

build that North Freeway even if it takes state money. The state should have an obligation to invest in a depressed area of the City of Omaha. But here is something from this particular study. It is called the Land Use and Urban Development Impacts of Beltways Case Studies. One is of Omaha. That was released in 1980. Here you find on page 0-13, "Omaha's topography significantly influenced land patterns. The softly rolling terrain in the southwest lends itself to development more readily than the hilly areas of Northern Omaha." That was on page 0-6. Here is the language on 0-13. "For most of its length, I-680 runs through open undeveloped land on Omaha's north and northwestern perimeter. This area does not invite construction, lacking utilities and other infrastructure." This is the area Senator Newell says is going to be developed by the North Freeway which is miles from it. On the other hand, I-680 which was constructed runs right into that area and has not led to any construction or development because the terrain is hilly and the utilities which could be paid for through SID financing in southwest Omaha will not work in northwest Omaha because northwest Omaha is within the city limits and southwest Omaha was not. So we need to understand that when you are talking about the economic development of a depressed area some money may have to be spent, whether you like me or not, and I don't see how anybody could not like me, but on the chance that somebody out there doesn't, it will not take away from the validity of what I am telling you. Remember, studies have been made by the Department of Transportation about Omaha. And listen to this, this is from that Department of Transportation study, Senator Duda, and I will give anybody else an additional copy. "Two points emerge from study of the Omaha belt I-680. First, Omaha illustrates that a beltway can be planned, financed and constructed despite little or no local need for the facility. Indeed, the metropolitan area might have benefited substantially from an investment in crosstown arterials". That is on page 14 of the case studies. Then on page 0-10, listen to this, "but these streets are in white peoples' areas. Dodge Street and 72nd Street evolved into major arterials carrying much crosstown traffic. Lack of expressway capacity along these routes has meant rush hour congestion and difficult driving conditions in inclement weather". Yet there is no effort to make Dodge into an expressway nor 72nd, although existing traffic patterns would justify it. So you want to take an area of declining population, declining traffic and build a freeway. But if you are going to authorize them to start their devastation with any portion of the \$2 million they may have to spend, you ought