

construction takes anywhere from one to two years. And they are going to be taking part of their parking lots and they are going to be affected in many other ways besides the availability of roads into their business. So I urge you not to kill the bill because we are struggling to keep these small businesses alive, especially on L Street and F Street. Thank you very much.

PRESIDENT: Senator Hall, do you wish to speak on the bill?

SENATOR HALL: Mr. Speaker and members, I rise to oppose the kill motion. I, like Senator Chambers, come from a very poor district, the second poorest district in the State of Nebraska. In South Omaha we are looking at the extension of the Kennedy Freeway. We have had twelve businesses close, fifty-two homes have been removed. This construction is scheduled to start over the next couple years. During that time there will be much heavy equipment, much disruption in terms of the road's access, ingress and egress. I see this bill as hopefully preventing any more businesses from being hampered. Hopefully, they won't go out of business. Hopefully, they will be able to continue. I don't see it as a costly measure. I think Senator DeCamp is right when he says, read the bill, that basically what we are looking at is giving people the right to continue to operate their business in a day to day fashion that they should be allowed. I don't think that the issue of money is something that in any case should be looked at when we are talking about people's livelihood. I oppose the kill motion. Thank you.

PRESIDENT: Senator Warner.

SENATOR WARNER: Well, I will start out with the same words, read the bill. I, too, would agree that much of what is said here this morning is not affected by the bill. But, I, too, am of the impression that a great many people apparently believe that the bill addresses the issues they are discussing and that is the very root of my concern, the ambiguity of the words which enable people to portray the bill as something that Senator DeCamp as the introducer says is not in and of itself enough to raise questions. Now, obviously, there are a couple of other things that need to be addressed. The Legislature has total control of the gas tax because the level of the budget as approved by the Department of Roads will determine what that gas tax is. It