

have now.

SENATOR CHAMBERS: So what did that bond issue, what kind of work did that bond issue aim at?

SPEAKER NICHOL PRESIDING

SPEAKER NICHOL: One minute.

SENATOR CHAMBERS: The same kind of thing, wasn't it?

SENATOR GOODRICH: The \$25 million one?

SENATOR CHAMBERS: Wasn't it street and road repair and new streets where necessary?

SENATOR GOODRICH: Yes. Right.

SENATOR CHAMBERS: So should we put a provision in this bill that anybody can present their tax state...property tax statement and get charged a penny less per gallon?

SENATOR GOODRICH: No, because this would be a new set of street improvements and you know as well as I do with the winters we have it tears up those streets like crazy and we have to do it.

SENATOR CHAMBERS: There goes my time. I will try to speak again because I won't run over this time.

SPEAKER NICHOL: Senator Higgins, please.

SENATOR HIGGINS: (No response.)

SPEAKER NICHOL: Okay, Senator Chambers, would you like to go again?

SENATOR CHAMBERS: And this will be all the time I need and maybe I won't need the full five minutes. When it comes to roads, whether you are building new ones, improving old ones, running through highways, or whatever, there is a veritable treasure-trove of ways to increase the cost of construction, obtaining materials, giving contracts to favored individuals, even having groups making agreements in advance as to how much they are going to bid on these roads and streets, and instead of tightening up the means of