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infractions, there is an appeal process. And the revocation, or the suspension of that license for 60 days will be stayed upon the appeal. Once the appeal is heard, and then if they lose the appeal, they're going to lose their license for 60 days. I don't see Senator Bourne right now. I think that should alleviate some of his concerns. But they do have...obviously, any time you have a license revoked, you have the appeal process you can go through. The revocation, or the suspension, I should say, of 60 days is stayed until the appeal process works its way through the system. At such time, obviously, if they lose the appeal, they're going to have their license suspended for 60 days. So that question, I think we have it answered. I'm not going to suggest that we should do anything differently. If someone is guilty of those...of two serious infractions, I'm sorry, I can't defend them. They need to take their job more seriously, I guess, than to allow themselves to be in that position. And I need to back up again a bit here. This has been mandated by the federal government. As distasteful as that is in my own mind, I...there isn't an alternative here. We have worked with TSA, the states as a group, through congressional delegations and so on, to make this as user-friendly as it is. Some of these issues that Senator Bourne is concerned with on LB 76, underlying bill, those are federal regulations, requirements. There are penalties involved here. It's 5 percent of our potential...a potential 5 percent of loss of federal trust funds the first year. I believe it's 10 percent a year thereafter. The federal government is serious about this. They have been cooperative and worked through the process, Transportation Security Administration working with the National Truckers Association, the State Department of Motor Vehicles, on and on. The process has gotten us to this stage. I don't believe we're going to see the TSA...the federal regulations changed. And we have till May 31 of 2005 to have these adopted. This is serious. We have 16,000 commercial driver's licenses in the state of Nebraska with HAZMAT endorsements. And I was a little surprised by that. But as it was pointed out, we have some very large trucking firms based in Nebraska, and every one of their drivers--I shouldn't say, maybe, every one, but I'm assuming every one of them has to have a HAZMAT endorsement, because they never know, when they're going to go pick up a load, what may be on that load. And they can't say, whoops, I