

May 23, 1973

bills on final reading which are now bracketed. That starts from 77 down through the bottom of the list. I think we get in a lot of difficulty if we try to pull one or two out. I think we ought to take them as they come if you're going to take them at all, just to give you some time to think about it.

PRESIDENT: Now thi--wait a minute, Senator Carpenter, your motion is to take them, is to unbracket them all and take them in that order when we get to final reading?

SENATOR CARPENTER: Yes. I don't want to determine that now except I want the membership to think about it. They may decide to do--they may not. When we get through with the bills on select file, then I'll make that motion.

PRESIDENT: Alright, thank you. Alright, then we're ready. Once again, is, are there any objections to handling the bills on select file, which would be out of the agenda order for the moment? Any objections? Hearing none, so ordered, then we'll handle them that way. Okay, Senator Cavanaugh. Do you want to hold forth back there? I think we begin with LB 87, go through that line, saving 529, 930(?) and 114 for other consideration here.

SENATOR CAVANAUGH: Okay. Could I get a list Denny? I'll start with -- I can't see them all. Mr. President, I move the adoption of the E&R amendments to LB 87.

PRESIDENT: Motion is to adopt the E&R amendments to LB 87. All those in favor of the motion say aye. Those opposed say no. E&R amendments are adopted.

SENATOR CAVANAUGH: Mr. President, I move LB 87 as amended be advanced to E&R for Engrossing.

PRESIDENT: Stand by. Senator Carpenter.

SENATOR CARPENTER: Mr. President, I want to call to the body's attention that LB 87 will be the last chance this session in order to consider as to whether or not we want to do two things: Number 1, to direct the Highway Department to sell ten billion dollars worth of bonds for general highway purposes. Number 2, do you want to increase the gas tax 1¢ a gallon which, under the amendment I had, which would distribute 60 some thousand dollars a month for bridges and take the rest in order to attempt to hard surface the gravel roads as they now exist on the State highway system, which will take a number of years. I only want to say this because of the reduced use of gasoline and fuel oil in motor propelled vehicles, because of the lack of supply, because of the apparent belief that maybe the speed limit will be reduced and we could have a very substantial decrease in our highway revenues. It's a known fact agreed to by the entire Highway Commission as I recall, that we're now getting in the area of the maintenance, particularly in the Interstate which is growing very materially year after year. They're also confronted with the problem of increased costs like everybody is, together with a reduction in revenues, we could be in a very difficult position by the time we have the opportunity again

(End of Belt #2)