

of the booklet here, which I believe Senator Baack would just be very excited to explain to you here, is this chart here which shows the pathway through which state highway fund money does go to the various projects. It is a very complicated chart and I was somewhat being facetious there when I said Senator Baack would explain that to you. The next page shows what has been happening to motor fuel consumption since 1978. Since that time, the consumption rate of gasoline has gone down considerably each year and that is the reason we are here before you today saying that the cities and counties need this increase. Funds that have been made available to them have decreased since that time and the money they have had to repair their streets and to build new streets has decreased considerably. The next chart shall indicate that we do have an increasing large number of our roads are city and county roads. The next one I am going to talk about, and that will probably be it for my introduction is this chart that indicates what this is going to cost. This is a tax increase. What is it going to cost the average car owner? Basically, what we have computed using the average miles per gallon travel based on 1980 Department of Commerce data, based on a 15 miles per gallon mileage rate, this will cost each car owner approximately \$6.09 per year. We put that on this chart, compared that to what it costs for general types of automobile repair. With that information, it is a minor sort of tax. We have also included information here in this booklet showing what kind of money will be distributed back to your city or county. I encourage you to look that over. I think this is needed and I encourage you to vote favorably on this measure.

SENATOR BEUTLER: Senator Vard Johnson.

SENATOR V. JOHNSON: Mr. Speaker, members of the body, just a very quick comment since LB 112 was a bill that was presented to the Revenue Committee and the Revenue Committee did vote to advance it to the floor. This is a bill that would call for an increase to the gasoline tax with that increase of one cent being earmarked for cities and counties. The Revenue Committee without question was persuaded that the need of cities and counties for money to maintain streets and roads was absolutely enormous, that the current level of taxation simply did not begin to really treat the need adequately, that with declining gasoline prices a one cent increase in the gas tax for cities and