

is, in fact, a controversial issue because...and I was totally unaware of this, because there's some turf dispute as to whether or not the Public Service Commission has a legitimate role in this issue. What my amendment does is it simply takes what is now an 11-member commission, expands that to a 12-member commission and adds one Public Service Commissioner representing the Public Service Commission to serve on this...on this commission. That would...does not totally remove the controversy over this issue, among the warring parties out in the rotunda, but it helps alleviate it to the point where I don't think there would be any continued opposition or there would not be any opposition to the passage of LB 265. I would ask that you adopt this amendment. I think it's good policy. I see absolutely no problem with adding a member of the Public Service Commission to serve on this Railway Crossing Safety Committee. By the same token, I...and on the other hand, it would seek to kind of maintain our consent calendar process where we try to avoid loading up noncontroversial bills with a controversy and typically what we do is we find, if there was an inadvertent controversial issue put into a consent calendar bill, we do our level best to take that out. So I would ask that the membership return this bill to Select File for purposes of adding this amendment.

PRESIDENT ROBAK: Thank you, Senator Withem. Senator Kristensen.

SENATOR KRISTENSEN: Thank you, Madam President, and members of the Legislature, and thank you, Senator Withem, for the opportunity to speak here because my purpose is not...the underlying purpose of LB 265 is a very good purpose. I hope that that purpose passes and I plan to support that, regardless of what occurs. And I do not want to run it out of time, I'm only going to speak this one time and if members have questions, I would encourage them to come talk to me privately so we don't run Senator Withem's bill out of time. Having said that, there is a policy reason why the Public Service Commission is not involved here. Last summer, there was a group, through the Transportation Committee, who met, who talked about because of things that were done at the end of the session, like there was this year, where we said, look, we're going to get a group together, we're going to begin to examine the process of railroad crossing safety. We have over 8,000 crossings in this state. We only have 4,000 miles but we have 8,000 crossings. And we've got to begin to have some process of addressing those