

whether it is in state aid of any kind, whether it is in salary for state employees or whatever it might be, let's don't try to just shove it down so nobody will notice it and we'll look good politically.

SENATOR NICHOL: Senator Cullan.

SENATOR CULLAN: Mr. President and members of the Legislature, I can add very little to the last three speakers and so I won't speak long but I'm glad that Senator Vickers, Senator Warner and Senator Kahle have stood to express their opposition to this bill. It is easy to borrow now and pay later and I hope that we defeat this bill today and if we need to raise gasoline taxes, then we should do that. No one I suppose needs roads worse than many of the areas in western Nebraska but I think that we... I believe in the pay as you go philosophy and I think most of the people in the State of Nebraska would as well so I urge you to defeat this legislation today.

SENATOR NICHOL: Senator Richard Peterson.

SENATOR R. PETERSON: Mr. Speaker and fellow colleagues, I would like to say I would support this bill. I drove 81 for years with my trucks. It has been in terrible need of repair for years and yet it has been one of the slowest segments of our highway to get fixed. Right now as it was spoken, I just was over it just a few weeks ago. They went in with this machine and ground off the high places and in my estimation it is worse than it was before. You can't even see the stripes or anything there. It is all gone. This project was originally started for a three year project. Several of us went to Mr. Coolidge and got it. Hopefully we'll get it completed in '82 but we can still get with \$4 million dollars which we had hoped for, to get \$8 million bonds, could get this segment down through the Hebron - York area, some more of it completed sooner which I think would sure help the amount of traffic that it carries and I think with the number of miles fixed in the next year we would even get more traffic over it because some people are bypassing it. Up in my area I do not have much complaints right now because from Columbus north to the Dakota line 81 is in pretty good shape and if it was that well from Columbus to the Kansas line I would have no objections but it is bad. I think the purpose of this bill is to expedite the completion of the repair work on U.S. 81 which is scheduled to begin in '82. Since Highway 81 is a state's major north interstate highway it is appropriate that the state make special efforts to not only keep the road in good repair but to keep traffic moving on the road with as few disruptions as possible. I think this is important to interstate