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LB 190

and say, 'You really are in deep now', to the railroads, "'unless you come up with an alternate solution.' It is also a chance quite frankly to avoid a one or two or three week battle over repeal of that tax, the ton mile tax, which they will go for. I think it is a reasonable middle of the road solution that can be implemented, and Neil Simon, whether you are here or not, I am committing myself here publicly in front of God, man and ETV to do whatever is necessary to make sure there is a solution by next year or to tell the railroads, 'Look, you have got to go over the top of the Legislature and attempt to repeal the ton mile or you have got to come up with a better solution'." During the last six or eight months, I and a couple of other Senators have consistently worked with the railroads to come up with "a better solution". So in a sense, I am in a no lose position whether the bill passes or doesn't. I am urging passage. I am also saying if it doesn't pass, we will have the ton mile tax and the railroads would have to pay that although I personally believe they would try to fight that for two or three years in the courts and would delay any action in us getting funds immediately. The solution, the better solution we have or are offering is what we are calling the "train mile tax". The money specifically goes into a fund to be used for building overpasses. You may remember the thing that raised my ire and got me to push for the ton mile tax was the fact that we weren't getting overpasses built. We were getting dramatic increases in train traffic and the railroads were ignoring their responsibility and denying they had any responsibility. The train mile tax goes on the number of trains through the state times the number of crossings and amounts to, what, about seven cents per mile for every train going through the state. Unlike the ton mile tax, the train mile tax gets trains both ways, empty or full. Initially, initially, the train mile tax that I am proposing here will raise more money for the first couple of years than the ton mile tax. Long term unless we make some changes or increase the train mile, the one I am proposing here in the future, the ton mile will raise more in the future, let's say two, three, four, five years hence. Immediately, however, it would raise about two million dollars this year. Going with your federal funds and so on and so forth, that would mean about eight overpasses could be built with all the monies that are now available through 1982, at least, and hopefully before the funds are all dried up in 1982, Nebraska will be selected as one of the corridor states impacted so heavily by train traffic and will get additional input. So the bill does about four things. One, substitutes ton mile for train mile, and you may remember we were the first state in the United States to ever attempt a ton mile, the first ones to get it passed, and the first ones to have anybody say it is constitutional. Although