

February 27, 1981

LB 144

CLERK: Mr. President, LB 144 is a bill introduced by Senators Maresh, Clark and Burrows. (Title read.) The bill was referred to the Urban Affairs Committee for public hearing. It was considered yesterday at which time the committee amendments were adopted and there was an amendment from Senator Warner as well as amendment from Senator Maresh that were adopted. I now have, Mr. President, amendments from Senator Maresh and Senator Johnson, Senator Vard Johnson.

SPEAKER MARVEL: Senator Maresh.

SENATOR MARESH: Mr. Speaker and members of the Legislature, what this does, it strikes the language that gives the rural area the first whack at this money. It will treat the urban area and the rural area on an equal basis, that we won't be designating that fifty percent of the money first go to the rural areas. So I move that this amendment be adopted. I think this is going to probably solve the problem that the urban area Senators have with this bill, that it might take some of the money away from them which I wasn't intending to do. So I move that this amendment be adopted.

SPEAKER MARVEL: Is there any further discussion on the Maresh amendment to LB 144? Senator Maresh, do you want to close on your amendment or do you want to...all those in favor of the Maresh amendment to LB 144 vote aye, opposed vote no. Have you all voted? Record.

CLERK: 27 ayes, 0 nays on adoption of the Maresh-Johnson amendment, Mr. President. I have nothing further on the bill, Mr. President.

SPEAKER MARVEL: Senator Maresh, do you wish to discuss the bill as a whole now?

SENATOR MARESH: Mr. Speaker, this bill now takes this transportation system with twenty passengers or less from the Public Service Commission that they have to have a hearing when they change their routes and there is a \$50 fee to conduct one of these hearings. So this is probably the most important part of the bill. It makes it easier for rural areas to organize a system, transportation system. Presently, it has to be the local subdivision of government has to be the sponsor. Now all they do is just approve this. It could be the VFW, the American Legion or whoever wants to sponsor this transportation system so it allows either the city or the county to okay the system which applies for the grant and so we are going to see more transportation systems being organized in rural Nebraska. It gives the