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The facts are that when the funds for roads become short, the more rural you are, the sooner you are going to notice that reduction in funds. Population will demand that the more heavily travelled roads will receive the funds first and the farther out you live in the country, the more likely you are to receive a smaller proportion of those funds. My county and my townships have difficulty today paying their gravel bill. As I pointed out, many of the bridges in my county and surrounding counties are in bad condition. That condition is not going to improve. It is going to worsen. The problems we have seen in relation to the transportation of grain and equipment are going to worsen because we are going to not see a major effort on the part of the railroads to transport grain. The problems we had last fall are going to be minor when contrasted with the problems that will develop this fall. There has been an interruption in the transportation of grain due to the embargo of grain that is going to further complicate the problem. We are going to need to rely more and more upon trucks to move our supplies both in and out of rural communities. The time may come when someone may beg for the type of an amendment which Senator Landis has proposed because if we do not rely upon mass transportation from time to time, those commodities which need to move by truck will not move and I think that we have failed and failed terribly in recognizing the needs of our Department of Roads over the years. It is interesting to me that some people who can very casually propose major expansion in capital construction will oppose vigorously the adequate funding of our highway system. I look back a number of years before most of you were members of this body to the time that I enacted a bill that would have provided, allowed this state to issue bonds for the construction of highways. At that time it was deemed to be very inadvisable but had we issued those bonds and built those highways today we could have done it with thirty-five cent dollars instead of with the present situation we are facing. It would have been far cheaper to have constructed those highways at that time and paid for them with cheaper money than it is to do it today. I don't like to say I told you so but I am going to tell you anyway of the time that I passed that bill it would have been a very appropriate method of construction of new highways. I know there are people here today who say, well you are going crazy on this thing. It is interesting that when I sit on this floor about three or four weeks ago and proposed a bill or an amendment to remove the usury sitting on loans, that some very powerful banking interest opposed that idea and yet within three weeks time they were sitting in my office asking me to run that amendment by them again. In three