

SENATOR LAKE: Senator Cullan on the kill motion.

SENATOR CULLAN: Mr. President, members of the Legislature, I think it is interesting that Senator Schmit raises the issue of revenue that are paid by the trucking industry and by commercial vehicles. I think he probably gets a lot of information from this booklet which is the Nebraska Bus and Trucks Facts which is published by the Nebraska Motor Carriers Association. I had an opportunity to review some of the information there and I think that it is important that it should be shared with you in conjunction with some other information that I have. According to the maintenance and construction standards of the Nebraska Department of Roads the design life of a road is based upon the amount of heavy truck traffic that uses that particular stretch of road. According to a study, a 1981 study by the State of Oregon, up to 80%, 80% of all highway deterioration is directly attributable to heavy trucks. The average weight of trucks has increased from 50,000 pounds to 80,000 pounds since most of our roads were designed and constructed. This is based upon the information submitted in this booklet published by the Nebraska Motor Carriers Association. A typical vehicle carrying this additional 30,000 pounds of load spread over the same number of axles causes a 500% increase in damages per mile. That is from the 1981 study in Oregon. I also think that many of these triples to be fully loaded are going to have to use a hundred thousand pounds of gross combination weight in order to utilize the space that is available to them. So, I think the potential for increased damage to the roads is significant. Senator Schmit brings up the issue of revenue. Revenue for the construction of roads. As we all know there are four main sources of revenue for roads in the State of Nebraska. The gasoline tax, the special fuels tax and the motor vehicle registration fees and sales tax on motor vehicles, trailers and semitrailers. Nationwide heavy trucks, over 50,000 pounds pay only 13% of all the highway user fee charges. 86.4% of all user fees in Nebraska are paid by non-commercial vehicles. Farm trucks or personal use trucks account for 62 million dollars in state user fees in 1980 and that was about 40.7%. 45.7% of state user fees were paid by passenger cars and other small vehicles. Large commercial vehicles contributed a little over 20 million dollars in 1980, but that is only 13.6% of all of the state user fees. Of the 406,709 trucks registered in Nebraska 308,000 are farm or personal use trucks or 75.9% of them. Now what is the conclusion? The conclusion for looking at the Oregon study and from the information put out by the Nebraska Motor Carriers Association is that heavy trucks are paying only 13.6% of all state highway user fees but up to 80% of the road damages are directly attributable to