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those people who are going through the various communities, some who are already there, some who will come in the future. But what is the rate that can be charged? There are cities that thought that this was a chance for them to make money, to have compensation, and that their right-of-way was a fee generator. This legislation would limit that to the fact that they can go and recover those charges, those fees, that are reasonably related and that are as a direct result of the damage or the entry into the right-of-way. But there was a provision in here that talks about...and I'm going to quote that provision...any controversy..."In any controversy concerning the appropriateness of a public highway construction permit fee, the municipality shall have the burden of proving that the fee is related to the municipality's costs." The cities thought that that would be unduly burdensome and that they would lose in any dispute. I don't think that was true, obviously, that they possessed all the information of what their cost would be. As it came through the committee, the committee spent quite a bit of time on some of these areas. This was a provision that was originally in the bill. I have talked with the municipalities at some length, including a couple of the individual cities, and this amendment is the result of some of that discussion. And replacing the language that I quoted, I would propose to insert the following language instead, and just say that: Any highway construction permit fee or charge shall also be reasonably related in time to the occurrence of such costs. That does not do away with the idea that the companies will be responsible for all damages that are directly incurred. It would include some of the...I think Senator Chris Peterson and I had a discussion about what sort of costs could be recovered. I think Senator Tyson also had some of that discussion. And that if you were going down a street and there had to be additional police officers for traffic control, there had to be barricades erected, or some temporary stoplights put up, that those costs would be directly attributed to the company as part of the damage to the right-of-way. When the right-of-way was repaired, the city does have some obligation and some burden, and that's to go out and monitor to make sure that that roadway or that right-of-way is properly repaired and put back into place. The issue becomes, well, hold it; three or four years later all of a sudden, there's a pothole here. And that's where this whole battleground...the committee was...weighed that and took considerable time to work that