

only adjusts because of price and consumption to maintain a stability for the revenue, for the budget that is appropriated which the current year was \$127 million. Next year they are requesting 136. The current tax is 14.9 cents. The current budget is projected which is requested, is done and if consumption and prices stay stable, why you are talking about 16.2. And the Legislature, in fact, will have the opportunity, Senator DeCamp, because at the moment at least in the early discussions of the Appropriations Committee we are not suggesting increasing that appropriation, which also means that there will be corresponding reduction in road improvement and construction in an amount equal to that throughout the state. So all those issues are before the Legislature, can be addressed, will be addressed. The interstate was designed for twenty-year life which is the life that all roads are essentially designed for, assuming that their weight and volume of traffic is consistent with what those designed portions of the interstate, certainly within Omaha, far exceed and have for a number of years that design standard because traffic volume increased a great deal more but it is also true for much of the interstate. It is also accurate to say that there was a portion of the interstate in the Grand Island area that some of the material that was used as a base turned out not to have the stability that it should have had and so there is more of a major reconstruction in that area because of that, but Nebraska is not unique in terms of interstate reconstruction because that is a part of the whole federal program, the increase in federal gas tax, the bulk of that money was for improvement of the...or reconditioning of the interstate throughout the United States, because all of those roads that are approaching the twenty years or more of age since they were originally constructed are at a point where some type of reconstruction or reconditioning is required. But again I would support the killing of this bill for the very reason that I have said a number of other times that it does not address, according to the introducer, it does not address the issue that many of you are talking about. But if it does, then the other side is, are you going to make it so that business and individuals will not have roads because the governmental subdivisions or the state find that they can't even afford to go in and repair them? I would tell you that a road in disrepair will hurt the individual and the business as well as during the construction. Certainly there are those times where I can think of people have