

that in...not for a couple, three weeks, but the average price per gallon in Nebraska was, at that period, was \$1.048. Three of the surrounding states--Wyoming, South Dakota and Colorado--all of whom have a lower gas tax, had a higher price, average price, per gallon of gasoline. Iowa, which has a slightly higher gas tax than we had at that time, was slightly below at \$1.045; and Kansas and Missouri, which are substantially lower, were about 4 cents lower, but that certainly did not reflect the difference in...

SPEAKER BARRETT: One minute.

SENATOR WARNER: ..in the...in the tax because they are much below us, much further than that. The point I'm trying to make only is that, while we have a tendency to compare the tax as a comparison factor, apparently the tax per gallon of gasoline is not a substantive factor in pricing because the pricing that the consumer pays for the gallon of fuel differs from state to state widely and is a much different comparison than when you just do tax alone. The bottom issue, of course, is if you are in support of accelerating a road program and, incidentally, to a much lesser extent than some had advocated a year or two ago but with some acceleration, any reduction in the level of funding is going to have an impact upon the delay of those improvements being able to take place.

SPEAKER BARRETT: Time has expired. Thank you. Senator Moore, please.

SENATOR MOORE: Speaker and members, I rise to oppose Senator Hefner's amendment. As we, those of the members of the body, will remember, last year the Legislature commissioned the Department of Roads do a highway needs study and in late 1988, around the 1st of December, Department of Roads came back with their plan to accelerate the road construction, all phases of roads across the State of Nebraska. Obviously, one of the higher profile issues in there was the expressway systems. That was really only a fraction of the total price tag they're talking about. Only about a fourth...between a fourth and a fifth of the total dollars spent in the 20-year roads plan build expressways because that was talked about a lot. I am supportive of moving ahead with the entire highway needs accelerated plan so I think it's important that we work on our total infrastructure and the roads program for the State of Nebraska. I think if the members of this body are in agreement