

my understanding that, in fact, the purpose of the legislation was to hold off any fees being charged until next year when we can all understand the issue better that we're going to do that. I hate to say that on behalf of the Airport Authority because I haven't talked to them again but it was my understanding that that was the case, which would mean that if, in fact, LB 126 was introduced for just a one-year purpose, of course, then that problem should be overcome. The issue is risk. Is it worth the risk to support LB 126 so that somebody that has a parking facility won't be charged, even though they're not charged now, any fees and the possibility of that risk as it may or may not apply to everybody else and, in fact, most cases, not everybody, but in most cases where fees are charged for the very same purpose? So I would still respectfully suggest that our best policy...and I know the motion to return is going to be withdrawn by Senator Will, but it seems to me at this time to vote against it and mandate that during the interim we understand the issue better for next year is the right and a good policy for us to follow this morning.

PRESIDENT MOUL: Thank you, Senator Lynch. Senator Ashford.

SENATOR ASHFORD: Madam President, I apologize for having to get up...having to get up again and speak twice on an issue that is just an Omaha issue and I know we have other bills to read. But I...I think this is a relatively significant issue that we need to address into the record, and that is what exactly is being intended here and what are the competing interests. And I just want to clarify that. The reason this issue came up was, as I understand it, was a concern by parking lot owners on private property around the airport who were concerned that the Airport Authority was going to charge a fee for buses that take passengers from those parking facilities to the airport and the fee would be charged not as people exit the bus but would be charged as a percentage of gross revenue or net revenue which is the same way they bill rental car companies that are actually on an airport with their facilities. And the concern was that the Airport Authority would, by charging those fees, would make their own parking more competitive, would thereby encourage people to park at the airport parking facility and it would become then a disadvantage to those people who have invested in parking lots off the airport. And that seems to be the issue. The issue is not, as I understand it, that the airport would start charging fees to passengers who arrive at the airport in their own private vehicles and exit their cars and go into the