

CLERK: Mr. President, LB 144 was introduced by Senators Burrows, Maresh and Clark. (Read title.) The bill was read on January 14. It was referred to the Urban Affairs Committee. It was advanced to General File. There are committee amendments pending by the Urban Affairs Committee, Mr. President.

SPEAKER MARVEL: Senator Landis.

SENATOR LANDIS: Mr. Speaker, members of the Legislature, I will go through with you if you will the committee amendments to LB 144 on public transportation of the elderly. The bill as originally introduced had a number of features to it and the committee amendments delete a series of those including and you might have heard about the \$30,000 for vans to be operated on behalf of the elderly. That section is struck. If we go through the committee amendments and you understand what is in there, you will now understand what is in LB 144. The purpose of LB 144 at this point, if the committee amendments are adopted will be essentially twofold. It will create a mechanism by which CAPS and qualified public-purpose organizations may operate handivans or senior vans, rather, and it lists the kinds of qualifications that they have to meet to create that status. That appears in the first sections of the bill. A qualified public-purpose organization has operated or proposes to operate only motor vehicles having a seating capacity of twenty or less; they have been approved by the city council or by the county governing board to do that kind of a function; and they operate or propose to operate a service in an area which the Department of Roads has identified as not being adequately served by existing public or private transportation services pursuant to section 19-3905. Those have to be met before somebody can qualify as a qualified public-purpose organization and this won't necessarily be a political subdivision. It can be a private organization that meet those standards but the standards indicate that there can't be a competitor that is now fully servicing the market and that determination is to be made by the Department of Roads. By the way, there is a mechanism for appeal that is provided. That also appears in the committee amendments. So that if the Department decides that an area is already currently being well serviced, somebody who proposes to operate a qualified public-purpose organization program may appeal to the Department and there is a hearing on that and they can take testimony and a second chance can be had to consider that decision. The net effect of that language is to allow in the end qualified public-purpose organizations to qualify for the Nebraska Transportation funds. That is a pct of money appropriated by the Legislature to be disbursed to mass transportation systems throughout the