

SENATOR ASHFORD: ...that needs to be addressed over the summer. If we pass this...the other concern, I guess, I would have in conclusion is if you read LB 126 with the language, the language is so very broad that it could be interpreted to exclude the Airport Authority's authority to do other things as well and I'm not sure we want to do that. I understand what Senator Hall is doing in bringing this and I think his purpose is...is supportable but...but I think we need to look much more carefully at this issue before we actually enact legislation between now and the next session. Thank you, Madam President.

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

SENATOR HALL: Thank you, Madam President. Again, I rise to oppose the motion to return or to discuss or whatever it may be and to just state what the purpose behind the proposal was. It was merely nothing more than to guarantee that folks wouldn't be charged to use the driveways. That's all. It doesn't matter, if the argument holds true and the language has been upheld in court cases, it is not overbroad, it does not apply to take off and landings, it does not apply to airplanes, but if it holds true that you want to...that it may, then, I guess, what you're doing by supporting 126 and voting to send it to the Governor, what you're doing is protecting individuals who would...who would also have to pay if a fee would be imposed by the Airport Authority, because if the language is broad enough to include airplanes, it sure as heck is broad enough to include passenger cars. It's not just limited to buses or vans of off-site parking facilities. It would be inclusive enough to have taxicabs. It would be inclusive enough to have passenger buses. It would be inclusive enough to have private automobiles that would be charged. I have never driven into an airport and been charged a fee to enter. In other words, it's like being charged a fee to go in and do business, if you will, for purposes of letting passengers off or picking passengers up at the...at the terminal. It is not something that is going to be the end of the Airport Authority, which happens to be an appointed board. It's appointed by the mayor in the City of Omaha. These are officials who are out there and have done a very good job, by the way, of running the facility. They run it like a business, but the point at which they begin to say we are now going to charge a fee just to enter the facility, I think, goes beyond running it like a business and ignores the quasi public utility that it is in terms of serving as an Airport Authority. And that's the purpose behind it. It is not to put anyone out of