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March 31, 1999 LB 242, 585, 594, 674

SPEAKER KRISTENSEN: One minute.

SENATOR CHAMBERS: ...distances that have to be observed based on the type of aircraft, also, and where it is going to be flying. So we don't say that any object which is moving is going to be regulated the same as any other object which is moving. I don't care whether you adopt this amendment or not because I'm just going to burn up...I am going to burn time off the clock. So if you want to vote to take away these exemptions, you would vote yes. If you want to leave the law where it is so that those overweight, overheight, and overloaded trucks do not have points assessed, you'd vote against this amendment and you will not offend me by voting against the amendment. That's not what I'm offended about at all.

SPEAKER KRISTENSEN: You've heard the closing. The question before the body is the adoption of the Chambers amendment to this portion of the divided committee amendment. All those in favor vote aye; all those opposed vote nay. Have you all voted who care to? Record.

CLERK: 3 ayes, 13 nays on the amendment, Mr. President.

SPEAKER KRISTENSEN: The amendment is not adopted. Items for the record.

CLERK: Mr. President, quickly, thank you. Transportation Committee, notice of confirmation hearing. Amendments, Senator Jensen to (LB) 242, Senator Wehrbein to (LB) 674, Senator Lynch (LB) 594. (See pages 1296-1298 of the Legislative Journal.)

Mr. President, Senator Chambers would move to amend this component of the committee amendments. (See FA84 on page 1298 of the Legislative Journal.)

SPEAKER KRISTENSEN: Senator Chambers, you're recognized to open on the amendment.

SENATOR CHAMBERS: Mr. President and members of the Legislature, this amendment would not try to strike four exemptions at the same time. It would simply remove "overwidth". If a truck is too wide, then a point will be assessed against the operator of