

PRESIDENT: Is there any further discussion of the Committee Amendments now which have now been amended twice. Any further discussion? The question is shall the committee amendments then be adopted as amended. All those in favor say aye, those opposed say no. Committee amendments as amended are adopted. Back to you Senator Kremer.

SENATOR KREMER: Now Mr. Chairman, I move that LB490 as amended be moved to E & R.

PRESIDENT: Any further discussion of the bill? Senator Nore we can barely hear you you are going to have to get that mike in front of you.

SENATOR NORE: Senator Kremer, would this have any fiscal impact on the highway department?

SENATOR KREMER: Yes, Senator Nore, would you allow me to explain the bill briefly and then I will answer your question.

PRESIDENT: Go ahead Senator Kremer.

SENATOR KREMER: This bill was brought to the Public Works Committee by the Department of Roads and the basic reason for the permit system is to establish a control over the erection of any new signs or existing signs that are along the Interstate and any primary road. It is the present desire of the department, as I understand it, to control this system of signs and the possible phasing out of signs as required by federal legislation. It would allow the department now as the act has been amended to if they so choose to require that every sign that is now in existence or any new sign that may be erected to come

(end belt #11)

(start belt #12)

under a permit system. This permit number would just appear on the face of the sign and facing the highway. It would allow the department of roads to assess a fee of \$15 that would be collected bi-annually. Every other year, every two years this permit would have to be renewed. The purpose of the act as I understand it is to give the highway, department of roads, rather some jurisdiction over the operation of these signs as long as they are permitted to be there. Now I think that Senator Nore, you asked a question, will this have a fiscal impact related to the department of roads. Yes sir, this is a 75-25 in other words the federal government will pay for 75% of the dismantling of these signs and the department of roads would then have to pick up or assume the other 25% of the cost. It is estimated that it will probably cost somewhere in the area of cost our state, the department of roads somewhere in the area of \$20,000. If all of these signs were to be taken down.

PRESIDENT: Now, is there any further discussion of the bill? Motion before us is to advance LB490 as amended. Senator Lewis.

SENATOR R. LEWIS: I would like to ask a question of Senator Kremer if he would yield please. Senator Kremer in the figure that you use, the cost of the fiscal impact of \$20,000, how do you explain that. The overall cost of the removal of the signs is far greater than that, even the states participation.