

February 2, 1982

LB 364

CLERK: Senator Clark voting yes.

SENATOR CLARK: Have you all voted? Have you all voted on the adoption of the committee amendments? Record the vote.

CLERK: 25 ayes, 3 nays on adoption of the committee amendments, Mr. President.

SENATOR CLARK: The committee amendments are adopted. Now on the bill. Senator Chambers.

SENATOR CHAMBERS: Mr. Chairman and members of the Legislature, I don't know if you are aware of the fact or not, but this is a bill and an issue in which I have a great deal of interest. Over the interim and since we have been in session I have been sending information to you to try to make you aware of some of the issues involved in this particular matter. In the past I talked about the divisiveness of the road, how it would split a community, how it would devalue property, how there was no justification for it on the basis of its being a transportation facility. It was acknowledged by the Mayor's Director of Public Works that as a transportation facility an argument can be given against it because the number of vehicles using roads, the Interstate period, are down drastically, the number of cars on the road are down drastically, the use of gasoline is down drastically. This North Freeway has had a tortuous history. It started out originally as a freeway, then because of money problems Omaha asked to have it added to the Interstate system. Now there is an Interstate 480 on the South side of Omaha. There is an Interstate 680 that loops around the northern edge, the western edge and comes down on the north side. So this particular stretch of road was to be a connector between 480 on the south and 680 on the north. Therefore, the connecting link between 4 and 6 was 5. It was to be Interstate 580. The main reason for that was to get a higher amount of federal funding in the formula. It would be 90/10. Well after that agreement was reached, Omaha wanted to have what they call a connector from that freeway down to the airport. That could not be a part of the Interstate system, it never was, and Omaha promised former Governor Tiemann that they would pay for this connector with local funds and based on that agreement the Interstate flip-flop was agreed to. Now an interesting matter about former Governor Tiemann before I proceed. It was under him that a lot of these agreements were reached when he was the Director of the Federal Highway Administration. The architectural or design firm which has gotten hundreds of thousands of dollars in contracts is Henningson, Durham & Richardson. After former Governor Tiemann, as Director