebraska to a ratio of 5.0 per 100 million vehicle miles traveled by 2026.

Outcome: Nebraska's serious injury crashes and serious injury crash rate have been steadily decreasing since 2000. There have been fewer than 1,000 serious injury crashes each year since 2021. Nebraska's serious injury crash rate in 2024 was 4.53, which met the goal of 5.0.

Year	Annual Vehicle Miles Traveled (AVMT)
2015	20,230,000,000
2016	20,709,000,000
2017	21,011,000,000
2018	20,995,826,000
2019	21,261,959,000
2020	19,379,946,000
2021	21,533,243,000
2022	21,288,024,000
2023	21,540,000,000
2024	21,829,000,000

Serious Injury Crashes on Nebraska Roadways
(Ratio Per 100 Million Vehicle Miles Traveled)



Motor Vehicle Crashes on Nebraska Roadways

Description: Measurement of motor vehicle crashes on Nebraska roadways, interstates, state highways, and local roads and streets.

Purpose: To heighten the awareness of safety and driving responsibility on Nebraska roadways. A consistent decline in crashes reflects improved safety management practices, greater public awareness of safe driving practices and will reduce statewide societal costs.

Goal: To reduce motor vehicle crashes in Nebraska to a ratio of 1.5 per million vehicle miles traveled by 2026.

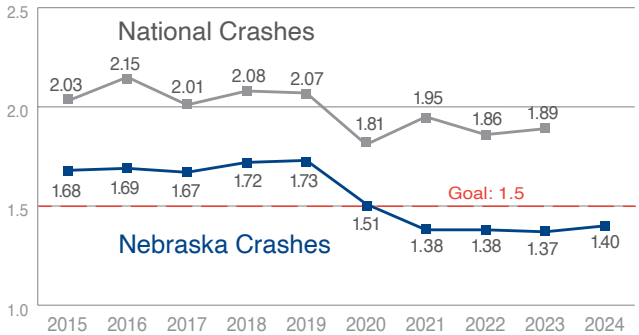
Outcome: Nebraska's crash rate has been below the national average since 2004. In 2021, the Nebraska Legislature increased the minimum damage amount for reporting a crash, which has decreased the number of reported crashes and the crash rate. Nebraska's crash rate in 2024 was 1.40, which met the goal of 1.50.

Year	Nebraska Crashes
2015	33,988
2016	34,890
2017	34,999
2018	36,117
2019	36,706
2020	29,418
2021	29,298
2022	29,318
2023	29,565
2024	30,682

TOWARD ZERO DEATHS NEBRASKA

BUCKLE UP PHONE DOWN

Nebraska Crashes and National Data
(Ratio Per Million Vehicle Miles Traveled)



*National crash data for 2024 not available at time of publishing.

Expanding Safety Strategies on Nebraska's Roadways

The Nebraska Department of Transportation remains committed to continually increasing safety on Nebraska's highways and in work zones by expanding the tools, partnerships, and strategies used to reduce crashes, protect workers, and save lives. In 2025, the NDOT advanced this commitment through targeted investments in training, enforcement, and innovative traffic control technologies, each playing a critical role in a layered approach to roadway safety.

One key area of expansion was Traffic Incident Management (TIM), a coordinated, multi-agency approach to responding to roadway incidents quickly and safely. TIM brings together emergency responders, 911 dispatch, traffic management centers, towing and recovery professionals, and transportation staff to ensure incidents are managed efficiently and cleared as soon as possible. Effective TIM practices reduce congestion, limit secondary crashes, and improve safety for motorists, crash victims, and responders working in high-risk roadway environments.

In 2025, the NDOT strengthened its TIM program by expanding training opportunities statewide with first-responder agencies. Significant progress was made toward the NDOT's goal of requiring all employees with roadway responsibilities to complete TIM training every three years. More than one-third of participants this year were NDOT staff, reflecting a growing culture of shared responsibility and safety leadership within the agency. Fire and emergency response partners also remained highly engaged, with fire personnel representing the second-largest group trained. In total, 952 responders completed TIM training, 52 new trainers were certified, 359 NDOT employees were trained, and 14 new NDOT TIM trainers were developed, broadening the program's reach and long-term sustainability.

The NDOT also continued to expand its high-visibility enforcement efforts through the Highway Safety Office (HSO), using federal funding from the National Highway Traffic Safety Administration (NHTSA). These programs focus on reducing dangerous driving behaviors such as impaired driving, lack of seat belt use, speeding, and distracted driving. Grant funding supports overtime patrols for state and local law enforcement agencies during national and statewide campaigns like Make It Click and Drive Sober or Get Pulled Over, as well as targeted enforcement initiatives that address local safety concerns.

High-visibility enforcement is designed to influence driver behavior by increasing the perceived risk of being stopped for unsafe actions. In 2025, the NDOT strengthened its grant award process by incorporating more data-driven evaluation criteria, including crash trends, seat belt usage rates, and past performance. This approach ensures federal funds are used responsibly and directed to areas with the greatest safety needs, while supporting accountability and measurable outcomes.

Another important safety advancement is the NDOT's continued deployment of Automated Flagger Assistance Devices (AFADs) to improve work zone safety. The NDOT currently operates 50 AFAD sets statewide to support construction and maintenance activities. These devices use highly visible signage, traffic signal heads, and automated flag arms to clearly communicate stop and proceed instructions to drivers, while allowing traffic to be controlled remotely from a safer location away from active travel lanes.

Since deployment, approximately 10 AFAD units have been struck by vehicles. In each case, the device absorbed the impact rather than a worker, demonstrating their value in reducing direct exposure to traffic and reinforcing the need for ongoing work zone safety innovations.

Together, TIM training, high-visibility enforcement, and AFAD deployment reflect the NDOT's ongoing efforts to expand its safety toolkit and proactively address risks, ensuring safer highways and work zones for everyone who depends on Nebraska's transportation system.

FISCAL RESPONSIBILITY

Use Financial Resources Wisely and Make Financial Decisions in an Open and Transparent Way

Fiscal responsibility is defined as living within our means, using financial resources wisely, and making financial decisions in an open and transparent way. The goal is to optimize the use of available funds to build and maintain the state's transportation system. These measures have been established to reflect the progress toward meeting this goal.

Overhead as a Percentage of Annual Expenditures

Description: Measurement of the NDOT's costs for construction, maintenance, and overhead.

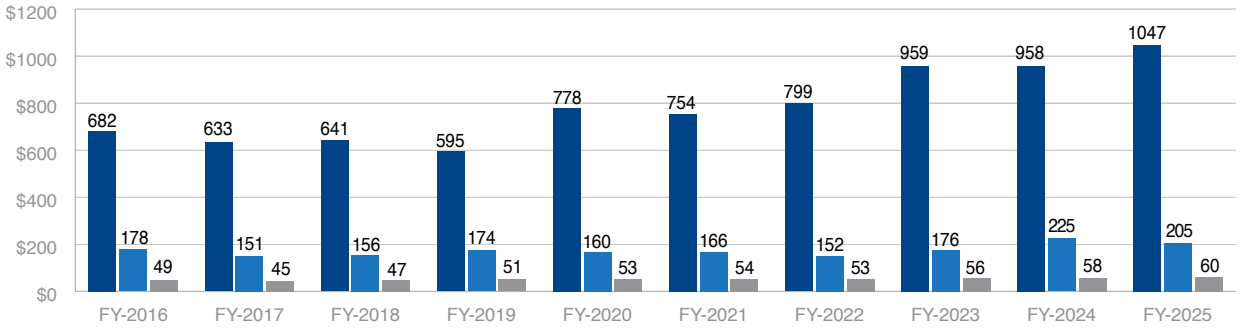
Purpose: To maximize funding for transportation purposes by minimizing overhead costs.

Goal: To have overhead costs less than 10% of annual expenditures.

Outcome: The NDOT maintained overhead at less than 10% of annual expenditures. The overhead for 2025 was 5%.

Transportation and Administrative Expenditures

(Dollar amounts represented in millions)



	FY-2016		FY-2017		FY-2018		FY-2019		FY-2020		FY-2021		FY-2022		FY-2023		FY-2024		FY-2025	
Construction	682	75%	633	76%	641	76%	595	73%	778	79%	754	77%	799	80%	959	81%	958	77%	1,047	80%
Maintenance	178	20%	151	18%	156	19%	174	21%	160	16%	166	17%	152	15%	176	15%	225	18%	205	16%
Subtotal	$860	95%	$784	95%	$797	94%	$769	94%	$938	95%	$920	95%	$951	95%	$1,135	95%	$1,183	95%	$1,252	95%
Overhead	49	5%	45	5%	47	6%	51	6%	53	5%	54	6%	53	5%	56	5%	58	5%	60	5%
Total Costs	$909		$829		$844		$820		$991		$974		$1,004		$1,191		$1,241		$1,312	

Accuracy of Project Estimates Contained in the 1-Year Program

Description: Measure the difference between projected construction project estimates and actual awarded contract amounts.

Purpose: Accurately projecting annual construction expenses helps the NDOT forecast when future construction projects can be built. The NDOT values the important role that reliable project estimating plays in supporting local communities by keeping the highway system in a state of good repair.

Goal: To be within 5% of the total estimated cost of the published program as reported in the 1-Year Program.

Outcome: The NDOT was outside of its goal in FY25, with an estimate of 8.3% over the total cost incurred. Increased competition from bidders results in lower project costs.

Actual and Estimated 1-Year Program Project Cost

Fiscal Year	Projects in 1-Year Program	1-Year Program Estimate	Fiscal Year-End Total Project Cost	Over/Under Program Estimate	Over/ Under
2013	135	$380,732,000	$376,220,000	($4,512,000)	-1%
2014	152	$466,460,000	$446,529,000	($19,931,000)	-4%
2015	153	$447,786,000	$501,012,000	$53,226,000	12%
2016	110	$453,412,000	$467,351,000	$13,939,000	3%
2017	95	$506,168,000	$498,937,000	($7,231,000)	-1%
2018	100	$483,240,000	$482,144,000	($1,096,000)	-.2%
2019	110	$512,666,000	$519,813,000	$7,147,000	1%
2020*	93	$793,503,000	$896,697,000	$103,194,000	13%
2021	90	$702,656,000	$741,966,000	$39,310,000	5.6%
2022	103	$549,643,000	$642,764,000	$93,121,000	16.9%
2023	107	$578,969,000	$708,891,000	$129,922,000	22.4%
2024	81	$681,006,000	$698,847,000	$17,841,000	2.6%
2025	114	$658,002,000	$603,284,000	($54,718,000)	-8.3%

**FY 2020 construction program list was adjusted throughout the year to accommodate expenses for the repairs after the Historic 2019 Floods. The Program Delivery data does not include contracted flood repair projects or expenses.*

Construction Competitiveness

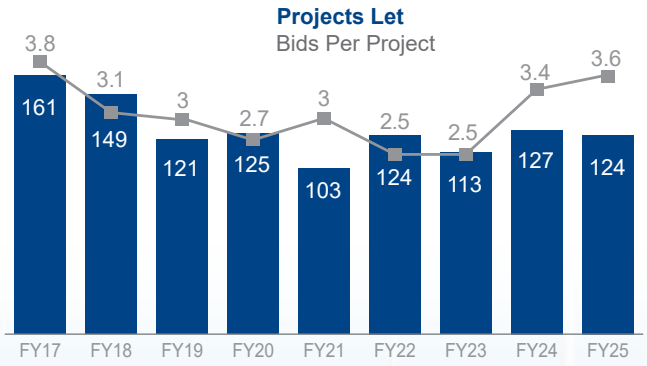
Description: Measurement of the number of projects let in a fiscal year and the average number of bids that the NDOT receives on those projects.

Purpose: Measure the number of projects let to construction in a fiscal year and measure the average competition among the industry players for that fiscal year's projects.

Goal: Maintain a minimum average of three bidders over a fiscal year.

Outcome: The NDOT again met its goal of three bids per project in FY25.

Number of Projects Let Per Year and Average Number of Bids Per Project*



**Let projects include published projects, local projects, carryover projects, and emergency projects.*

An In-House Approach to Procurement

Behind every highway repair, maintenance project, and safety improvement is a contract that must move efficiently. To achieve this responsiveness, the NDOT began managing its own procurement processes beginning July 1, 2025. This was a role that had been handled by the Department of Administrative Services (DAS) since 1965, when the DAS Materials Division was established.

Assuming this responsibility is a major milestone, enabling the NDOT to reduce costs, increase timeliness, and exercise greater flexibility. It also allows the agency to operate more competitively and ensure purchasing decisions align with agency priorities and safety needs.

Over time, this transition is expected to generate cost savings by streamlining processes, improving contract efficiency, and lowering administrative overhead. While the full financial impact is still being realized, the NDOT is positioned to reduce future costs previously associated with external procurement services, which included annual fees of more than $200,000.

The agency pursued this change in collaboration with DAS to better align the NDOT's procurement with its transportation priorities. After reviewing the Nebraska Highway and Bridge Law (Statutes 39:1348–1353), both agencies confirmed that the NDOT had the authority to manage procurement directly.

Through this transition, the team now oversees the full scope of procurement responsibilities, from developing, issuing, and negotiating solicitations (RFPs/RFQs/ITBs) and managing vendor communications, to evaluating responses, maintaining solicitations on the NDOT website, and awarding contracts. These efforts allow the NDOT to operate more responsively, maintain strong accountability, and ensure procurement policies align with state law, ethical standards, and the NDOT's strategic goals.

The NDOT's procurement team secures commodities, roadway maintenance, services, equipment, and information technology that support everything from routine maintenance to major infrastructure projects — work that directly affects project timelines, costs, and public safety. Contractors and vendors also benefit from this through clearer communication, more predictable timelines, and a more direct connection with the NDOT staff.

Overall, this change in procurement ownership strengthens the NDOT's operational effectiveness, improves service to contractors and partners, and delivers greater value to the state.

MOBILITY

Improve Mobility on Nebraska's Transportation System Through Increased Reliability and Efficiency

The purpose of this performance measure is to assess the health of the transportation system's reliability and efficiency. The NDOT's objective is to reduce the time it takes to respond to and clear incidents and return traffic to normal conditions, restoring consistent mobility.

Percent of Reliable Person-Miles Traveled

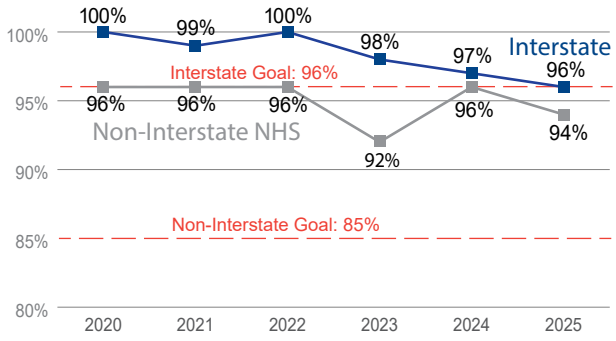
Description: Measures primarily recurring congestion for the interstate system and the non-interstate National Highway System (NHS). Reports the percentage of travel on roads where the worst day of the week's travel time is less than 50% longer than the average day.

Purpose: To increase awareness of reliable travel and reduce disruption from traffic congestion. Reliable travel offers travelers assurance of reaching their destination within a reasonable time. Through traffic management and operations strategies, the NDOT can successfully reduce long travel times.

Goal: A reliability percentage of 96% for interstates and 85% for non-interstate NHS highways.

Outcome: The goal for both interstate and non-interstate NHS highways was again met in 2025.

% of Person-Miles Traveled on Interstate or Non-Interstate NHS that are Reliable



State Operations Center Keeps Nebraskans Safe and Moving

At the Nebraska State Operations Center (SOC), keeping drivers on Nebraska roads safe and moving is a 24/7 responsibility. Whether it's a crash, debris in the road, or a winter storm, the SOC works to get accurate information to first responders and the public to keep traffic moving as safely as possible.

That is all accomplished by utilizing traffic cameras, dynamic messaging signs, the OnSolve alerting system to send mass notifications, social media and the Nebraska 511 system to help drivers slow down, find alternate routes, or avoid areas during crashes or events, to reduce delays and keep traffic moving.

The SOC also pushes drivers to check Nebraska 511 before getting on the road. Recent updates to the 511 system allow users to clearly see the difference between snow and ice-covered roads, an important distinction that affects how vehicles handle in winter conditions. Drivers can also view camera images, check plow locations, and receive advanced warnings about crashes, closures, or severe weather before they leave home. For those already on the road, tools like the 511 "Tell Me" feature provides voice alerts, allowing drivers to receive real-time information without taking their eyes off the road.

Behind the scenes, the SOC also coordinates closely with responders using mass notification systems and preplanned Traffic Incident Management routes, helping crews reach incidents safely and efficiently. Through coordination, communication, and technology, the SOC plays a vital role in protecting travelers and keeping Nebraska moving.

ENVIRONMENTAL STEWARDSHIP

Integrate Environmental Considerations into Planning/Design, Construction and Operational Activities of Nebraska's Transportation System

Environmental Stewardship is the integration of environmental considerations into the planning, design, construction and operational activities associated with the Nebraska transportation system. These environmental considerations include cultural, natural and human elements. The NDOT is committed to its role as an environmental steward and to preserving and protecting the environmental features and resources of the state. This goal emphasizes that transportation decisions and investments must be balanced with environmental considerations. The performance measures linked to this strategic goal illustrate our promise to carry environmental commitments forward into construction, take swift corrective action to benefit the environment when necessary, and to encourage an environmentally sustainable transportation system.

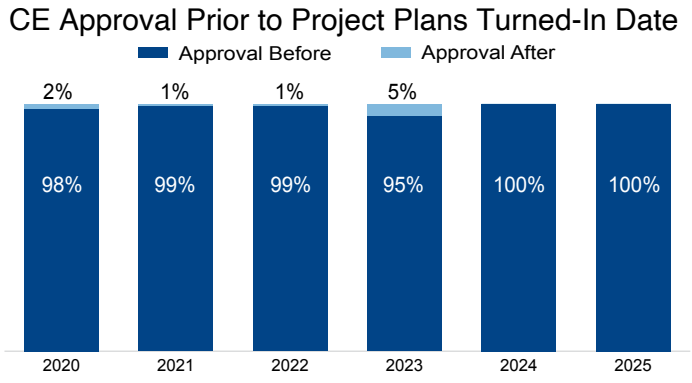
Commitments in Compliance

Description: A key component of the NDOT's environmental stewardship goal is to demonstrate that we are managing and tracking National Environmental Policy Act (NEPA) review process commitments in compliance with Federal Highway Administration's (FHWA) implementing regulations (23 CRF 771 et al.). More specifically, as a partial NEPA Assignment state with compliance responsibility for certain projects reviewed as Categorical Exclusions, the NDOT must ensure that we are meeting expectations outlined in our Second Renewed Memorandum of Understanding (MOU) with FHWA for State Assumption of Responsibility for NDOT's Categorical Exclusion (CE) program under 23 CFR 326, as approved September 12, 2024. Meeting CE Assignment processing goals ensures that the NDOT will retain the streamlining and efficiency benefits afforded by the federal NEPA Assignment program. This continued demonstration of compliance has set a solid foundation for NDOT's application for full NEPA Assignment in 2025, including projects that qualify for an Environmental Assessment (EA) or an Environmental Impact Statement (EIS) per 23 CFR 327 regulations. Full NEPA Assignment will position the NDOT for greater streamlining and efficiency benefits in delivering the annual project delivery program. Approval of the full NEPA Assignment MOU is expected in the spring of 2026.

Purpose: Ensure CE documentation is approved prior to Final Project Plans turn-in date. Failure to comply with CE Assignment MOU stipulations could lead to disciplinary action or revocation of CE Assignment privileges as granted by FHWA.

Goal: 100% of CE documentation approved prior to Final Design turned-in date.

Outcome: The NDOT met the CE Assumption process goal in 2025.



Problem-Solving Swiftly

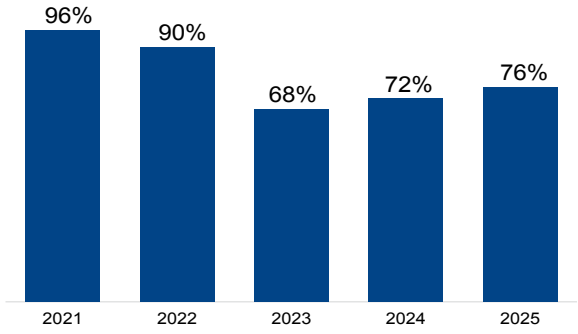
Description: This important component of the NDOT's environmental stewardship goal is to ensure that corrective actions related to environmental commitments for construction projects are resolved within a seven-day window. Speed of resolution is key to maintaining compliance.

Purpose: To ensure the NDOT is performing timely corrective actions and tracking the compliance information necessary to deliver appropriate environmental training for staff and contractors.

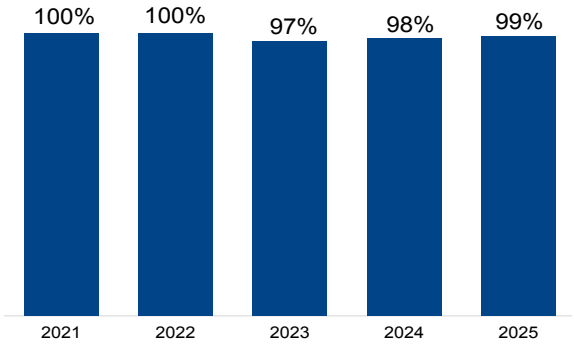
Goal: 100% of corrective actions completed within seven days as required in Construction Stormwater permitting.

Outcome: Following a drop in 2023, the NDOT invested in training that has resulted in steadily increasing 7-day corrective actions completed. Despite these increases, the NDOT was short of the goal in 2025.

Corrective Actions Completed in 7 Days



Corrective Actions Completed in 30 Days



Paving It Forward

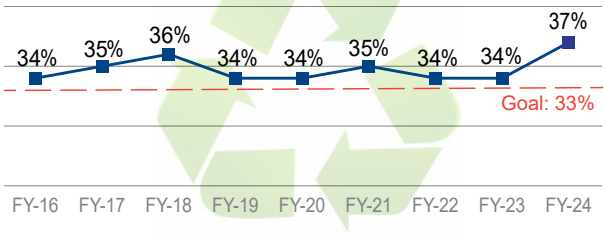
Description: Measurement of material removed during highway construction or maintenance work that is recycled into new roadway pavement.

Purpose: To ensure the NDOT is striving to maximize the use of removed or salvaged material. This minimizes the use of virgin materials and keeps reclaimed material out of landfills.

Goal: A minimum of 33% overall replacement content.

Outcome: The NDOT continues to be a national leader in utilization of recycled content, raising its usage to 37% in FY24 (the latest year for which data is available).

Post-Consumer Recycle Content



Post-Consumer Recycle Content

Overall Replacement Content

Fiscal Year	Raw Materials (tons)	Recycle Content Raw Materials (tons)	Est. Value Recycled
2015	3,215,669	1,246,427	$45,750,906
2016	3,717,875	1,250,980	$47,568,953
2017	4,346,961	1,534,604	$60,233,179
2018	2,993,035	1,088,647	$49,670,595
2019	3,243,560	1,104,208	$61,257,110
2020	3,506,284	1,175,577	$61,617,867
2021	3,530,896	1,230,025	$77,148,114
2022	3,033,886	1,041,155	$77,974,124
2023	4,049,289	1,357,081	$88,943,399
2024	3,058,612	1,126,974	$74,404,052

NEPA Assignment

The National Environmental Policy Act (NEPA) is a federal procedural law that establishes a national environmental policy and outlines the process for evaluating environmental impacts of federally funded transportation projects. "NEPA Assignment" is an environmental review streamlining tool authorized under federal law that allows state departments of transportation to assume certain Federal Highway Administration (FHWA) environmental responsibilities for highway projects.

Under NEPA Assignment, the NDOT may legally assume FHWA's environmental review responsibilities for federally funded highway projects. Under this program, NDOT becomes responsible and liable for compliance with all applicable federal environmental laws, as well as FHWA's NEPA regulations, policies, and guidance. This authority allows environmental reviews to be completed at the state level while maintaining accountability through federal oversight and audits.

NDOT has participated in partial NEPA Assignment since September 2018 for projects that qualify for Categorical Exclusions (CEs). CE-level reviews are generally applied to maintenance and reconstruction projects with minimal environmental impacts. Since implementation, the NDOT has reviewed and approved 1,087 CE projects under this authority, demonstrating a strong track record of compliance and efficiency.

In 2025, the NDOT continued pursuing full NEPA Assignment, which would expand this authority to include projects requiring an Environmental Assessment (EA) or an Environmental Impact Statement (EIS). These projects are more complex, require in-depth environmental analysis, and are typically associated with major reconstruction or new highway alignment projects, such as the Lincoln South Beltway.

Throughout 2025, the NDOT worked in close partnership with FHWA to complete a formal application and draft a new memorandum of understanding outlining Full NEPA Assignment responsibilities. This effort included extensive preparation, internal process reviews, staffing and training assessments, and development of quality assurance procedures. Final approval by FHWA is anticipated in February 2026, which would make Nebraska the ninth state in the nation to achieve Full NEPA Assignment.

Similarly, the NDOT supported the Ohio DOT in developing proposed federal legislation for Clean Water Act Section 404 Permitting Assignment. If authorized by Congress, Section 404 Assignment would allow the NDOT to assume responsibility for permitting wetland and stream impacts currently overseen by the U.S. Army Corps of Engineers.

Together, NEPA Assignment, and potential future partial Section 404 Assignment, eliminate duplicative federal reviews, improve consistency and predictability in project delivery, and accelerate timelines. These efficiencies result in cost savings for Nebraska taxpayers while ensuring environmental protections remain strong and effective.

In-Lieu Fee Mitigation

As part of the environmental review and permitting process, the NDOT is responsible for providing compensatory mitigation for certain environmental impacts caused by highway construction projects. Compensatory mitigation generally means replacing natural resources, such as wetlands or stream channels, that are impacted during construction. This work is typically required under the Clean Water Act, Section 404 permit program, and has traditionally been handled directly by the project sponsor, a process known as permittee-responsible mitigation.

For many years, the NDOT has been authorized through state law (Neb. Rev. Stat. sec. 39-1320) to establish wetland mitigation banks. Since the 1990s, the NDOT has created 20 of these banks that have supported highway projects across Nebraska. While effective, developing and managing these banks can be time-consuming and may still cause project delays.

In 2025, the NDOT entered a formal consultation with the U.S. Fish and Wildlife Service (USFWS) and the Nebraska Game and Parks Commission (NGPC) to address construction impacts to the state and federally listed threatened American Burying Beetle (ABB). As a result, the NDOT was required to replace beetle habitat impacted by projects in the Sandhills and Loess Canyons regions of central Nebraska. Existing legislation focused only on wetland mitigation, which meant new tools were needed. With the passage of LB36 in 2025, the NDOT gained authority to use in-lieu fee options for both wetland mitigation and threatened and endangered species conservation.

In-lieu fee (ILF) mitigation is a commonly used best practice among state departments of transportation nationwide. This approach allows qualified conservation organizations to complete mitigation work on the NDOT's behalf, instead of having to find and manage land for each individual project. Under an ILF agreement, the NDOT pays an agreed-upon fee to a third-party provider, who then assumes responsibility for delivering the required mitigation. This approach also eliminates the need for the NDOT to own or permanently manage mitigation sites, saving staff time and allowing environmental resources to stay focused on delivering projects and permits on schedule.

The NDOT is currently developing its first in-lieu fee agreement for compensatory mitigation related to the American Burying Beetle, in coordination with USFWS and NGPC. A framework for this ABB in-lieu fee agreement is expected to be in place by the end of 2026, allowing the NDOT to use this new mitigation streamlining tool authorized under LB36.

WORKFORCE DEVELOPMENT

Support and Facilitate the Development of a Skilled Workforce that Enhances Workplace Productivity and Increases Opportunities for Employees to Learn New Skills

Safety Training with the NDOT

Each year, the NDOT works to strengthen the safety of its employees and the public they serve. In 2025, that commitment took a significant step forward with the creation of the Executive Safety Council, a group of agency leaders focused on improving the NDOT's safety culture and ensuring employees have the training and tools they need to respond to real-world situations.

The NDOT employees are often among the first responders at crash scenes, particularly in rural areas. Recognizing this responsibility, and with a push to equip every NDOT vehicle with an Automated External Defibrillator (AED), the Executive Safety Council prioritized CPR and first aid training. Beginning in January 2025, the NDOT launched an effort to certify 75% of district employees. By the end of the year, that goal was exceeded, with approximately 1,100 employees earning American Red Cross CPR and first aid certifications, representing nearly 85% of district and operations staff.

Safety training at the NDOT also extends to workforce development and compliance. When the federal Entry-Level Driver Training (ELDT) mandate took effect in February 2022, the NDOT initially relied on community colleges to meet the new CDL training requirements. To improve efficiency and reduce costs, the department developed an internal ELDT program. Since its launch, the NDOT has saved more than $1 million in training expenses, while also minimizing travel time and related costs for new employees.

Another critical area of investment has been training for the NDOT's electronic technicians, who maintain essential infrastructure such as overhead signs, winter travel cameras, automated gates, weather information systems, and road beacons. Unlike many states that rely on contracted services, the NDOT maintains an in-house team of 15 trained technicians, allowing for faster response times and ensuring rural areas are not underserved. By bringing technician training in-house, the NDOT reduced recertification costs from approximately $7,600 per person to about $500 per person. The addition of two internal trainers now allows the NDOT to conduct specialized instruction, including tower climbing and rescue training, further enhancing safety and self-sufficiency.

The NDOT has also taken steps to formalize and strengthen training for new employees across the agency. The goal is to provide clear expectations and structure through job-specific training plans that guide onboarding, on-the-job learning, and classroom or online training during an employee's first year. Training plans have already been developed for district highway maintenance positions, roadway design, project development, and right of way, with administrative roles currently in progress. Over time, these plans will continue to evolve to support supervisor development and succession planning, reinforcing the NDOT's long-term commitment to safety, preparedness, and workforce excellence.

PROJECT DELIVERY

Use Known State and Industry Best Practices, New Technologies, and Creativity to Continually Improve and Deliver Well-Designed, High-Quality Projects, Products, and Services

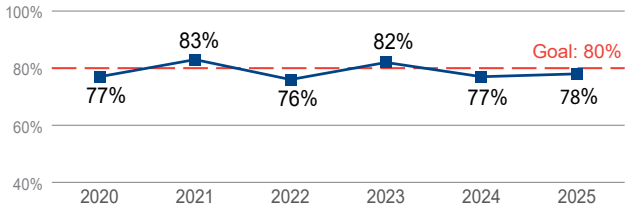
Year	Projects Completed
2020	145
2021	86
2022	88
2023	111
2024	119
2025	105

The NDOT is responsible for developing plans to ensure projects are let and constructed within expected timeframes. These plans predict and aim to minimize negative impacts to the environment, costs, and schedule of a project. The agency also carefully oversees the time it takes to build a project, focusing attention on how long the project was predicted to take, adjusted by days unavailable to make progress due to weather impacts.

The department strives to:

- Continuously enhance our expertise in laws and regulations that affect highway projects.
- Lead efforts to streamline complex processes.
- Implement creative, efficient and flexible solutions to expedite project delivery and construction.

Projects Constructed Within the Adjusted Days Allowed



Description: Measurement of estimated time to construct a project.

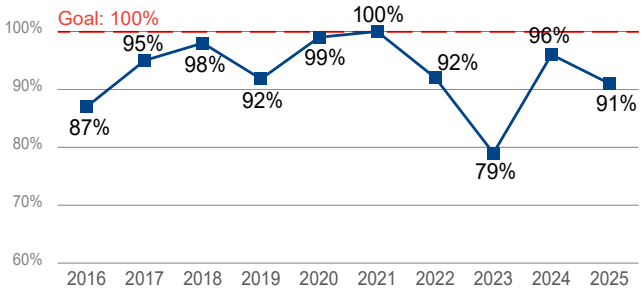
Purpose: This is a measure of the NDOT's ability to accurately estimate the amount of time necessary to complete a construction project (contract time allowance).

Goal: 80% of calendar year projects completed within the current contract time allowance.

Outcome: The NDOT last met the goal in 2023.

I-80 six-lane expansion west of Lincoln

1-Year Program Projects Delivered to Letting



*In 2023, reliability was impacted by revised threatened and endangered species requirements, including the American Burying Beetle.

Description: Measurement of the ability to let projects that are identified in the NDOT's one-year schedule of highway improvement projects (1-Year Program).

Purpose: This measurement monitors the delivery of projects to the public. The NDOT's performance reflects how well promises are kept to the public.

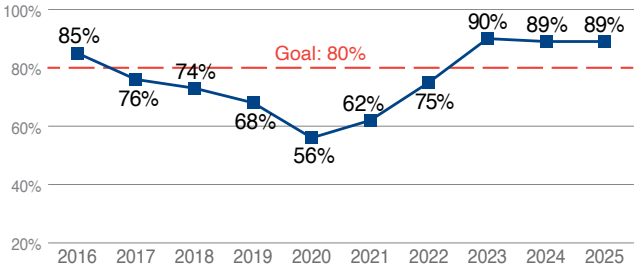
Goal: To deliver 100% of projects.

Outcome: The NDOT last met the goal in 2021.

Fiscal Year	1-Year Projects[1]	Projects Delivered
2016	110	96
2017	95	90
2018	100	98
2019	110	101
2020	93	92
2021	90	90
2022	103	93
2023	107	85
2024	81	78
2025	114	104

[1] *Projects from the Nebraska Surface Transportation Program not included are those counted in the previous fiscal year, projects withdrawn, and projects built by entities other than the State of Nebraska.*

5-Year Program Projects Delivered to Letting



Description: Measurement for success in delivering projects displayed in the 5-Year Planning Program in 2018 and included a five-year projection for 2019-2023.

Purpose: This measurement monitors the delivery of projects to the public. In 2023, the NDOT assessed how many projects in the 5-Year Planning Program in 2018 were actually let between 2019 and 2023.

Goal: To deliver 80% of projects in the 5-Year Program on time.

Outcome: 89% of projects identified in the five-year schedule of highway projects in 2021 were delivered to letting by 2025, meeting NDOT's goal.

Program Period	5-Year Projects	Projects Delivered
2012-2016	410	349
2013-2017	395	300
2014-2018	428	318
2015-2019	450	307
2016-2020	489	263
2017-2021	439	270
2018-2022	360	270
2019-2023	363	327
2020-2024	482	428
2021-2025	372	332

Innovative and Cost-Effective Solutions Through Alternative Delivery

The NDOT is always looking to improve project efficiency and advance innovative, cost-effective solutions. Because of this, in 2022, the NDOT supported the expanded use of alternative delivery contracting methods authorized under the Transportation Innovation Act with LB 1016. With this authorization, the NDOT was able to start utilizing Alternative Project Delivery Methods (APDM).

These methods, including Design-Build (DB), Construction Manager/General Contractor (CM/GC), Progressive Design-Build, and Public-Private Partnerships (P3), provide greater flexibility and integration than the traditional Design-Bid-Build (DBB) approach. When applied to the right projects, APDM can help deliver complex and large-scale improvements more efficiently while improving cost and schedule certainty.

The CM/GC method has been selected for projects including the Saddle Creek Bridge and the upcoming Red Cloud South Bridge to support a more collaborative approach to delivery. Under this model, the NDOT engages both a designer and a contractor early in project development, allowing construction expertise to directly inform design decisions. This early collaboration incorporates input on construction means, methods, sequencing, and risk during the preconstruction phase designs that reflect best practices.

Beyond project-specific benefits, APDM allows the NDOT to rethink traditional processes and challenge long-standing business practices. These projects create opportunities for workforce development by encouraging new conversations across disciplines and between public and private partners. The NDOT's staff gain a deeper understanding of contractor perspectives and construction methods, while contractors gain insight into the NDOT's planning, regulatory, and operational considerations. This shared understanding strengthens collaboration and builds knowledge on both sides.

While APDM is not suitable for every project, its strategic use has demonstrated benefits such as reduced design and construction timelines, improved cost control, earlier procurement of materials, and enhanced risk mitigation. The decision to use alternative delivery methods is made through careful evaluation of the project, ensuring the right approach is applied.

Saddle Creek Rd./US-6, Omaha

ASSET MANAGEMENT

Operate, Maintain and Replace Assets to Get the Most Value for Taxpayers

The performance measures featured in this section were developed to help monitor and manage the condition of Nebraska roadways, bridges and fleet. Highways and bridges are the state's largest asset. Additionally, much of the NDOT fleet is critical for maintaining condition and mobility during severe weather events and traffic incidents. The NDOT uses robust data driven strategies to maintain, rehabilitate and replace these assets.

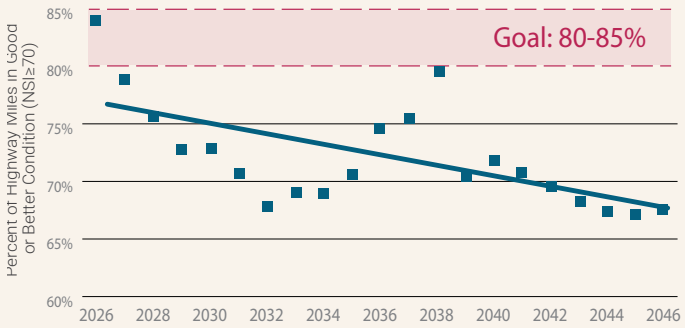
Nebraska's state highway system is the backbone of the transportation network, carrying nearly 65% of all traffic and supporting $5.3 billion in annual economic activity, with more than half a million jobs tied to the system. Over the next 25 years, the value and tonnage of freight moved on Nebraska highways are expected to nearly double, underscoring the importance of continued investment and performance measurement.

Each year, the NDOT conducts a State Highway Needs Assessment to evaluate the condition and future needs of the state's 10,000 miles of highways and 3,500 bridges.

The NDOT uses the Nebraska Serviceability Index (NSI) to track pavement conditions with a goal of maintaining 80-85% of highway miles in good or better condition (NSI above 70). At current funding levels, 16% of the system is projected to fall below an NSI of 70 in 2026. This decline is driven by 1,100 miles, or about 11% of the system, that only narrowly met the NSI threshold in 2025. Looking ahead, 30-35% of Nebraska highways are projected to fall below good condition at current investment levels.

At current investment levels, 30-35% of Nebraska highways will not be in good condition.

Percent of Nebraska Highways in Good or Better Condition at Current Funding Levels



These projections highlight the growing challenge of balancing preservation, modernization, and improvement. The NDOT remains committed to maintaining a safe, efficient highway system that supports economic growth and serves Nebraska taxpayers.

Pavement Condition of Nebraska Highways

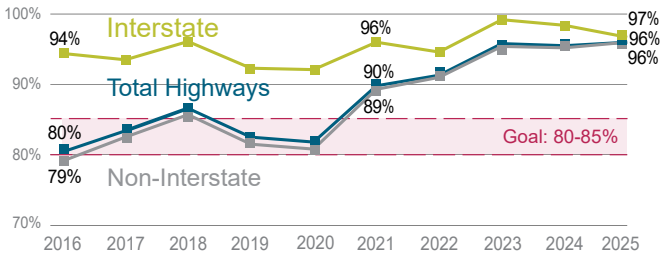
Description: Measurement of the pavement quality of the state highway surface.

Purpose: This is a measure of the pavement condition of the state's 10,000 miles of highways. Pavement condition ratings are based upon annual automated and visual inspections and rated according to the Nebraska Serviceability Index. Highway pavement sections are rated on an NSI scale of 0-100 with any section rated 70 or above considered good. This information is used to help determine appropriate strategies for maintenance, rehabilitation or reconstruction.

Goal: 80-85% of the highway system miles shall be rated at least good (NSI rating ≥70).

Outcome: In 2025, 96% of the highway system was rated at least good, exceeding the goal. Data models predict an 11% drop in 2026 when using existing funding projections.

Percent of Miles at Least "Good" (NSI ≥ 70)



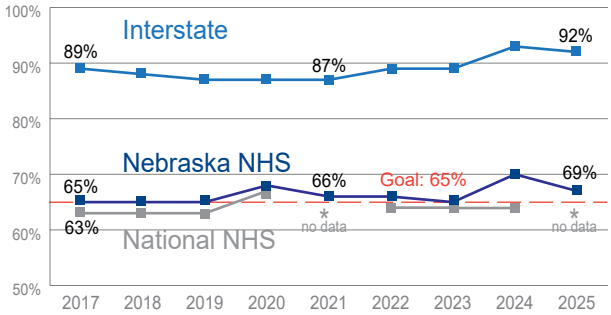
Smoother Roads

Description: Measurement of the smoothness of the roads on the National Highway System (NHS). The NHS is a subset of the highway system and includes roads that are important to the nation's economy, defense and mobility. The National Highway System is comprised of 3,641 miles of state highways and local roads.

Purpose: One measure of the smoothness of roads is the International Roughness Index. This index measures pavement roughness in terms of the number of inches per mile. The lower the IRI number, the better the ride. A smoother roadway is safer and more satisfying to the users of our highway system.

Goal: 65% of all miles on the Nebraska National Highway System shall be maintained at an acceptable ride quality of "good" (IRI ratings <95 in/mi). National data was not available for 2021, 2024 and 2025.

Percent of "Smooth" Miles on the NHS (IRI < 95)



**Data required from FHWA for this metric was not published for 2021 and 2025.*

Outcome: In 2025, 69% of Nebraska's National Highway System miles had an IRI rating of "good," meeting the goal.

Infrastructure Review Task Force

The Infrastructure Review Task Force (IRTF), created by the Nebraska legislature following the passage of LB 558 (2025), is tasked with examining the status of Nebraska's Transportation Infrastructure and considering the future infrastructure needs of the 10,000 miles of state highway system. It is chaired by the leader of the Revenue Committee and composed of members of the legislature, executive branch, and other appointed members.

Since its inception, the IRTF has met three times as of January 2026, with more meetings anticipated following the legislative session. In December of 2025, its first report was released containing the details of these first meetings, and the committee is also empowered to make further recommendations for future legislation.

The NDOT was supportive of LB 558, and has taken an active role in the committee. During the first meeting, the department provided the task force with a briefing on Nebraska's various state and federal transportation funding sources, the amount of revenue they generate, and how this has evolved through legislative and market changes in past years. The NDOT also presented information on the long-term needs of the state highway system, how these needs are calculated using data collected by the department, and how projects are programmed in the second IRTF meeting.

At that time, the department demonstrated how annual needs, now estimated at $875 million annually, continue to outpace the amount of revenue invested in the NDOT's annual construction program.

To address this challenge, the IRTF brought in national experts to discuss both the economic impact of transportation infrastructure investment as well as examples of how other states have successfully increased and diversified recurring revenues for transportation through legislation.

The NDOT continues to work in partnership with the legislature to educate on the estimated costs to meet the needs of the state highway system, while also setting expectations of project delivery timelines that are possible with current investment levels.

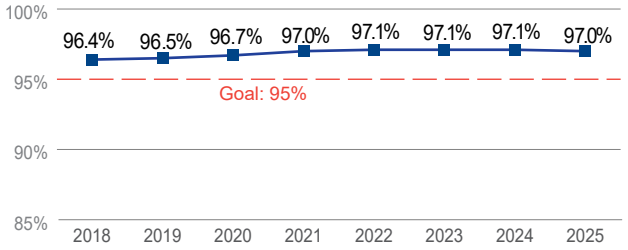
Nebraska Bridges in a State of Good Repair

Description: Measurement of the progress toward keeping state-owned bridges in a condition of good repair.

Purpose: All bridges in Nebraska are safety inspected every two years and the condition information is stored in the Nebraska Bridge Inventory. This condition information is used by the Bridge Management Section to determine cost-effective strategies to keep the bridges in good repair. The necessary work may include preservation, repair, maintenance, re-decking, rehabilitation or replacement.

Goal: To have 95% of Nebraska state-owned bridges in good or fair condition.

State-Owned Bridges in Good or Fair Condition



Outcome: The NDOT again met the goal in 2025 with 97.0% of Nebraska's state-owned bridges in good or fair condition.

Elevating the Fleet

The NDOT has begun deploying Samsara fleet technology as part of an effort to modernize fleet management, improve operational efficiency, and enhance safety. Samsara replaces the agency's previous Automated Vehicle Location (AVL) system that was part of a more expensive system that offered additional features that the NDOT found to be underutilized. Efforts were made to identify areas within the old system that would retain the NDOT practices and expand critical fleet capabilities while reducing cost.

Samsara has been fully deployed in all dump trucks and snowplows, covering approximately 730 vehicles statewide. The system provides vehicle location data, and engine diagnostics to support both maintenance and winter operations. Supervisors can monitor snowplow activity during storms, review treatment routes, and track salt and liquid application rates. This allows for more informed decision making and improved resource management.

Samsara also includes several safety focused features. The system can generate alerts for crashes, harsh braking, speeding, and seatbelt usage on compatible vehicles. These tools help NDOT better understand vehicle performance, driver behavior, and potential safety concerns.

Samsara is also being rolled out to light duty vehicles. Approximately 65 light duty vehicles are currently equipped, with additional installations planned as new vehicles are added to the fleet and funding allows.

Overall, the Samsara system provides NDOT with data to manage its fleet more effectively and improve safety.

Fleet Condition Index

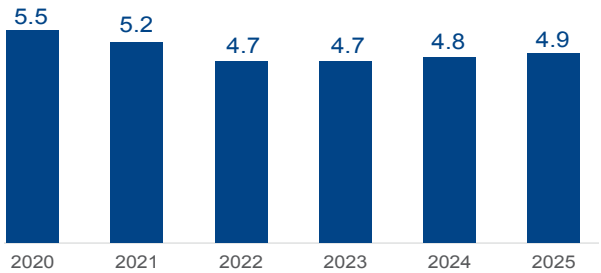
Description: Measurement of the current condition of the NDOT's fleet.

Purpose: This measure is used to determine appropriate strategies for proper maintenance, repair, and replacement of fleet equipment.

Goal: Achieve and maintain an overall fleet condition index of good.

Outcome: The overall Fleet Condition Index for 2025 was 4.9. The rating shows that the NDOT's fleet was rated in "Poor Condition." Fleet data also showed that over 59% of the core fleet is at or beyond its expected life-cycle age and unplanned repair costs continue to rise. Recent increases in the fleet equipment budget have resulted in the index's downward trend leveling off; however, inflation has resulted in the need for additional funding in order to maintain the index level or improve the trend.

Overall Fleet Condition Index



Poor = 0.0 - 5.0 | Fair = 5.1 - 6.8 | Good = 6.9 & Above

COMMUNICATION, COORDINATION, COLLABORATION, & COOPERATION (4Cs)

Infrastructure Hub Hits Milestones, Continues Community Involvement

Created with the intent of bringing additional federal funding within reach, the Nebraska Infrastructure Hub (IHub) has marked a successful first year, building momentum for communities across the state. The IHub is Nebraska's first-ever intergovernmental entity focused on empowering state and local public agencies in competing for federal discretionary grants.

Since launching in August 2024 with the support of the Pillen administration, the IHub has continuously met milestones. In October 2025, the IHub celebrated reviewing its 100th project. With that, 64 entities were supported, 25 grant applications were submitted, and 49 projects were approved for assistance as of October 2025.

The IHub offers crucial assistance to local agencies, starting with application assistance, to grant management. Through the IHub website, agencies can utilize tools like the grant pairing portal, see a breakdown of federal discretionary grants, and request a letter of support for projects.

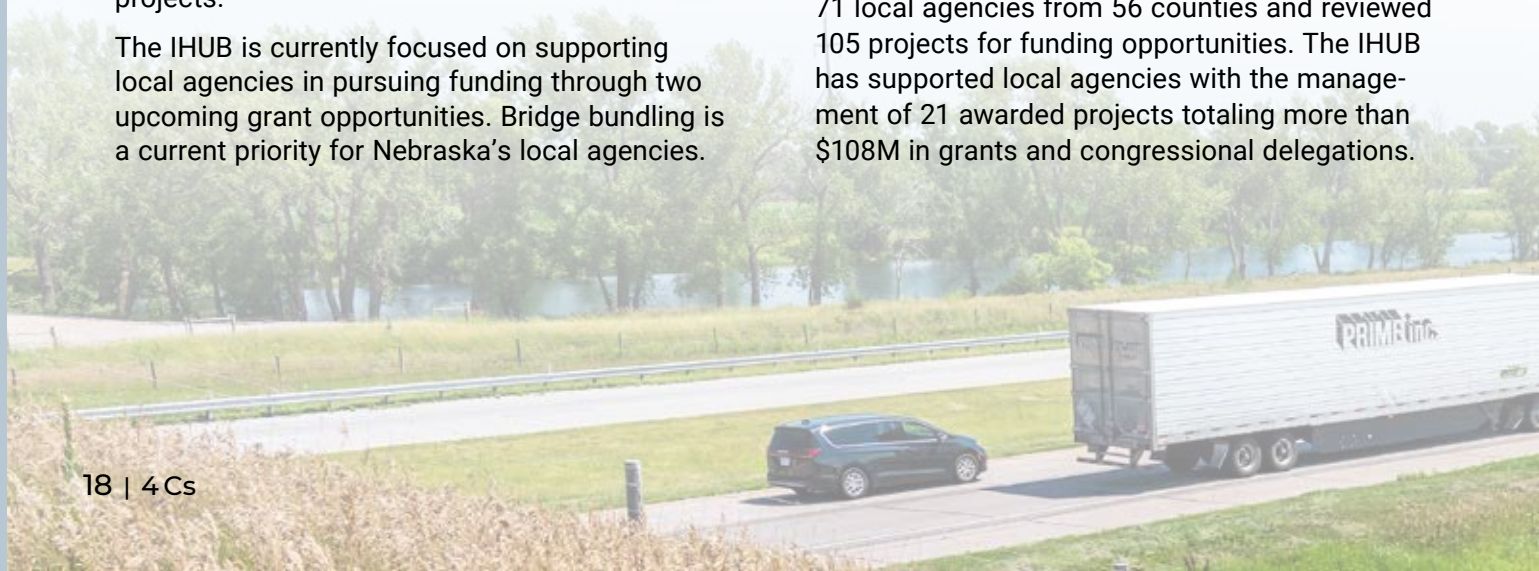
The IHUB is currently focused on supporting local agencies in pursuing funding through two upcoming grant opportunities. Bridge bundling is a current priority for Nebraska's local agencies.

About 8% of Nebraska's over 11,000 county bridges are considered to be in poor condition and 35% are in fair condition. Of Nebraska's over 500 city bridges, about 4% are considered to be in poor condition and 41% are fair condition. Strategic bridge replacement and timely preservation strategies are a priority to maintain the safety and connectivity that bridges provide on the local network.

The IHub has also received national recognition. In July 2025, NDOT earned two regional honors in the 2025 America's Transportation Awards for the Western Association of State Highway and Transportation Officials (WASHTO) region. The IHub won the award for Quality of Life & Community Development.

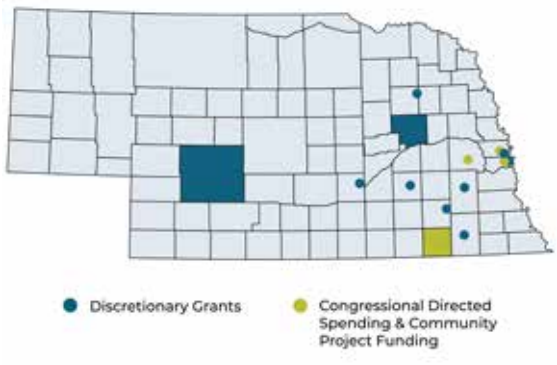
In order to reach the communities that need help securing funding, the IHub has met with local representatives from all 93 counties in Nebraska and traveled over 7,100 miles to meet with more than 300 local representatives.

As of December 2025, the IHUB has supported 71 local agencies from 56 counties and reviewed 105 projects for funding opportunities. The IHUB has supported local agencies with the management of 21 awarded projects totaling more than $108M in grants and congressional delegations.



105	71	52	25	330
Projects Reviewed	Entities Supported	Projects Approved for Assistance	Grant Applications Submitted	Hours of Direct Assistance

Active Projects



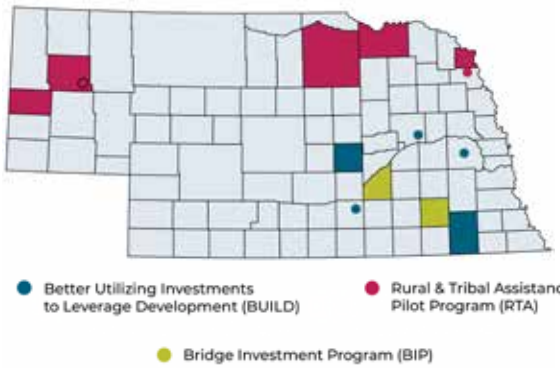
Discretionary Grants

- Beatrice Court Street Access & Safety Transformation (CAST) Initiative
- Loup Canal Bridges
- Project Access York
- 33rd & Cornhusker Viaduct
- Ames Avenue Safe Mobility Recovery Plan
- City of Omaha North Freeway Community Planning
- Crete Pedestrian Bridge Project
- Fort Cook Road Bridge Linkage Analysis
- Grand Island Rail Crossing Study
- Lincoln County Crossroads Study
- Local Intermodal Network Connection (LINC) Norfolk
- Investment Into Internal Mobility and Community Connectivity
- 120th St. Improvement (constructed)
- Blair South Bypass (constructed)

Congressional Directed Spending & Community Project Funding

- Ashland Pedestrian Underpass
- Blackstone Streetscape Improvements
- Midtown Medical Center Bikeway
- Omaha Urban Core Creighton Bikeway
- PWF Road
- 24th St. Streetscape Improvements
- 204th St. & Schram Road Paving Improvements
- Platteview Rd. 132nd St. Intersection Safety Improvement

Discretionary Grant Applications In Development



Rural & Tribal Assistance Pilot Program (RTA)

- NE-2/3rd St. Underpass Improvements
- Kansas Street Pavement & Drainage Upgrades
- Stonegate Road Improvements
- County Road D Avenue Improvements
- 872nd Road Paving & Safety Improvements
- Enhancing 872nd Road Safety & Resiliency
- N. Bluff Road Safety Enhancements
- Hemingford North

Better Utilizing Investments to Leverage Development (BUILD)

- Access Wahoo: Connecting Community & Opportunity
- Bridging Nebraska Together
- Clatonia-DeWitt & Hickory Road Transportation & Safety Project
- Howard Boulevard: Safer Streets, Stronger Community
- South Hastings Neighborhoods: Stronger Connected Community

Bridge Investment Program (BIP)

- Nebraska Bridges to Market: Fueling Rural Economies
- Spanning Nebraska: Strengthening Rural America

Community Involvement
Meeting Nebraskans Where They Are

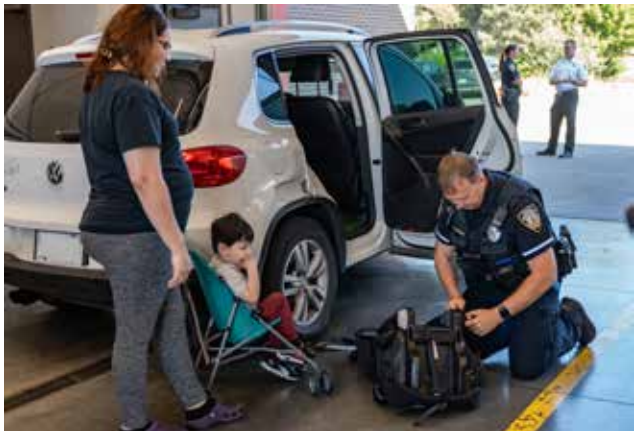
Community engagement is not a side effort for the NDOT; it is central to the agency's mission to make communities safer while educating and uplifting every Nebraska resident. Each year, the NDOT continues to expand these efforts through a variety of events and programs.

The Name-a-Snowplow contest invites Nebraska students in grades K–6 to name 16 of the NDOT's more than 650 snowplows. The program, which has been offered for the past five years, saw an increase in participation in 2025, with almost 4,500 students from more than 200 Nebraska schools taking part. The contest also sparks conversations about winter driving, severe weather, and the role of snowplow operators.

Similarly, the Aviation Art Contest, which began in 1986, encourages students to explore aviation through creativity while building an understanding of aviation and aerospace. Both programs provide fun, hands-on opportunities that connect education, safety, and workforce awareness for students, families, and teachers.

NDOT employees regularly engage with communities to educate, connect, and build trust through participation in state and county fairs, community festivals and parades, and safety days.

During National Child Passenger Safety Week and Car Seat Check Saturday multiple check events occurred across the state to ensure infants and children are properly secured by providing hands-on instruction to parents and caregivers. This year,



the Highway Safety Office partnered with Safe Kids Nebraska, local health departments, hospitals, fire departments, and police departments to host nine seat check events across the state, with 90 car seats distributed and more than 130 community members attending and receiving safety guidance.

Adopt-a-Highway teaches volunteers how to care for their roadways, fostering pride in safe, clean streets while connecting participants to the everyday work of maintaining Nebraska's infrastructure. In addition, the Highway Cultural Resources Program gives future generations a glimpse into archaeological and paleontological preservation at local museums, featuring artifacts and fossils uncovered during road construction.

NDOT employees also support their communities through agency-wide blood drives in partnership with the Nebraska Community Blood Bank.

The NDOT's engagement reflects the work of employees and partners across the state. Every interaction, from classrooms to roadways, demonstrates the agency's commitment to safety, education, and community. These efforts are made possible through partnerships with schools, local leaders, law enforcement, emergency responders, and community organizations, all working together to keep Nebraskans safe, informed, and prepared.

AERONAUTICS

Nebraska's airport system is a dynamic part of the state's economy, which enhances quality of life through infrastructure and services that meet the diverse and evolving needs of all Nebraskans.

FAA Flight Check Reimbursable Agreement

In 2025, the Division of Aeronautics implemented a new statewide Federal Aviation Administration (FAA) Flight Check Reimbursable Agreement that reduced financial strain on airports while improving efficiency and coordination across aviation projects.

Previously, each airport requiring a flight check was responsible for executing its own reimbursable agreement with the FAA. The FAA provided a cost estimate to account for potential delays, cancellations, or multiple flights, and airports were required to pay the estimated amount upfront. Although these costs were federally eligible for reimbursement through grant funding, the process was lengthy and created an administrative burden, often taking up to six months for funds to be returned.

To address these challenges, the Division of Aeronautics established a centralized approach by entering into a statewide Flight Check Reimbursable Agreement with the FAA based on projected flight check needs. This agreement creates a shared account for all scheduled flight checks, eliminating the need for airports to provide large upfront payments.

Under the new model, the Division serves as the coordinating conduit between airports and the FAA. In addition to taking on the initial financial burden, the Division assists with scheduling and coordination, allowing projects to be bundled when possible. This approach improves scheduling efficiency, reduces overall flight time, and helps lower cost burden for the airports.

Once a flight check is completed and final costs are determined, the federally eligible portion is reimbursed through the grant process. The federal share and the airport sponsor's local share are retained by the Division through the grant reimbursement process to support future flight check activities.

This approach reduces cash-flow challenges for airport sponsors by allowing the Division to advance costs upfront and recover them through federal and local reimbursements. As funds are recovered and future needs are evaluated, resources are strategically reallocated, resulting in no net cost to the state and improved program stability.

In 2025, there were five flight checks completed in the state with two planned for 2026. For the five projects that were completed, the total estimated cost was $74,445, while the actual amount needed was only $38,122. Under the previous system, this difference would have been taken on by the small airports, while under the new system, that funding burden no longer falls to them.

Since its implementation, the program has received strong positive feedback from airports and has drawn interest from neighboring states exploring similar approaches. This agreement successfully resolves key financial barriers within the state's control and represents a meaningful improvement in delivering aviation infrastructure projects across Nebraska.

Federal Funding for Nebraska Airports

	FY21	FY22	FY23	FY24	FY25
State Apportionment	$3,096,016	$3,155,920	$3,110,839	$2,882,857	$2,836,280
NonPrimary	8,559,443	8,924,222	9,141,400	8,708,321	9,347,422
Primary & Cargo	6,824,918	1,867,000	7,850,500	6,870,041	15,243,203
Discretionary	2,900,919	7,849,488	16,612,161	2,260,143	37,184,625
Stimulus/Supplemental	11,039,000	3,369,500	---	7,000,000	20,317,000
CARES/ARPA	2,201,187	38,250	11,619,197	--	--
BIL	---	223,000	45,884,573	29,447,485	24,043,400
	$46,283,789	**$34,621,483**	**$25,427,380**	**$94,218,670**	**$108,971,930**

1,778
Based Aircraft at Public-use Airports

$109M
2025 Federal Grants for NE Airports

$3.6M
2025 State Grants for NE Airports

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