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through the middle of a black community or any other community, and it has not led to any type of development at all. It has shown no draw as far as construction is concerned, and the main reason is that the road will not bring development into an area where you have to pay large amounts for utilities and the other things that are necessary. Again it goes back to the SID financing and Senator Newell is aware of the Omaha Industrial Foundation which is....

SENATOR CLARK: You have one minute of Senator Marsh's time left.

SENATOR CHAMBERS: ...developing so much in southwest Omaha. That report that I read to you says the OIF also made enthusiastic use of SID financing which was noted can only be applied to areas outside of its boundaries, and one of the main things they got based on that report is the installation of utilities, which took a great expense off them and make it a general obligation of everybody in the city. So I-680 is a living example of how these roads are built just because the money is there but they do not produce what is promised. So I will not go beyond what Senator Marsh's time is. I have my light on to speak again anyway, but, Senator Marsh, that is about as much as I can answer at this point.

SENATOR CLARK: Senator Newell, do you wish to close? Well you talked for about 20 minutes, but go ahead. You haven't spoken twice. You are the only one.

SENATOR CHAMBERS: Mr. Chairman and members of the Legislature, I am not going to go away. This is irritation time and you ought to know by now that all you do is let me know that I am making my point. But I am going to read you something about I-480 in downtown Omaha. This comes from a Highway Joint Development Project, a study put together by the Department of Transportation and released in May of 1981. I am quoting: "In the mid-1960s during its planning and construction, several planning and development studies suggested that the highway should not be constructed on an embankment but on an elevated structure and that ramp configurations should be changed to accommodate the growing central business district. These design changes were made to construction plans. Simultaneously, the City of Omaha and the Nebraska Department of Roads jointly sponsored a land use study for the property to be made available by the elevated structure." And what they wanted it elevated for was so that economic development could take place on both sides of it and underneath.

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