

government is involved with this, very accurately takes it back to at least 1971 and sometimes maybe to further than that. I think for this one committee or any committee in this body to get involved with something that involves interstate activity, where collusion and fraud is involved, I think we are wasting a great deal of time because there is no committee in this body who has the time nor the resources. The Attorney General the other day in his remarks to us said the Legislature sometimes does not give me all the financial resources I need to carry out his activities. He is talking about assistants in his office. So if we want to give the Attorney General what he needs in terms of pursuing this in the best interest of the State of Nebraska and the best interest of the Governor, then I believe that appropriately we should allow the Attorney General to continue and that we should sit here merely as a device in consent if that is needed and the Public Works Committee could provide that possibly. So I believe we waste a great deal of time on a resolution that really does not merit our consideration nor our jurisdiction. It properly belongs with the Attorney General because they have the resources, both human and financial, to carry out the mission. In the best interest of the State of Nebraska, I ask for the indefinite postponement of LR 237.

SENATOR CLARK: Senator Hoagland.

SENATOR HOAGLAND: Mr. President and colleagues, I would like to rise in opposition to Senator Koch's motion to indefinitely postpone this resolution. I think it is very important for the Legislature beginning as soon as possible to continue to look into this matter. We have already voted on this three or four times now today and I don't know why Senator Koch is bringing it up again. When we had the hearing Wednesday before the Public Works Committee, why we were able to review some rules and regulations which have been developed by the Department of Roads and the Office of the Attorney General which is a vehicle by which the Attorney General's Office hopes to deal with these problems and, frankly, those rules and regulations have a number of difficulties. First of all, there is no apparent authority that I can see in the statutes for the Department of Roads to write and promulgate and adopt those rules and regulations. Secondly, if that authority did exist, the rules and regulations, it seems to me, delegate an awful lot more authority to the Director of the Department of Roads to make deals with the contractors that are involved in this thing than is probably constitutional. Now one concern about the way the rules and regulations are now drafted is it would allow a lot of discretion, as I indicated, and it would