

March 28, 1973

(Start Belt #8)

that's about our economy. At the present rate of growth, the budget of the Federal Government would be over one trillion dollars, the size of our entire economy today, by the 1990's, and that's only about one generation away. Government on the Federal, State and local level, took 25% of the nation's income in the mid 1950's, now it's up to 32%. I'm sure that those of you who have joined me over the last several weeks in completing their Federal Income Tax Returns, are well aware of this trend. The Federal Government takes over the 20% of your personal income, without proper restraint, without the action taken by the President to insure substantial savings, maintaining a balance budget at full employment which require your personal income taxes to increase 15%. I know that Governor Exon has insisted that there be no tax hike for Nebraskans this year. His attitude reflects our view, that the American people have been taxed to the breaking point, and that no new Federal taxes should be required to finance the new Federal budget. This budget reduces, terminates, changes 115 outmoded programs currently paid for by you and the rest of the American tax payers. These reductions were decided only after four years of occasionally frustrating yet probing, testing for the value of these programs, combined with intensive deliberations by the office of management and budget, having come from O&B myself, and I know that you are aware of this problem, there is just increasing difficulty and sheer agony that goes into any cut in any program for anybody. These decisive actions will save eleven billion dollars, between now and June 30th, the end of this fiscal year, and in the subsequent two years, the: will save one hundred and nineteen million dollars and twenty four, billion dollars, excuse me, and twenty four billion dollars respectively for a total of fifty four billion in the next three years. These programs that were cut or changed or eliminated, all had to face up to one strict test. Was it worth the tax increase to the American people, to continue their existence. The answer was no, to these 115. As expected, an uproar from special interests involved in these programs has instantly surfaced. Gentlemen, plain common sense will tell you that special interest cannot be met at the expense to the economy of this nation. Inflation hits everyone, it blunts the edge of business incentive and slows progress in industry and agriculture. This we cannot have if we are to continue to prosper at home and in world trade. I urge you as legislators, consumers, tax payers, heads of households, and concerned citizens who are in a position to do something about our economic picture, to generally assist the president in his battle against the burgeoning budget, holding the line which is never easy will call for everyone's cooperation. Let your congressman know where you stand on curbing inflation. I'd like to turn now for a few minutes to another issue which doubt is waging, an issue which I know this body has thought about previously and which I would like to address and perhaps clear up some possible confusion. It's our attempt to make the transportation decision making in this county get closer to you, to get closer to the people, to get away from Washington. We are all aware of our urban problems, we are aware of our rural problems, I think that we feel that there is a time and now is that time to change our current program. In almost every large city, today's rush hour crisis looks the same, with cars bumper to bumper, exhaust pollution filling the air and Americans are demanding that something be done about it. Similarly we have problems in our rural areas, rural citizens without cars vitally needing public transportation, all of these things have led us to formulate what we consider as a constructive program to deal with these. The 73 Highway Act proposed by the president takes a first and very modest step in applying some hard headed realism to creating a balanced transportation system. First