

February 11, 1980

LB 507

SPEAKER MARVEL: The Chair recognizes Senator Kremer.

SENATOR KREMER: A question of the Clerk, Mr. Chairman.

CLERK: Yes, sir.

SENATOR KREMER: We are referring to the white copy, if you will turn to the white copy. Now have the amendments been adopted that would refer to the white copy so the white copy would be the bill? I don't believe so, have they?

CLERK: No, sir. Your amendments go to the white copy.

SENATOR KREMER: Yes, sir, the committee amendments do. Later on there is an amendment on the desk that was printed in the Journal that would amend the white copy that we are referring to.

CLERK: You are right.

SENATOR KREMER: Thank you, sir. Mr. Chairman, members of the Legislature, it is almost necessary to go into a little detail explaining the bill before it makes any sense what we are talking about in the white copy and the amendments. I will try to do that as simply as I can. First of all, in 1976 a public law 94-210 was passed at the federal level that would be known as the Railroad Revitalization and Regulatory Reform Act. What this bill does, and it sets up a procedure or a mechanism whereby Nebraska can take advantage of any funds that may be available because of 94-211. Very briefly, it sets up a council, now when I use the word council, I am referring to a state entity. When I refer to a regional council, it is a local entity that is given certain authorities that they can use in an attempt to improve railroad service or even say a railroad branch line. The mechanism provides that the Governor shall appoint this council. That is the umbrella council now that will be made up of seven members. It gives details on who shall be appointed, where they shall come from. It provides that any local organization made up of cities, counties, individuals, elevator operators or whatnot that could join together and form this regional council whereby they could draft a plan, submit that plan to this council, that is the state group now again, for approval and then do what they could to revitalize the railroad that is so important to them. Now that is a brief explanation of the intent of the bill. Now to go to the committee amendments, it does a number of things and I will try to review them very briefly. It provides