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taxes do not begin to cover the full costs of building and maintaining our roads. So we do know that there are a number of benefits associated with commuter rail. And we also know that the Department of Roads has made a beginning in addressing some of these issues. There was done, in 1996, a Nebraska Rail Plan Update, by the Department of Roads. And several of the conclusions may come as a surprise to members of this Legislature, but current Amtrak service in Nebraska is remarkably well-utilized, given inconvenient arrival and departure times. Actually, I think it arrives in Omaha in the middle of the night. This suggests that psychological barriers to rail travel would not be hindrances to developing expanded services. This analysis also indicated that Nebraskans, given the option, would utilize rail service. The most plausible route on which to institute interstate service...intrastate service is Omaha to Lincoln, and that's one of the conclusions that the Nebraska Rail Plan update came to. And, as intrastate and interstate passenger service are mutually reinforcing, Omaha-Lincoln service could buttress the economic viability of...

SPEAKER KRISTENSEN: One minute.

SENATOR KIEL: ...other services, including Omaha-Kansas City. Omaha-Lincoln service would be examined in conjunction with and as an extension of Omaha-Kansas City Amtrak Service. I would close right now by urging my colleagues to support the beginning of the work for this initiative, and be glad to answer any questions. Thank you.

SPEAKER KRISTENSEN: Senator Bromm, you're recognized to open on the committee amendments. (AM1240, Legislative Journal page 1447.)

SENATOR BROMM: Thank you, Mr. Speaker. Thank you, Senator Kiel. Senator Kiel introduced, of course, LB 829, which was referenced to the Transportation Committee to adopt the Nebraska Transit and Rail Advisory Council Act. We did have a well-attended hearing, a lot of interest. We had a lot of support for the bill expressed at the hearing. There was virtually no one who spoke in opposition, and the Department of Roads appeared in a neutral capacity. The committee amendment,