

March 21, 1979

LB 125, 42

SENATOR MARSH: You have heard the motion. Those in favor signify by saying aye to advance LB 125, opposed. It is advanced.

CLERK: Madam President, there are no E & R amendments to LB 42. However, I do have a series of amendments. First, Senator Cullan, as introducer, has some amendments. Would you like me to read those, Senator?

SENATOR MARSH: Are they in the Journal?

CLERK: No, they are not. Read Cullan amendment found on page 1038, Legislative Journal to LB 42. That is offered by Senator Cullan.

SENATOR MARSH: Senator Cullan.

SENATOR CULLAN: Mr. President, members of the Legislature, some questions were raised about this particular bill on General File. Since that point in time I have been in touch with the Department of Roads to look at the bill and answer some of these questions. The purpose of this amendment is to make the level of funding the same whether state funds are used or whether federal funds are used. The way the bill is currently drafted, if you use state funds to construct a crossing as a local community you would pay two and a half percent. If you use federal funds you would pay five percent. And this would encourage local communities to come to the State Grade Crossing Protection Fund rather than to go for federal funds. So what the purpose of this amendment is to set the same level of contribution for the local communities the same, that would be at two and a half percent whether they were using federal funds or state funds. So that is the purpose of the amendment. I have some financial information with respect to LB 42 that might interest you. \$30,000 per month is contributed to the Grade Crossing Protection Fund. Currently there is a balance of \$1.7 million, slightly more than that, in the Grade Crossing Protection Fund and they have obligated \$131,000. So approximately \$1.6 million is still left unobligated in the Grade Crossing Protection Fund currently. Also they have a balance of \$5.8 million of federal funds that are unobligated for rail crossing safety. In addition to that, the Department of Road informs me that there will be \$3.4 million in each of the next three fiscal years directed to the State of Nebraska for grade crossing protection. So the point of this is that there is a great deal of federal and state funds available that are not being expended currently and so a lack of state and federal funds is not