

SENATOR HASEBROOCK: As Senator Kremer said, the resolution was heard by committee, it was referred to a committee and the committee with the exception this resolution, there was, no one appeared against the resolution. They all favored the resolution and they feel that this money that was impounded about, should be, at least the delegation that's going down wanted to have this resolution so they could ask, make the plea to see if this money couldn't be released so we could use it for road building purposes and this is the whole purpose of the resolution and some of the money in here I know I'm going to get a little opposition from my friend, Senator Syas because of the mass transit systems that, no construction programs. Their feeling in this committee hearing was that this money is the truckers' users' money and this is what came in from the use of the highway system and this money should not be diverted from that purpose and that also in many areas, they're so, if it was used for mass transportation, that it would not be on the roads anyway. It would be used from a different source, it'd probably be used on rails or some other method.

SPEAKER: Very good. Chair recognizes Senator Syas.

SENATOR SYAS: --bring this to a head and of course, I know the outcome before I get into it but I'm going to make a case. I move that paragraph 3 be stricken and paragraph 4 be numbered as 3.

SPEAKER: Go ahead, Senator.

SENATOR SYAS: All right. I, all I ask on this resolution, to begin with, and I hate to disagree with my good friend, Senator Hasebroock, but all I asked was that we remain silent on the mass transit for the simple reason is that I do not like to put myself in the position of going against mass transit and aid to mass transit out of highway funds for the simple reason is that this is a coming thing and I, I feel that people living in cities very seldom use the highways, what we pay taxes to build and maintain the highways and I know personally when I'm in Omaha, I drive to and from work every day like a lot of other individuals. I live exactly ten miles from work, that's twenty miles round trip a day. I pay gasoline tax to the Federal and State and never touch a State highway in all that time and that goes on all year and there's thousands of people, for instance, in Omaha, that do that, that pay. We have a deplorable transit situation in the City of Omaha and I think that we're entitled if the time comes, to some of these funds that we pay in Omaha and other cities, to the highways and Federal taxes and State. We're entitled to them because they're getting, now we're doing this and we don't use the facilities anyhow and I don't mind paying for State highways because on occasion, we all recognize that we must have them, even I recognize that myself because we have to carry on transportation in the United States through highways and rails and otherwise, but I do feel that we should have our proportionate share of these funds for trans-mass transit, and I do not wish to close the door in a resolution here in the Legislature that would prevent us from going, that would say Nebraska doesn't want this because I think that Omaha eventually and maybe Lincoln and some of the other cities will want some of these funds and possibly Grand Island. They're beginning to feel the transit pinch and therefore, all I ask you to do originally was just remain silent and that's all I'm asking you today is just don't refer to trans, rapid city transit at all. Leave it open ended and, of course, I know some of the people, of course, that appeared, Bob Crosby, a good friend of mine, represents people, heavy contractors, that would get this money to build highways. Naturally he wouldn't be for, be in favor of any of this money going to a transit operation because the contractors don't, wouldn't get any revenue from it going to transit operation. They're interested in concrete highways, they're interested in contracts. This resolution is geared to go where the people have a special interest

(End of Belt #2)