

that came to the hearing, I didn't orchestrate a major hearing. These were people that just came in that heard about it, that read about it, and they had some things to say. So you should go back and look at that transcript, because the hearing was a very, very positive hearing. Here's what the am...by the way, I also filed it, to be very up front with the body, as an amendment to LB 414, and this amendment is printed in your bill book as an amendment to 414, and it also stated that in the Journal, about three, four weeks ago, so people would have a good understanding of what it was. Senator Kristensen...the committee...Transportation Committee's bill on 414 dealt with the Public Service Commission, and this bill fit very nicely, this amendment fit very nicely there. But the bill came up as a nonpriority, Select File bill, and it was a quarter till twelve. Obviously this amendment was going to take some time and so that bill needed to advance, so I pulled the amendment so that bill would have the opportunity to advance because it sat behind such issues as parental notification and lethal injection. And I felt that there were enough good things in 414 that I did not want to jeopardize that, pulled the amendment. The other area that I could attach it to certainly was LB 140, and that's what brought us to where we are today. This bill is very simple, but I'm sure those that have been lobbied, it's been made to appear as if it's death warmed over or it's the savior, one of the two. It's neither, neither side is happy with this particular bill, which makes me think that I...I think that I'm in the right direction. The bill deals with railroad crossings in our state. And we have some tremendous problems out there, some of them not the railroad's, necessarily, problem, some of them are the railroads problem. Some of it might be the dispatchers problem, some of it is the engineers problem. Some of it is the community problems, because we have too many crossings out there and some probably need to be closed. What this bill basically does is the following, it says...actually it adds to...Senator Kristensen and others will introducing an interim study this summer bringing all people together. What this bill does, particularly on railroad crossings is say we want to have some leverage out there. The communities want to know that people are coming in and there's some leverage that they can finally be heard. And so this bill basically says that the Public Service Commission will have the power to put civil penalties in the areas particularly of railroad crossings that are not federally preempted. There was a hearing process, and it also states that they don't have to do fines. In fact if you read very carefully on the first page, lines 19 through 23, of the amendment that's