

March 30, 1982

LB 408

other matters important to the state.

SENATOR CLARK: All right, I would like to tell you what I have. I have nine speakers on the kill motion only. You have nine days left. You have 14 Senators with priority bills after that. We are going until five o'clock tonight. We are going to do everything we can to try to facilitate what you are going to get done here but it is up to you to do it. It is not up to me. I have no bills on there so I am not worried about myself. Senator Schmit is the next speaker.

SENATOR SCHMIT: Thank you, Mr. President. I am sorry I missed some of Senator Wesely's conversation but I would just like to suggest that perhaps when we talk about construction of highways, the cost of the highway, damage done to highways by various vehicles, come back to what I said earlier, we would all be driving our automobiles down a gravel road if we had to build them without the revenue that we derive from the commercial vehicles. Another point I would like to make, I may be wrong, but I am sure if I am there will be someone here who will correct me, I do not believe that when the federal government enforced upon the states the 55 mile an hour speed limit that there was any adjustment made in the fees that are charged to truckers, not any of the commercial fees. If there was not, then that in effect was an increase in the fee for all commercial vehicles because, of course, you had to increase the number of vehicles to do the same amount of work you were doing previously. Now if there was a reduction in the fees, I was not aware of it. But I want to point out that while you talk about in the GAO and all the rest of these, you talk about all of the various damages 'hat are done, I would just like to suggest that most of that damage, most of that damage that we have documented evidence of could very likely be traced back to the inadequate construction of those highways. We have heard a lot of conversation about how the salt damage and the various other damages have ruined the interstate. Now we use the same amount of salt, and we use all the other equipment on old Highway 30 and it is still a better road than most of those interstates and most of those new highways we built in recent years. I don't know whether they mixed the concrete better or poured it deeper or reenforced it better or whatever it was but I can tell you very frankly that the millions of miles I have driven over I would just as soon tell you that we have a better base in many of those areas of those old roads than we have today. So it is easy to blame the truck, and I am not discounting the fact that the truck is heavy and that there is some wear there, but what I am saying is that if a highway is properly