

seek to allay fears of employers that they may have additional liability in the event they simply promote ride sharing by the placing of posters, by the introduction of employees to each other who live in the same area and, therefore, might very easily form a ride sharing arrangement. The employers do not want to by encouraging ride sharing incur a potential economic liability if there is an accident during one of those ride sharing rides that their employees would be having. Many employers in the Lincoln area want to participate, want to encourage, want to introduce their employees to each other, use their own computer banks to outline where people live and, therefore, be able to draw their employees close together and effectuate ride sharing arrangements but they are afraid to do so for fear that there is some hidden liability. Well this says clearly that unless they own, operate the ride sharing arrangements, if all they are doing is encouraging and providing some kinds of incentives to do so, then the employer has not encouraged the liability for the ride sharing arrangement. With respect to workman's compensation, of course, where an employee is covered for their time driving to and from work or where the employer is the driver themselves, under normal Workmen's Compensation liability the employer remains liable. Nothing in Sections 3 and 4 alter existing Workmen's Compensation liability rules. It is clear in the legislative history before the committee, and I am now reiterating that on the floor. There is no intent to change the basic Workmen's compensation liability rules. What we are talking here are some kinds of shadow liabilities which may at a future time be attempted to lay at the feet of employers for the encouragement of ride sharing arrangements. Section 5 says that cities cannot tax ride sharing arrangements as some special kind of tax. Section 6 indicates that an employee will not be eligible for receiving a minimum wage or overtime for simply participating in ride sharing arrangements. In other words, employers don't want to by this kind of a measure incur some liability to pay people simply because their employees band together to ride to work, and this says there is no obligation for the employer to pay for ride sharers to and from work. I think that is simply a matter of negotiation. Section 7 indicates that a vehicle with a capacity of not more than fifteen persons shall not be a bus or a commercial vehicle and should not be subject to the equipping requirements or rules of the road or registration for normal bus operations. Section 8 indicates that motor vehicles owned and operated by state or local agencies may be used in ride sharing arrangements by public employees. As you well know, publicly owned motor vehicles which are taken home by public employees are suppose to return then at the most expedient route back to the public employer the next day. Well this