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LB 8

trick that Lyndon proved only creates bigger problems later on is not the solution. I would urge you to reject this amendment, to advance the bill as quickly as possible, go home.

PRESIDENT: The Chair recognizes Senator Warner.

SENATOR WARNER: Again I repeat the same argument that will apply to virtually everything here. You do not make a cut, you use some other source of funds. You are going to have to replace that next time with general fund money because of the continuation base that is being maintained, and you are doubling or compounding the problem that we are going to have. It has already been pointed out, of course, that... at least I don't know if any of you went to some of the road hearings, I went to a couple and I did not sense that there was very many citizens that attended those hearings, at least, that felt their road improvement, or more importantly their maintenance ought to be deferred. In fact, I got the impression they wanted to accelerate it considerably. But aside from that, I also would point out that the reduction in construction I would imagine would be substantially more than 5 percent for the simple reason that most of the cut would be made in new construction. I imagine that there would be very little or minimal cut in some of the maintenance operations, snow removal, those kinds of things over which the cost cannot be deferred. But, in any event, to sum up my opposition, it is a bad idea and should not be adopted, and I would hope the body would reject it.

PRESIDENT: The Chair recognizes Senator Haberman. Is Haberman here? The question has been called, do I see five hands? I do. The question then before the House, shall debate cease? All those in favor vote aye, opposed nay. The motion is, shall debate cease? Have you all voted? Record the vote.

CLERK: 26 ayes, 10 nays to cease debate, Mr. President.

PRESIDENT: The motion carries, debate ceases. Senator Hoagland, you may close.

SENATOR HOAGLAND: Let me, Mr. President, just make a couple of points in closing. There has been considerable publicity lately, of course, about how bids for highway construction projects are coming in at 10 percent, 12 percent, 8 percent lower than previously because there are a lot of construction firms that need work and a lot of people that are out of jobs and a lot of contractors, large and