

March 30, 1982

LB 408

SENATOR WESELY: Thank you, Mr. Speaker. I guess I am going to eventually ask for a Call of the House and a roll call vote. Would it be in order to ask for that now before I start my closing? Is that proper? I would like to do that.

SENATOR LAMB: A Call of the House has been requested. Those in support vote yes, those opposed vote no. Record.

CLERK: 16 ayes, 2 nays to go under Call, Mr. President.

SENATOR LAMB: The House is under Call. All unauthorized personnel please leave the floor. All Senators record your presence. Senators are to be in their seats. Would you care to continue on your closing while we are finding the Senators, Senator Wesely? Would you want to start your closing while we are finding the legislators?

SENATOR WESELY: That is fine. Senator Kremer would like me to proceed rather rapidly so I will do it as quickly as I can. Okay, I will just go right ahead, Mr. Speaker. The proposal before you is a kill motion on LB 408. I ask you to please kill this legislation for a number of different reasons. First I talked about the safety factor to the public. I think it is quite clear triple trailers do pose a safety factor. The legislation before you doesn't talk about where they are going to be used. It could be the interstate. It could be highways. It could be anywhere. It doesn't really specify only interstate although they have talked about that. It is a safety hazard even on the interstate. I talked about the problem of triple trailers passing and it may be a wet day and the splash that would result from that. And the same problem when you are following a triple trailer on the interstate. Even if you do limit them to interstates, I have real questions about the safety. You all know what factors you have when you have double trailers and you try to pass them or they pass you or you try to follow them on a rainy day. I think it is quite clear that there are serious questions about safety, about their braking ability and what have you. They can't back up very far. All those questions lead to one conclusion, safety problems. The AAA has already noted that. Secondly, I talked about the impact on the roads. Overweight trucks, heavy trucks have been found to have a severe impact on our roads, having a great deal to do with our road damage. Senator Cullan gave you some statistics. Again I repeat, Oregon found that 80% of all highway deterioration is directly attributable to heavy trucks yet they found nationwide heavy trucks paid essentially 13% of the highway user charges when they are over 50,000 pounds. I don't exactly know where that information came from but it is probably as accurate as the information that came from Senator DeCamp about 56 out

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