

SPEAKER BAACK: Thank you, Senator Beutler. Senator Jones.

SENATOR JONES: Chairman and members of this body, I rise in support of the Coordsen amendment. And I can see the reason why he'd bring it, because out in my area, a lot of times, they'll get somebody just to drive a grain truck during harvest, or cattle truck, or anything like that, and even the wives drive it out there. So I'd rise in support of the amendment. Thank you.

SPEAKER BAACK: Thank you, Senator Jones. Senator Coordsen.

SENATOR COORDSEN: Thank you, Mr. Speaker, members of the body. To follow up just a little bit, I have in my hand a copy of the federal hearing results, and they went through, Senator Beutler, an extensive process. And it only applies, again as Senator Kristensen has indicated, to farm related service industries. It's not available anyplace else. It's an optional program for states. One thing I wanted to touch on again, and to continually refer to the difference between this amendment and the previous one, there are a number of restrictions. Number one, the person must be at least 18 years of age, have held a valid drivers license and an unblemished driving record for at least two years before they can get this. So there are age restrictions, driving skill restrictions. And again, to repeat, it's a very, very limited permit created after an extensive...or the authority to create was permitted by the federal government after an extensive hearing process where they took testimony from all over the United States, and it was determined on that level that in the case of farm supply co-ops that the opportunity for part-time employment service by the...granting this restricted waiver, or restricted CDL, was in the best interest of the...of the nation insofar as federal regulation went. I think it's a very well drafted bill. I do recognize that it did not have an advertised public hearing as a bill introduced, came into this process late, after it was offered as an amendment on 170... 195, which is a bill of mine that was being heard before Transportation Committee. But since that time, there have been extensive conversations between the Co-op Council, the Department of Motor Vehicles, the Nebraska Motor Carriers Association, my understanding is that the Transportation Committee was involved to pick apart and make sure that all of the language was right, and that, in fact, it was a narrowly drafted, specifically crafted amendment and that it would be in the best interests of the agriculture community