

information to you and hope you can support this amendment.

SPEAKER BARRETT: Thank you. Discussion on the Hefner amendment? Senator Warner, followed by Senators Moore, Coordsen and Hartnett. Senator Warner.

SENATOR WARNER: Yeah, Mr. President and members of the Legislature, I rise to oppose the amendment. As Senator Hefner has indicated, it would reduce by 15 million the level appropriation for the first part, first fiscal year and the net effect, of course, is very simple and the net effect is that there would be 15 million less of construction projects done during this first year and would be deferred to some later date, depending upon the level of appropriations in the future. There are a couple of things I should make clear. Much of this expanded highway programming, in all probability all of the additional 35 million will go to projects which will be totally state funded. That is, we do not generate more federal funds because we have more state funds. It's not a simple match dollar for dollar, and much of the programs across the state will be 100 percent state funds, as is true of some roads now because the federal allocation is...does have a match requirement, but that match requirement is only up to the number of dollars that are...that which the state has obligation authority for the fiscal year that we're in. The other issue I want to discuss, however, and certainly the issue of whether or not additional highway construction could be absorbed by the construction industry is one that's been asked a number of times 'cause obviously it is accurate to be concerned that if one accelerated a program at a very rapid rate that the net effect of fewer bidders or not enough bidders is a potential. And that was one of the reasons why the level of increased funding is kept where it is, in order to ensure that we will not have construction projects that exceed the ability of the bids being competitive in nature. The other thing which I should point out and we tend to compare the price of gasoline with other states based upon the tax that they charge per gallon. A more interesting figure perhaps is the cost of gas per gallon, the total price. And it's interesting, to me at least, and this is AAA figures, that they do surveys from time to time and this survey was December 19th of 1988, but based upon that survey, even though we rank 10th, 11th or 12th...11th or...11 or 12th in price in the tax per gallon, when you consider all taxes per gallon we rank 41st in the state in the average price per gallon as of December 19th of 1988. And there will be an update of