

many hours and heard many, many of the needs and the impacts and the problems. And I think there is probably nothing more painful than losing a major arterial or a major piece of transportation, be it a road, be it a rail line, be it an airport, or whatever, to their community. And this area that Senator Wickersham and Senator Lamb are discussing certainly fills and meets that category. It's a devastating effect. We had a number of people from that area around the state who were interested and wanted to save that rail line and there is no one in this body who should be callused to the effects that may occur here. There are some tremendous effects that may occur because of the abandonment of this rail line. Now, I think that the Chicago Northwestern, etcetera, rail line has caused some of their own ills and those ills can be brought about by underutilization of the rail lines through a lot of games. There's also a rail line up at South Dakota that they have shifted some of the traffic to, and we could sit on the floor here and debate whether the railroad has a right to abandon that, whether they should have done that. Do they have proper motives or are they just playing games with the people of northern Nebraska and actually the citizens of Nebraska? However, my amendment that I bring to you first, and is the amendment that...I believe the only amendment at this point deals with the funding because there is another end to this. The bill looks at and says we're going to acquire this line and it's going to cost about \$8 million. We're going to have to refurbish it. We're going to have to restore it. We're going to have to put it in order because the existing operator has allowed it to deteriorate. And so the funding mechanism through this is \$10 million for fiscal year '91-92 and then over the next five years another \$10 million, and that money comes from the Highway Trust Fund, from the Cash Funds and so on that will go to the Department of Roads which actually will take care of a lot of other roads in the State of Nebraska. And the rationale for this is, look, if we're going to abandon this rail line and it goes out of existence, there is going to be a tremendous lot or a lot more traffic on the rail...or on the roads, thus you're going to have more damage to it and so on. And so the money comes from the Highway Trust Fund. At the hearing, there was some discussion, in fact, it was pretty much a given that this wasn't a good and proper funding source. The people who were supporting this came in and testified, and I read from the transcript of Dave Parker who supported this, says, we have exhausted all other alternatives of private or public funding. We have pursued many federal sources over the past two years.