

March 13, 1980

LB 361

SPEAKER MARVEL PRESIDING

SPEAKER MARVEL: Senator Landis.

SENATOR LANDIS: Mr. Speaker, members of the Legislature, I had passed out two documents. First is the amendment language to the committee amendments, and it should be in a four page piece that should be on your desk, and secondly, a list of the political subdivisions and existing mass transit operations that are using Nebraska Public Transportation funds. If you will take a look at the amendments to the committee amendments on LB 361 they state that, in essence, there shall be transferred from the Highway Allocation Fund that amount of money that is the difference between the amount appropriated by the Legislature for the Nebraska Public Transportation Fund and that amount which would fully fund the public transportation fund. In the past, needs have been approximately \$2.3 million for public transportation and the Legislature has appropriated roughly about \$1.8 million to meet those needs leaving roughly unmet needs of approximately \$450,000. For example, in 1979, the estimate was \$497,000 of unmet needs. In 1980-81, the estimate is \$478,000. This amount of money then would be transferred from the Highway Allocation Fund to the Nebraska Public Transportation Fund created by this body several years ago. The money will be drawn out of the taxes that we raised in this mechanism of the gas tax and I would remind the body that a one penny gas tax as has been so far outlined in LB 361 creates roughly \$9.5 million of new revenues. So of the \$9.5 million of new revenue, a little under a half a million dollars could be expected to move across to the Nebraska Public Transportation Fund. Now what does the Transportation Fund do? The Transportation Fund supports up to fifty percent of the operating deficit losses of transportation systems around the state. You may think that public transportation is simply a big city phenomena. It is not. That is why I passed out this list. Scan down that list and you will find a lot of different transportation systems. The City of Fremont, South Sioux City, City of Norfolk, City of Broken Bow, Chadron, Ogallala, North Platte, Superior, Columbus, McCook, Bellevue, Central City and Papillion to name just some of the municipalities and then there are a number of senior buses or county handivans including Adams County, Box Butte, Crawford, Dawson County, Gage County, Hall, Harlan, Kearney County, Kimball County, Morrill, Phelps Counties, Scottsbluff County, Seward, Sheridan Counties, Dawes, York Counties, Franklin, Garden and Saunders Counties. These are public transportation networks that are now plugging