

TRANSCRIPT PREPARED BY THE CLERK OF THE LEGISLATURE
Transcriber's Office
FLOOR DEBATE

May 14, 2003

LB 408

to have an amendment up here to drop this to a 5 percent cut. And I've heard that message, and I'm going to take it to 5 percent. So you can look at about half of this amount, which would be about \$18 million a year for two years, out of over \$300 million. And this isn't much compared to what we've done to everyone else. And someone said, well, you know, must be...why do we have to even deal with it; it's a cash funded agency. Well, wouldn't it be nice to have everything cash funded? Be lucky enough to have an agency...to manage an agency that's cash funded? I did that one time. And let me tell you, it's a whole lot easier...

SENATOR CUDABACK: Time.

SENATOR THOMPSON: ...than coming over to Appropriations and asking for General Fund.

SENATOR CUDABACK: Thank you, Senator Thompson. Senator Tyson.

SENATOR TYSON: Thank you, Mr. President, members of the body. I rise in opposition to Senator Thompson's amendment. I think that the long-term effects of it forbid us to vote for it. Nebraska has probably some of the poorest soil in the United States on which to build roads. We have commonly several thousand feet...pardon me, several thousand pounds per foot. You can't build a road on it. You have to go down, compact, build back up. And these are expensive roads to build. And when you pull out large sums of money, as this does, you delay projects that are of even long-term duration without that. If you look at any of the highways that are in the process of completion now, 81 being a case in point, expensive, and slow to come. I was at a dedication several years ago. I think it was the last or second-to-last time I saw Senator Connie Day, because she had been instrumental, about 12 years before...and this was before she was a senator in this body...in working for Highway 81. Highways in this state are 10-12-year projects. When you disturb the flow of that process, you slow everything down, and you have long-term effects on it. That's item number one. Item number two. Senator Baker, who is the Chairman of the Transportation Committee, passed this out. And I did not know the number before that. But 15 percent of the Highway