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SPEAKER MARVEL: Senator Cullan.

SENATOR CULLAN: Senator Dworak, I appreciate that question very much. The source of funds, first of all there are federal funds and there are state funds. In the state grade crossing protection fund we receive \$30,000 per month into that fund from the gas tax and those funds have built up substantially and we have not been expending those funds. That \$30,000 a month has not been expended on a regular basis because we require that federal funds be expended first and we are receiving a good deal more federal funds now than we have in the past and that means that many of the funds which are appropriated from the gas tax to this grade crossing protection fund are not being used and for that reason, that money is available because we are using the federal funds first. So there is not a shortage of funds and I think these funds are not being used completely for the purpose which they were intended. Now the rationale for the shift is first of all, we have funds available. Increasing federal funds are allowing us to spend more for these crossings and most importantly, there are many small communities, especially small villages who are, because of increased traffic on the railroads, are compelled to feel it necessary to install additional crossing protection devices, and as a result of that they are having to spend a good deal of money for these devices and for a small town that has to put in some of these devices, it is a major chunk of their budget and it is very difficult for them to afford a much needed crossing device and this should allow them to assume that burden.

SPEAKER MARVEL: You have got one minute.

SENATOR DWORAK: I have another question. Who pays for the crossings? Where is the local match on railroad crossings in rural areas, number one, and number two then, as I understand Senator Cullan, the hesitancy to providing more of these railroad crossings then has been from lack of local money rather than lack of state money.

SENATOR CULLAN: It is my understanding with talking to the Department of Roads that no projects are being withheld because of lack of state or federal funds so as far as the funding aspects of the delays in crossings local funds has been the problem. I think that answers your question. To the second question on rural crossings, the county would be responsible for the rural crossings as I understand it, when there is a local match required.