

11-1975

Review of Applied Urban Research 1975, Vol. 03, No. 11

Center for Public Affairs Research (CPAR)
University of Nebraska at Omaha

Follow this and additional works at: <https://digitalcommons.unomaha.edu/cparpubarchives>

 Part of the [Demography, Population, and Ecology Commons](#), and the [Public Affairs Commons](#)

Please take our feedback survey at: https://unomaha.az1.qualtrics.com/jfe/form/SV_8cchtFmpDyGfBLE

Recommended Citation

(CPAR), Center for Public Affairs Research, "Review of Applied Urban Research 1975, Vol. 03, No. 11" (1975). *Publications Archives, 1963-2000*. 423.
<https://digitalcommons.unomaha.edu/cparpubarchives/423>

This Newsletter is brought to you for free and open access by the Center for Public Affairs Research at DigitalCommons@UNO. It has been accepted for inclusion in Publications Archives, 1963-2000 by an authorized administrator of DigitalCommons@UNO. For more information, please contact unodigitalcommons@unomaha.edu.

REVIEW OF APPLIED URBAN RESEARCH

CENTER FOR APPLIED URBAN RESEARCH

COLLEGE OF PUBLIC AFFAIRS AND COMMUNITY SERVICE

November 1975

UNIVERSITY OF NEBRASKA AT OMAHA

Vol. 3, No. 11

ROLL-CALL COHESION OF THE OMAHA METROPOLITAN AREA DELEGATIONS IN THE 1975 SESSION OF THE NEBRASKA STATE LEGISLATURE

BY

MURRAY FROST

Introduction

What is the roll-call behavior of the Omaha Metropolitan Area delegation in the 1975 session of the Nebraska State Legislature? Specifically:

1. How much cohesion does the Omaha Metropolitan Area delegation exhibit on roll calls? To what extent does the delegation vote together as a group?

2. How often does each of the legislators vote with or against the delegation majority?

Analysis involves three sets of roll-call votes. One set in the analysis includes all "controversial" votes—roll calls in which at least ten percent of the legislators (five of the 49 members) voted in the minority. Since the behavior of only five individuals is sufficient to classify a vote as "controversial," many of the bills included in this set have no apparent relationship to an urban constituency; one, therefore, would not expect a member's home delegation to serve as a cue to his behavior. Cohesion may be more a function of mathematical probabilities than actual guides to behavior.

A second set of roll calls in the analysis may be labeled "Omaha versus Outstate." These are votes on which a majority of the Omaha Metropolitan Area delegation opposed a majority of the remainder of the Legislature. These issues might be expected to include many more issues of concern to an urban constituency, and might include a number of issues focusing specifically upon Omaha.

A third set of roll calls in the analysis is that in which a majority of the Omaha Metropolitan Area delegation and a majority of the Lincoln Metropolitan Area delegation oppose a majority of the remainder of the Legislature. These "Metropolitan versus Non-Metropolitan" roll calls might be expected to focus on issues of concern to urban interests.

Methodology

The Metropolitan-Area delegations were defined to include all of Douglas, Sarpy and Lancaster Counties. Thus the Omaha delegation consisted of the twelve Senators with urban and suburban constituencies in Douglas County, the one Senator whose district includes much of the rural portion of Douglas County, and the two Senators from Sarpy County. Similarly the Lincoln delegation was defined as the five Senators from the City of Lincoln and one from rural Lancaster County.

The measure of roll-call cohesion used to analyze the delegation's behavior is the Rice Index of Cohesion. This measure defines cohesion as the extent to which a group's vote deviates from a random (or 50-50) distribution. It is calculated by deducting the proportion of the delegation voting on one side of the issue from the proportion voting on the other side. A unanimous delegation, therefore, receives a cohesion score of 100; an evenly split delegation receives a zero.

Analysis of the cohesion of individual members uses a relative index of cohesion. This measure simply reflects the number of times a member voted with the majority as a proportion of his total votes. Absences, therefore, do not affect his cohesion. When the delegation splits evenly, no position can be labeled as the majority, and these votes are excluded.

Omaha Metropolitan Area Delegation Cohesion

Of the 548 roll calls recorded in the 1975 session of the Nebraska State Legislature, 307 (See Table I.) met the definition of a "controversial" roll call (at least five legislators voting in the minority). The Omaha delegation voted together without any dissent on 35 of these 307 roll calls (11 percent); the

delegation had only a single dissenter on another 57 (19 percent). At the other extreme, there were 15 votes (five percent) which split the voting delegation evenly, and another 18 votes (six percent) had only one vote more in the majority than the minority. Using the Rice Index of Cohesion the average cohesion for the Omaha delegation was 55.

TABLE I RICE INDEX OF COHESION SCORES FOR THE OMAHA METROPOLITAN AREA DELEGATION, 1975						
Index	Controversial Roll Calls		Omaha vs. Outstate Roll Calls		Metropolitan vs. Non-Metropolitan Roll Calls	
	No.	%	No.	%	No.	%
90-100	35	11	13	13	10	15
80-89	52	17	14	14	12	18
70-79	24	8	8	8	5	7
60-69	35	11	8	8	8	12
50-59	29	9	9	9	7	10
40-49	27	9	9	9	10	15
30-39	27	9	14	14	6	9
20-29	33	11	12	12	4	6
10-19	15	5	5	5	2	3
0-9	30	10	6	6	4	6
Total	307	100%	98	98%	68	101%

Most of the controversial votes had a majority of the Omaha delegation voting on the same side as a majority of the remainder of the Unicameral. On 98 votes, however, a majority of each group was on opposite sides. (On an additional 15 votes the Omaha delegation was evenly split, and on 12 others the remainder of the Legislature was evenly split.) The Omaha delegation had no dissenters on 13 of these 98 votes, and only one dissenter on 14 of them. (Sen. James Dickinson—whose district includes the rural portion of Douglas County—was the lone dissenter on seven of these votes.) The distribution of Rice Index of Cohesion scores for this subset of 98 votes was very similar to the distribution for all 307 controversial votes. The average cohesion score was 55.

An examination of the type of bills involved in these 98 votes with opposing majorities indicates a wide range of issues. Most did not focus solely upon Omaha. Only 49 bills¹ (plus two resolutions and three motions unrelated to a specific bill) were involved. Thirteen of the 16 committees either authored or considered these bills. Appropriations Committee bills accounted for the largest proportion of these votes; 19 were on bills involving the Committee and an additional three votes occurred on an appropriations measure accompanying a legislative bill. The Education Committee was involved in seven bills which accounted for 14 votes. The Labor Committee was involved in three bills accounting for ten votes, while the Judiciary Committee handled seven bills accounting for ten votes. The Urban Affairs Committee handled only one of the bills that had a majority of the Omaha delegation on one side and a majority of the remainder of the Unicameral on the other.

Of the 307 controversial votes, a majority of the Omaha Metropolitan Area delegation agreed with a majority of the six-person Lincoln Metropolitan Area delegation on 202 (66 percent) and disagreed on 60 (20 percent). At least one delegation was tied and had no majority position on the remaining 45 votes.

One measure of the difference between the response of two groups to roll calls is the Index of Likeness. This measure is the complement of the difference between the proportion voting “yea” in each group. When the two delegations vote exactly alike, the Index is 100. (This occurred on 24 votes, 13

¹A bill to fund a legislative bill, which includes an ‘A’ in its bill number, was not considered a separate bill.

of which were unanimous.) When one delegation votes unanimously for a bill while the other votes unanimously against the bill (a situation that happened twice in 1975) the Index is zero.

The mean Index of Likeness of the two metropolitan delegations was 75 (with the median at 83). (See Table II.)

TABLE II INDEX OF LIKENESS FOR OMAHA AND LINCOLN METROPOLITAN AREA DELEGATIONS (307 CONTROVERSIAL ROLL CALLS, 1975)	
Index of Likeness	Number of Votes
100	24
90-99	76
80-89	72
70-79	49
60-69	28
50-59	24
40-49	13
30-39	9
20-29	5
10-19	3
0-9	4
Total	307
Mean	75

Of the 202 votes with a majority of the two metropolitan delegations agreeing, 68 involved votes in which a majority of the remainder of the Legislature was aligned on the opposite side of the vote. These 68 votes were on 39 different bills and two resolutions. Bills from the Labor Committee and the Judiciary Committee were responsible for more of these votes than any other committees (12 and ten votes, respectively). Appropriations bills were less likely to unite the metropolitan areas against the rest of the State. (Six were votes on bills handled by the Appropriations Committee and another five involved appropriations.)

Individual Cohesion Scores

An examination of the roll call cohesion of the 15 members of the Omaha Metropolitan Area delegation on controversial roll calls indicates a fairly close range of scores for most of the legislators. Using a simple relative measure of cohesion (the number of votes a member casts with the delegation majority as a proportion of the total number of votes he cast), the range was 54 to 90, with eight of the legislators scoring between 74 and 79. The leading dissenter was Sen. James Dickinson whose district includes most of the rural portion of Douglas County; he split with the majority of his Omaha colleagues on 110 of the 240 votes he cast. Sens. Eugene Mahoney and John Savage were the most likely to be voting with the majority (cohesion scores of 90 and 89, respectively). Of the two Sarpy County Senators, Frank Lewis with a more suburban constituency, scored higher than Orval Keyes whose district includes the more rural part of the county (scores of 84 and 76, respectively). (See Table III.)

On the set of 98 votes which had a majority of the Omaha delegation opposing a majority of the “outstate” legislators, the relative cohesion scores for the individual members of the Omaha Metropolitan Area delegation showed a much greater variance. Individual cohesion scores were less clustered around the mean for the delegation. Senator Dickinson still showed the least cohesion; in fact, he voted against the delegation majority more frequently than he voted with it (43 and 34, respectively, for an index of 44). Senator Mahoney still was most likely to be voting with the delegation majority (with a cohesion score of 91); he voted against the delegation majority on only eight occasions. Several Senators increased their cohesion level com-

TABLE III RELATIVE COHESION SCORES FOR INDIVIDUAL SENATORS IN THE OMAHA METROPOLITAN AREA DELEGATION, 1975			
Senators	Controversial Roll Calls	Omaha vs. Outstate Roll Calls	Metropolitan vs. Non-Metropolitan Roll Calls
Cavanaugh	78	89	91
Chambers	77	85	89
Dickinson	54	44	49
Fitzgerald	84	85	86
Goodrich	78	82	86
Keyes	76	70	76
Koch	82	78	82
Lewis	84	84	83
Mahoney	90	91	96
Moylan	82	74	82
Savage	89	86	92
Skarda	74	73	62
Stoney	76	65	63
Swigart	79	75	79
Syas	79	78	83
Average	79	77	80

pared with their scores on the larger group of votes. Sen. John Cavanaugh, for example, increased his cohesion score from 78 to 89 (the second highest score), and Sen. Ernest Chambers increased his from 77 to 85. In other words these Senators (along with Thomas Fitzgerald, Glenn Goodrich, and John Mahoney) were more likely to be voting with the delegation majority when the issue was one splitting Omaha from the remainder of the State. On the other hand, Senator Dickinson became still less cohesive, as did Sen. Larry Stoney (dropping from 76 to 65 to become the second least cohesive member of the delegation); seven other Senators also had cohesion decreases.

Apart from answering the lead question, a comparison of the behavior of Omaha legislators in 1975 to those of the 1974 Omaha delegations is worthwhile. In the 1974 session there were 47 votes on which Omaha and Outstate delegation majorities opposed each other. There was somewhat greater dissent within the delegation in 1974 with a weighted average cohesion score of 71 compared with a weighted cohesion score of 78 in 1975. Unweighted scores were one point lower in both years.

The variance within the delegation was much greater in 1974 with several small clusters visible. Senator Dickinson exhibited similar behavior in both sessions, scoring only 38 in 1974; he was joined by Sen. Richard Proud who had a cohesion score of only 36 on the roll calls in which he participated (approximately half). Sen. Duke Snyder also was among the low scorers with a 50. At the other end, Senators Savage (91) and Lewis (85) were joined by Sen. Richard Fellman (86) who had been appointed to the Legislature by Gov. J. J. Exon.

Some of the legislators who served in both sessions

IS OMAHA READY FOR A CONTAINERIZED SHIPPING FACILITY?*

BY

C. K. WALTER,
RALPH WELLER,
and
JOHN J. BRASCH**

Introduction

Containerization refers to the shipping of cargo in large, trailer-size boxes that may be transported by several modes without unpacking and repacking. Although containers have been acclaimed as a revolution in physical distribution and have been adopted for much ocean shipping to and from the

increased their tendency to vote with the majority of the Omaha delegation. The largest gain in cohesion was made by Sen. Ernest Chambers who jumped from 66 in 1974 to 85 in 1975. Others gaining were Senators Cavanaugh, Goodrich, Mahoney, Moylan, and Syas (Senator Dickinson also increased his cohesion, from 38 to 44). Four of the Senators declined (Savage and Skarda from Omaha, and Sarpy County’s Keyes and Lewis).

The average shift in cohesion scores for members present in both sessions was seven points. This compares to an average shift of 26 points in the four instances where new members were elected in November, 1974. The data for the latter shifts show Fellman’s higher-than-average cohesion score (86) was replaced by Stoney’s lower-than-average cohesion score (65). The lower-than-average cohesion scores of Proud (36) and Snyder (50) were replaced with higher-than-average scores of Koch (78) and Fitzgerald (85); Stahmer’s lower-than-average score (69) was replaced with a score by Swigart (75) that was still below the Omaha delegation average. Clearly, the individual legislator’s own perceptions have much to do with his behavior, although constituency influences cannot be discounted.

The cohesion scores for the individual Omaha Area legislators on those votes on which a majority of the Omaha delegation and a majority of the Lincoln delegation oppose a majority of the remainder of the Legislature range from a low of 49 (Dickinson, who voted against the metropolitan majorities more often than he voted with them) to a high of 96 (Mahoney, who cast only two votes against the metropolitan majorities).

The variance of the scores increased and a high scoring cluster could be differentiated from a low scoring cluster. Dickinson (49), Skarda (62), and Stoney (63) were the three least cohesive Senators in the Omaha Area delegation, while Mahoney (96), Savage (92), and Cavanaugh (91) were the three most cohesive.

Conclusions

This analysis of the roll-call behavior of the Omaha Metropolitan Area delegation to the 1975 Nebraska State Legislature has indicated that the delegation votes together on many votes, but its cohesion did not increase on votes that split Omaha from the remainder of the Legislature.

Majorities of the metropolitan delegations of Omaha and Lincoln voted together on 202 “controversial” votes, but on only 68 of these were their views in contrast to the majority of non-metropolitan legislators.

Within the Omaha delegation, the legislator most likely to vote with a majority of the delegation was Sen. Eugene Mahoney while Sen. James Dickinson, whose district is largely composed of Douglas County’s rural area (but which includes a number of suburban voters) was least likely to be voting with his Omaha colleagues.

United States, the concept has not been applied within this country nearly as extensively. The use of freight containers for shipments between European countries has developed largely because the geographic and political boundaries and trading channels increase the importance of intermodal means of transportation and international shipping. Transportation industry forecasts suggest that this intermodal technology, barely

twenty years old, will be applied increasingly to inland shipments in the United States. An examination of the attributes of the transportation infrastructure (basic physical network) in the Omaha-Council Bluffs Area for handling containerized freight, therefore, is most appropriate at this time.

Little container traffic has so far been generated in the Omaha-Council Bluffs Area. A preliminary study released February, 1973, indicated both low levels of interest in containerization and low usage of containers in the region. One reason is that most containers are loaded and unloaded right at the port. Maritime Administration figures for exports show that 36 percent of the containerized shipments are loaded at the port and another 57 percent are loaded within 50 miles of the port. Imported containers do travel further: 38 percent are stripped at the dock, 33 percent travel up to 50 miles, and 29 percent travel more than 100 miles inland from the port.

Container handling at the ports predominates for several reasons. Average individual shipments are smaller than a full container load and are consolidated with other cargoes bound for the same destination. Consolidation facilities were first located at ports because the main advantage of containerized shipping is to allow faster turn-around (unloading and loading) of cargo ships, thus increasing their productivity. Finally, tariffs are constructed so that the ocean and land carriers pay the costs of container handling only at recognized ports. For example, West Coast ports define the area west of Denver as "local territory"; east of Denver is "Overland Common Point (OCP) Territory." An inland container port will be recognized (and costs absorbed by carriers) only if it lies in OCP, not in local, territory.

Analysis

The Omaha Area may be ideally suited for inland container handling operations. Omaha's central location (1,143 air miles from New York, 841 miles from New Orleans, 1,319 miles from Los Angeles, and 1,368 miles from Seattle) places it almost directly between the East and West Coasts. For shipments from the Pacific Rim countries, Omaha-Council Bluffs is considered to be in OCP territory and thus would be recognized as a port, enabling container operations to be handled locally and still be paid for by the carriers.

The population of the Omaha-Council Bluffs Metropolitan Area (540,142 in 1970) is not viewed by freight forwarders and port spokesmen as large enough to support a major container freight station dependent only upon imports to the immediate area. By comparison, the population of Kansas City, site of the nearest container freight station, is published as 1,253,916, or 2.3 times as large. But a ready network of rail and highway connections make Omaha a major source of supply for all of Nebraska, North and South Dakota, Montana and parts of Iowa and Wyoming. Imports from Asian countries, destined for cities east of Omaha, might very well be shipped by container to Omaha where the break-bulk and re-shipping operations would be conducted. One advantage would be to avoid the more congested transportation centers such as Chicago.

Rail. The Omaha-Council Bluffs Region is a crossroads of rail operations. State government statistics (See Table I.) indicate that rail freight tonnage over the ten-year period from 1963 through 1972 grew at a rate of 3.4 percent of the average per year. Nine railroads provide trailer-on-flatcar (TOFC) ramp service within Iowa and Nebraska. These railroads also provide container-on-flatcar (COFC) services where facilities are available. A recent Distribution Worldwide report, however, listed no COFC services in Iowa or Nebraska. The nearest container terminals and cranes were in Kansas City (Santa Fe, Missouri Pacific and Union Pacific) and Wichita (Missouri Pacific).

A survey of three local railroads indicated a gradual

TABLE I
RAILROAD FREIGHT TONNAGE, NEBRASKA, 1963-1972^{a/}

Year	Tons ^{b/}
1963	58,003,833
1964	58,488,588
1965	60,340,161
1966	68,612,120
1967	65,349,706
1968	64,300,897
1969	67,568,039
1970	74,770,117
1971	72,861,075
1972	78,222,281

^{a/}Nebraska State Railway Commission, Annual Reports (Lincoln, 1963-1972).
^{b/}Total tons, including originating and terminating in Nebraska, originating but not terminating in Nebraska, terminating but not originating in Nebraska, and passing through Nebraska.

increase in trailer-on-flatcar (TOFC) traffic. Noted was an imbalance of 32 percent more trailers received than forwarded. Container traffic appeared to be sporadic, accounting for 1.3 percent of the intermodal traffic. The railroads haul local containers as TOFC shipments on flatbed trucks, loading or unloading them at Kansas City and Denver. Container volume has not been sufficient to warrant construction of individual handling facilities by the railroads serving Omaha.

Highway. The opening and expansion of the Interstate Highway System brought increased motor vehicle traffic to the Omaha Area. Interstate 80, a major east-west thoroughfare, bisects the region and provides connections with Chicago (488 miles from Omaha) and points east, and Denver (556 miles from Omaha) and points west. Kansas City, 208 miles south, is reached by Interstate 29. Traffic counts compiled by Nebraska show a 4.8 percent annual rate of increase in the traffic between Omaha and Council Bluffs, 1964 through 1973. (See Table II.) Of the 63,440 vehicles moving between the two cities daily, 9.1 percent were classified as "Heavy Commercial," an increase from 8.4 percent in 1968. During the ten years from 1963 to 1972, regional truck tonnage, shown in Table III, increased by 8.8 percent per year. Most of this increase is explained by the increased weight of the standard tractor-semitrailer combination, which averages 10,000 pounds more than it weighed less than ten years ago.

Table III also indicates that the length of haul has increased by over 200 miles during the last decade. Thus, in both weight and distance, the productivity of truckers has increased. This emphasis on productivity has been interpreted as not favoring the hauling of containers, because the standard container, with restricted height and length, is not as economically attractive a haul as is a high-cube van. Growth potential for truck lines will be in the local hauls (within several hundred miles) from ports or rail terminals to exporters and importers. Present rate structures favor rail shipping of containerized cargo for longer cross-country routes. One truck line which does see potential traffic in containers is forming a new container carrier corporation to serve 23 inland states, including Nebraska, to connect with the ports of Mobile and New Orleans. They are waiting for I.C.C. authority and approval of rail-competitive rates.

Barge Shipments. The outlook for containerized barge shipments on the Missouri River is minimal. The relatively narrow, shallow channel prohibits large tows. When bucking the current, upstream speeds are around four to five miles per hour and downstream speeds are kept slow—about ten of 12 miles per hour—to maintain safe control. These restrictions and an equipment shortage have been cited as tending to allocate barge equipment to rivers which can handle the more productive

TABLE II 24-HOUR ANNUAL MOTOR VEHICLE TRAFFIC BETWEEN OMAHA, NEBRASKA AND COUNCIL BLUFFS, IOWA ^{a/}				
Routes	1964	1968	1971	1973
Total Volume ^{b/}				
U.S. 6	31,580			
U.S. 275	9,320	11,500	12,510	5,240
I-480	---	41,000	48,130	42,000
I-80	---	---	---	16,200
Total	40,900	52,500	60,640	63,440
Heavy Commercial Volume				
U.S. 275		1,700	1,375	385
I-480		2,700	3,600	2,650
I-80		---	---	2,735
Total		4,400	4,975	5,770
Heavy Commercial as % of Total Volume		8.38	8.20	9.10
^{a/} Department of Roads, State of Nebraska, "Traffic Flow Map of the State Highways" (Lincoln, for years 1964, 1968, 1971, 1973).				
^{b/} Annual average 24-hour traffic.				

TABLE III TRUCK FREIGHT TONNAGE, IOWA, 1963-1972 ^{a/}		
Year	Tons ^{b/} (000)	Length of Haul ^{c/} (miles)
1963	29,087	525
1964	33,048	518
1965	35,153	525
1966	36,196	558
1967	38,610	562
1968	44,916	604
1969	51,965	669
1970	45,476	665
1971	54,016	758
1972	62,026	763
^{a/} Compiled from data furnished by the Iowa Commerce Commission.		
^{b/} Tons hauled in and through Iowa by motor carriers with revenues exceeding \$200,000.		
^{c/} Ton-miles divided by miles.		

larger and faster tows. According to one steamship line, special container barges, recently introduced to Mississippi River service, would not be used on the Missouri River unless the channel were dredged to allow a draft of nine feet throughout. Otherwise the barges' capacity could not be sufficiently utilized.

The time required for barge shipments is also significant. Since most outbound containerized shipments would be headed for a port to meet a ship with a definite sailing schedule, shippers would probably prefer the faster service readily provided by the rail or truck lines over the less certain schedules of barges. On incoming shipments, it is also unlikely that shippers, customers or carriers would select barges for the upstream portion, tying up container equipment and inventory investment for several weeks more than required by truck or rail. Though tie up is also a factor for outbound shipments, it is not as much as for incoming because traffic takes two and one-half times longer to go up-river than down-river. With the present availability of rail service to ports along the Gulf of Mexico it appears unlikely that significant volumes of container-on-barge traffic would be generated even if channel depth and equipment problems were alleviated.

Air Freight. Air freight continued its gradual growth during the first half of 1974, with United States domestic ton-miles

flowed increasing by 3.5 percent from 1.656 million to 1.714 million. Containerized concepts are utilized for fast turn-around of cargo planes, although standard-sized 20- and 40-foot containers have only recently been introduced. One futuristic idea proposes an aircraft to load five containers side-by-side, with combined lengths of up to 90 feet.

In Omaha, one air freight company averages 300,000 pounds of freight per month. Management of this firm anticipates that traffic may double by 1980. An intermodal facility in the Eppley Airport Area would maintain connections with local air forwarders to provide distribution service when needed. While great quantities of containerized air cargoes are not forecasted for this area in the near future, the techniques will be demonstrated by shipments requiring priority handling. Such cargoes include perishables, manufacturing equipment with high value-to-weight ratios, and emergency supplies.

Mid-Continent Seaports. Perhaps containerized freight's greatest impact on the Mid-Continent region will arrive through the ports along the Great Lakes and St. Lawrence Seaway. Western-most of these is the Port of Duluth-Superior which handled 373 ocean ship arrivals in 1972. The port considers Northern Iowa and Northern Nebraska within its trading area. Other U.S. Great Lakes ports with container traffic are Chicago, Cleveland, Detroit, Green Bay, Milwaukee, Ogdensburg, and Toledo. On the Canadian side are the ports of Montreal, Toronto and Wolfe's Cove at Quebec City. Most container traffic at these ports is handled by general-purpose cranes; Chicago will be the first American port on the Great Lakes to have modern container handling facilities. Omaha is 488 highway miles from Chicago and 542 miles from Duluth. If local handling facilities were available, direct rail and truck service would connect to these points for handling containerized shipping to and from European ports.

Conclusion

Little containerized shipping of international cargoes to and from the Omaha-Council Bluffs Area has occurred to date, possibly through a trap of circular reasoning: Carriers will not build facilities until there is sufficient traffic demand but there can be little traffic without facilities. The central location and the transportation infrastructure of the area are factors favoring the development of a container freight terminal. Operations of a terminal would have to be broadly based, connecting with several rail and truck lines to serve shippers in a multi-state region. Such a venture would not be without risk but could develop into a valued member of the business community.

*The work on which this paper is based was performed pursuant to Contract No. RDP-02-006 with the Omaha-Council Bluffs Metropolitan Area Planning Agency and under the direct supervision of the Riverfront Development Economic Development Task Force-Intermodal Container Sub-Task Force. This work was sponsored in part through a grant from the U.S. Department of Commerce, Economic Development Administration.

**Drs. C. K. Walter and John J. Brasch and Prof. Ralph Weller are members of the faculty of the College of Business Administration, University of Nebraska-Lincoln.

RESEARCH HIGHLIGHTS

State

●The effective property tax rate for FHA insured single family residential property in Nebraska is highest in the nation according to data compiled by the Advisory Commission on Intergovernmental Relations. The property tax rates vary from a low of .56 in Louisiana to 3.15 in Nebraska.

●Nebraska ranks 43rd on the basis of balanced state-local use of personal income, general sales, and property taxes. The ranking, completed by the Advisory Commission on Intergovernmental Relations was due primarily to Nebraska's overuse of the property tax and underuse of the sales and personal income tax. Nebraska received 63.0 points out of a possible 100.

●Nebraska's per capita debt outstanding of \$1,354.15 is the highest of all states in the Mid-Continent Region. All but \$47 of this amount is attributed to debt of local governments. The 11-state Mid-Continent Region consists of Montana, Wyoming, Colorado, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Missouri, Iowa and Minnesota.

Omaha

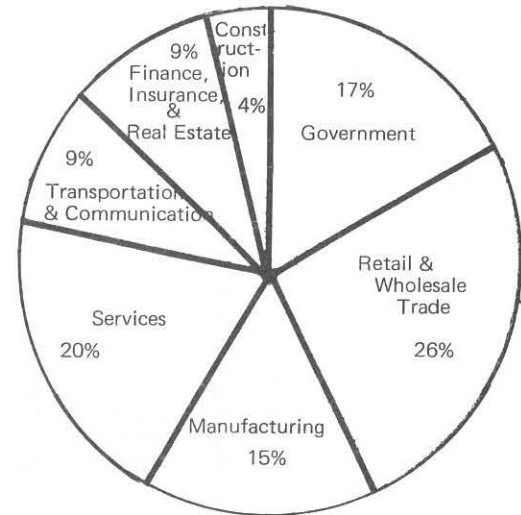
●The 1976 mill levy on property in the City of Omaha (school district 1) has been set at \$105.92. This will mean an additional \$102.53 in property taxes on a \$35,000 home. The largest amount of the increase (\$70.07) is due to a 5.72 mill levy increase of Omaha Public Schools.

●Student enrollment in the Omaha Public School System has declined by an estimated 6,000 since the 1970-71 school year. At the same time the number of staff members employed by the system has continued to dramatically increase. Total personnel was 4,209 (June 1971) and 5,041 (October 6, 1975) exclusive of noon-hour aides.

●A CAUR survey of residents of the Omaha Metropolitan Area indicates that dredging of Lake Manawa in Iowa would likely double the amount of recreational use at the lake.

●More than 80 percent of all new jobs created in Omaha since 1970 have been in the Service, Government and Retail Trade Sectors. The Finance, Insurance and Real Estate Sector has accounted for most of the remainder.

●During the first six months of 1975 the average employment in the Omaha Metropolitan Area was 235,200 jobs, divided as follows:



●The third quarter of 1975 shows good signs of an improved local economy. Bankruptcy cases declined from the second quarter and are down seven percent from the same period one year ago. New automobile registrations are up by 503 from the second quarter of 1975. Single-family building permits are up seven percent from the second quarter and up 138 percent from the third quarter, 1974. New household arrivals to Omaha increased by 500 over the second quarter of 1975. Births during the first six months of 1975, however, were down nine percent (264) from the first six months of 1974.

●The May tornado gave a big boost to the construction industry. Building permits issued as a result of that tornado totaled 950 by the end of the third quarter of 1975. The dollar value of tornado related building permits now totals \$14,792,400.

REVIEW OF APPLIED URBAN RESEARCH		
Vol. 3	November 1975	No. 11
Published monthly by the Center for Applied Urban Research as a public service and mailed free upon request. The views and opinions expressed in the <i>Review</i> are those of the individual authors and do not necessarily represent those of the University of Nebraska at Omaha. Material in this report may be reproduced with proper credit.		
UNIVERSITY OF NEBRASKA AT OMAHA Ronald W. Roskens, <i>Chancellor</i>	David W. Hinton, William B. Rogers, <i>Senior Research Fellows</i> Kwame P. Annor, Murray Frost, Gary K. Higgs, Paul S. T. Lee, Armin K. Ludwig, <i>Research Associates</i> Ruth B. Crone, <i>Assistant Editor</i> Thomas C. Moss, <i>Research Assistant</i> Margaret A. Hein, <i>Urban Data Base Coordinator/Interviewer</i> Joyce Carson, Donna Dillenback, Sandra Johnsen, Betty Mayhew, <i>Clerical</i>	
COLLEGE OF PUBLIC AFFAIRS AND COMMUNITY SERVICE Hubert G. Locke, <i>Dean</i>		
CENTER FOR APPLIED URBAN RESEARCH Ralph H. Todd, <i>Director/Editor</i>		

Center for Applied Urban Research
University of Nebraska at Omaha
Box 688
Omaha, Nebraska 68101

NON-PROFIT ORG.
U. S. POSTAGE
PAID
OMAHA, NEBRASKA
Permit No. 301