

reports be submitted to the Department of Roads as are submitted to the Public Service Commission. This is so that they have this accident information that they could use when they formulate their priority list. Section 8 eliminates language on the procedure for obtaining a device and we have changed that in a previous section of the bill and it still requires that all three parties agree on eliminating a device. As far as federal funding or as far as state funds are concerned, for state projects, we changed the funding from the current level of 10% for the railroads, 10% for the political subdivisions and 80% for the state to 87½% for the state, 10% for the railroads and 2½ for the local political subdivisions. So those are the committee amendments. I think that I have explained where that differs significantly from the bill and the main difference, of course, is the internal structure no longer requiring, as the original bill did, that there be a separate division within the Department of Roads. So with that, I would answer questions with respect to the committee amendments which are now in fact, the bill, assuming you adopt these amendments.

SPEAKER MARVEL: Senator Dworak.

SENATOR DWORAK: Mr. President and colleagues, I am curious about the shift of the funding of these railroad crossings from the local governments to the federal governments or to state government. It appears to me that this session we are raising gas tax or some of us want to raise the gas tax a cent. I have heard as much as two cents. We are now dipping into that already before we have even increased that revenue from gas tax by approximately 10%. Senator Cullan, is that right? 7½%. We keep lamenting the fact that we are returning a lot of money to the local subdivisions of government. Here we are increasing that. I am a little bit uncomfortable about this shift in funding. I just wonder if we ought to think about this very seriously before we adopt this particular portion of the committee amendment that puts more pressure on the gas tax fund and I assume that is the source of funds and I would defer to Senator Cullan to clarify that, but it would appear to me that this would be funded out of the revenues that we generate from the gas, tax and I think it might be going in the wrong direction at this time with the projected shortages of monies we have now for road construction in the State of Nebraska. So I would ask Senator Cullan to, number one, address the source of those funds and the rationalization from an additional shift from local funding to state sources.