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classified as scenic recreation it could significantly decrease the amount of funds available from matching federal funds. It also says that if that road is to be improved in some time in the future that the Game and Parks Commission would have to pick it up and the millions of dollars that are saved by taking it out the Game and Parks Commission would have to pay for that. So due to us losing federal funds and due to the fact that we could possibly cost us quite a bit of money to fix it up, I am going to have to oppose this. Thank you.

SENATOR CLARK: The question before the House is the adoption of the Hoagland amendments. Senator Hoagland, do you wish to close?

SENATOR HOAGLAND: Let me just say a few remarks in closing. Senator Haberman, I understand you are sore about the debate we had on that earlier bill today when John Sullivan came in and with his little amendment on Final Reading and some of us stood up and opposed it and I hope you understand that we opposed that amendment in good faith because we thought it was a bad idea and it was no reflection on you personally and I know that you are not letting my opposition earlier affect your vote here because I know that you don't react that way but I do appreciate the fact that you are a little bit upset about that. Now, Senator Kelly, let me make a couple of remarks in response to the arguments that you mentioned. Number one, it is simply not the case that there is currently a classification of roads that permits this, Senator Kelly. There really is not the case. I mean if you look at the bill on page 3, you can see what the seven classifications are. Now, secondly, Senator Kelly, this road that Senator Keyes and I are talking about is nowhere near my legislative district. All right, number three, and this I think is apropos of your comments and Senator Haberman's comments, if we build a road to scenic recreation standards it is going to be cheaper. You see one of the fundamental problems we have with respect to this particular road is that they are trying to pave it according to high seventy mile an hour standards. Some of the property owners have filed a lawsuit in federal court enjoining that construction because the environmental impact statement is inadequate, that a highway built to seventy mile an hour standards would take out so many trees and destroy so many of the other natural beauties that the environmentalist, that some of the neighbors and conservationists have gone to court to prevent it from being built. Now what we are attempting to do is set up a new classification that will permit this