

all of the ingredients for coercion. It is likely to be used in the future for coercion. A good many Senators in this state, unfortunately not enough, share the problem of having a good many miles of roads that are graveled vet. There is little progress on it even though those roads are heavily used. County Officials, as a group, are in favor of it but the county officials do not represent all of the areas of the state in their position in support of this bill. As a matter of fact, the number of legislative districts, the number of counties containing the unpaved state highways are relatively few. We have indeed the opportunity for the Department of Roads now and in the future to use this kind of language and the fact that other construction projects are pending to coerce county officials to make mutually, so-called mutually, agreeable transfer. It is not in the best interest of the state to do that. It is not in the best interest of most counties in the state that have these unpaved roads, and most assuredly, it is not in the best interest of about 14 to 16 senators in this Legislature. These two issues aren't tied together. There is no logical reason for their being tied together. You could just as well take some of the state highways in this state that are duplicative that have not been pulled off of the state highway system. There are a lot more state highways that are paved that ought to come off of the system than there are unpaved roads based on traffic mileage, based on parallel courses and parallel routes between destinations. I can tell you one thing. I have no intention of supporting a gas tax increase as long as this bill moves across the floor and I will try everything I can do in a legitimate fashion out here to see that this bill does not pass and then I will call upon you along with a number of other senators out here to have some courage and to pass the gas tax over the Governor's veto which we should have done a couple of years ago. I urge that we, since we unfortunately are on this subject now, to the detriment of other bills that ought to be considered, I urge that you limit your debate on it, that we fail to advance it and that we get on with the business of the Legislature and that you not support this bill.

SENATOR BARNETT: I am going to take just a minute, Senator Keyes, before you are recognized. We do have some visitors from Senator Maresh's District in the South balcony. We have 28 students from St. Peters in Davenport and 16 students from Pleasant Hill. The teacher with the Davenport group is Fred Krueger and on the other side it is Jean Beckholtz and we are happy to have you with us in watching the Legislature today. Yes, remember, that we are visiting and we are talking about the committee amendments to LB 236, Senator Keyes, you and then Senator Schmit.

SENATOR KEYES: Mr. Speaker, my impression that there are about 600 miles of gravel roads, state gravel roads in this state, that are subject to transfer if this becomes a reality. In my district there are 11 miles of gravel road. I offered an amendment to a bill three years ago that would have taken care of the gravel roads and probably would have had them black topped up to the needs of the area today but people seem fit to kill that bill and I don't know who is responsible for this monstrosity but I am going to oppose this monstrosity. As it is written, when the county, and we will take Sarpy County, if they should suddenly decide