

SENATOR KRISTENSEN: Thank you, Mr. President, and members of the Legislature, the general purpose of LB 264 is to conform our current state law with the federal law relating to the outdoor advertising signage and junkyard control. What the committee amendment does, roughly, three things. Obviously, the bill as originally was written said that a scenic byway was going to be designated by ISTEA. ISTEA is the intersurfers...or I don't know, it's a long acronym. I can't remember it. Intermodal Surface Transportation Efficiency Act. It's another crazy federal law. In there, they said though that...or the green copy of the bill said that a scenic byway would be designated under ISTEA. Obviously, that doesn't make a lot of sense or doesn't apply to Nebraska, so what we did as a committee was make the following change that if you're going to designate scenic byways, that that will be done by rule and regulation and by the Department of Roads for our scenic state highway system or scenic byways. Then we also put in there the criteria that if they're going to designate a scenic byway, that that shall not be inside of municipal city limits unless there are unusual, exceptional or some distinctive historical significance through the city, because the purpose of the byway was the beautiful landscape and so on. What we don't want to do is disrupt the zoning, planning, usage of signage and so on inside the cities, because if you designate that going through some community, you could just destroy what they've got and it would really upset it. So what we did is put in the standard that unless there is something unique about going through that section of a community, that inside a municipal city limits will not be part of the scenic designation. The last part was, in the green copy of the bill, in terms of junkyard control, that if you couldn't get a permit and you couldn't practically screen the junkyard, it was mandatory, under the green copy, for the Department of Roads to go and remove that junkyard, we took out the mandatory. That's an option but it is not something that's mandatory. The committee felt much more comfortable that we shouldn't have those mandatory provisions in the bill. And I would turn over the rest of the committee amendment to Senator Hillman to explain the bill, but that is what the committee amendments would do. I think that the committee was comfortable in putting those restrictions in at least some more designation of where the scenic byway could and couldn't go and what standards would be used when the designation was made. I would yield the rest of my time to Senator Hillman.

SENATOR LANDIS: Thank you, Senator Kristensen. Senator