

for the abstract presented at the time of license renewal in order to waive the written knowledge test, if the individual has no traffic violations. You will remember we passed that bill a few years ago. If you have this transcript with no violations, you pay \$1.75 and you can get your license without answering the questions. Well, this eliminates that fee because under the new program that information is going to be instantly available and there will be no need for the abstract. So that is the reason there is a revenue loss because there will not be that \$1.75. However, the cost associated with that program will also be eliminated. If you will look at the committee statement, you can see that there are a number of relatively small changes to LB 285 are made. One of them that you may have heard about is the school bus drivers have been complaining about the problems that they may have with complying with the new federal regulations. We have reduced those requirements to the very minimum and I believe that will pass federal scrutiny. The school bus drivers will have to get a commercial driver's license. However, the school, the annual school bus endorsement is not going to be necessary. They will have to answer more questions, but they will take the same physical that they are currently taking or have been taking before LB 285 was passed. The learner's permit is clarified to provide that the permit is valid only if it is in conjunction with a regular driver's license or Class O or commercial driver's license. There was a problem with the learner's permit under the language that we had before. It clarifies that the picture of the holder of a school bus operator's permit need not appear on the permit. It has a section which includes, the Federal Highway Administration has issued final regulation which mandates drug testing for motor carriers. There are five types of testing specified; pre-employment, periodic, reasonable cause, random testing, and postaccident testing. Now the federal regulations apply to drivers and motor carriers who operate in interstate commerce, those vehicles with a gross vehicle weight in excess of 26,000 pounds, vehicles designed or used to transport 16 or more passengers, or vehicles placarded for the transportation of hazardous material. For intrastate, we have in this bill excluded those last two that I mentioned, so they still would have to have drug testing for those driving a vehicle with a gross weight of over 26,000 pounds. If there are questions, I would attempt to respond.

SENATOR HANNIBAL: Thank you, Senator Lamb. Senator Korshoj, please.