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(Start of Belt #5)

Omaha will be the lowest priority, will be the very lowest priority. Omaha is not going to compete with funds with New York, Philadelphia, Chicago, Baltimore, Los Angeles, you name it. Those dollars aren't coming here and we are deceiving ourselves if we think so, and so let it be recorded that I did vote against Senator Syas' motion. I am shortsighted. I want that thirty million bucks and I want it to come to Nebraska, and if we adopt this amendment, we are going to get less than our share of the federal highway tax funds and zero dollars will end up as far as the Omaha transit system is concerned, and I think that is a justifiable position for me to take, and I think that part of our job here is to see what we can do primarily to get the money we can into this state. Now if we are talking about principles seven or eight or nine years hence, I think we will have to address those at that time, but I certainly support the Resolution in present form.

SPEAKER: The chair recognizes Senator Warner, then Skarda, Stahmer, Kelly, Pellman, Keyes, Kremer, Whitney, Nore. Senator Warner. In that order.

SENATOR WARNER: Well, Mr. President, in view of that announcement, I am going to be very short. It seems to me that this argument that is developing rural--urban is totally erroneous as far as this Resolution is concerned. The allocation of funds in '69 took in the needs of the cities as well as the counties in the state, at least to the best that could be done at that time. Omaha is going to lose proportionately if we don't receive the full allocation of federal funds just as any other area of the state. I would remind you that every state highway that's inside of Omaha now is paid for by the state as was not previously done, and you have a lot of those kind of roads in Omaha, as well as other parts of the state, and I don't...I just think the whole argument relative to mass transit adversely affecting Omaha when it is less than the bill is totally incorrect and I wish we would enact the Resolution and move on to some other things.

SPEAKER: The chair next recognizes Senator Skarda, then Senator Stahmer.

SENATOR SKARDA: Mr. President, members of the body, I sympathize with Senator Snyder and I certainly can't go along with him. I've been interested in the development of this program in the state of Nebraska for years and years and years, and I just don't believe what he says is true. I am not going to stand here and see any funds diverted from the highway funds for anything..period. That's just how simple it is. They were created for that purpose, the developing of the systems we've got now throughout the state and, my friends, I'm going to stay in that direction. There is one other thing when you talk about mass transit that I think everybody has overlooked to some extent and as I ride down that interstate and I think it is about high time the federal government, the big cities in the east take a look at it too, also. But I guarantee you that nine out of ten cars that drive that interstate in the morning or at night only got one individual in it. Now somewhere along the line, it seems to me like we could do something that is dispersed from this type of operation, be encouraged, maybe, some joint use of automobiles. I mean if they are really concerned with ecology, they are really concerned with the problem, I think this is one area what everybody overlooks and there is nothing being done about it. This is where the real problem is that we talk about, consolidation of the uses of transportation. The other day I held up 458 and there was some question even in our good friend, Mr. Piper's mind why I did it. Gentlemen, this is another move in my way of thinking, I don't know what is in 458 but it's....if diverting mass transportation to infiltrate, probably, our