

interstate system is worn out, that there are \$2 billion worth of unmet needs in the secondary highway system and that no one knows how many billions of dollars we need to replace bridges. In addition, our cities and our counties have untold millions of dollars of unmet needs and they are frustrated by their inability to obtain cooperation from the Department of Roads so that they can address those needs and the problems that they face on a realistic basis. My concern at this time is this. It is no secret that Senator Hartnett and I, myself, have for several years proposed the use of bonds to accelerate some highway construction. I have chosen to go beyond that and have proposed an amendment to LB 457 which will provide for some structural changes within the department, provide for a gasoline tax increase, provide for some planning from the Governor's Office, provide for some oversight by the Transportation Committee and will provide for the issuance of \$50 million worth of bonds. But the point I want to make is this. I will not try to amend the bill to remove this language. I think it's probably, should have been done a long time ago, but I want it understood that I am not quite as slow to learn maybe as my friend Senator Johnson, although I've been here 20 years and it takes me quite a while also. And I do not want the language in this bill to be used at a later date as a reason why we should not advance either Senator Hartnett's LB 632 or my own LB 457 this session. I think it is important to recognize that when we request that the department come back with some proposals, and I do not see the language now exactly, but I understood there was supposed to be, yes, by December 1st of '88. That does not give sufficient time in most instances for a bill to be drawn...

SPEAKER BARRETT: One minute.

SENATOR SCHMIT: ...to be presented to the 1989 Legislature, and that means that we will then go on another year until 1990 before we have any substantive change. So I guess my concern is this. I will speak again later on, that there be some reason expressed, I'm sure Senator Warner can touch upon this, as to the methods whereby the Department of Roads at the present time are addressing these five or now six points that are used in the budget bill as criteria for departmental decisions. I'd like to know if they have at this time any kind of procedure or do they just react in knee jerk fashion...

SPEAKER BARRETT: Time.