

payment and gas tax and that direct correlation is the argument that is consistently used in here and that is we have to take care of our roads and we have to do it better. Now that studded snow tire horse ran around so many times and that was the argument, protect the streets. I will tell you an easier way to protect the streets is when you start using buses carrying thirty and forty people instead of thirty or forty cars. That also protects the fuel source. That also makes it available. I think the amendment is a solid approach. I think it is a legitimate approach. I think it would make the gas tax more sellable in terms of those areas where you need to sell it. I have half of eleven miles of highway in my district. Senator Keyes owns the other half of 73-75 in his district and I have got about a mile and a half of 370 and that is about it. The important part for us is the city streets. I think the move to rapid transit, mass transit and for subsidization of that is the thing of the future and has been for a long time and it goes hand in hand with gas tax increase and road repair work.

SPEAKER MARVEL: Senator Lamb.

SENATOR LAMB: Mr. President, a question of Senator Landis please? Senator Landis, would you turn to the bill book, LB 704. The fiscal note on the bill book explains LB 704. This is a bill that was heard by Urban Affairs and Senator Lewis just referred to that in regard to rural transportation. Down there in the middle of the fiscal note it says "Currently aid to transportation systems is approximately \$1.8 million. The statute states that rural systems are to be eligible for aid first and fifty percent of the aid is to be reserved for rural systems if needed. The great majority of urban aid is sent to Omaha and Lincoln. To summarize, approximately thirteen percent of the aid goes to rural systems and eighty-seven percent to urban systems." The other day LB 704 was on consent calendar and there was a kill motion placed on this bill which took it off consent calendar and I don't know, it is way down the list somewhere. So you pointed out all these systems here in various areas of the state that are involved in rural transportation but I find it a little bit conflicting here in reading this fiscal note that there really isn't very much money going to the rural areas where the statute said it should be the first fifty percent. Could you explain that?

SENATOR LANDIS: The mechanism is this. You may apply for fifty percent of your operating loss. Those that are to be paid first out of the fund are the rural systems. The rural