

program that will serve all of Nebraska; that the increase over the next 8 years will probably be no more than 10 percent of what our neighboring state is planning on spending. As Senator Warner alluded to, when you compare direct gasoline taxes without anything else coming into the factor it gives an illusion of other states being cheaper, but I think we should reiterate that our neighboring State of Kansas is going to increase the sales tax one-quarter of a percent to go to highways. That's in addition to a current 10 percent of their sales tax collections that go to highways. They're going to have a 52 percent increase, a \$12 increase in all motor vehicle registrations. For commercial trucks, what we would call 18-wheelers, a 400...up to a \$450 a year increase in registration. Is our variable rate tax, when compared to all of the assessments that go to highway funds in other states, out of line? I think not. I think the current plan that's been proposed and is in the process of implementation is a sound plan, an economical plan, a plan that will serve all of the state, and a plan that we can well afford to support with the figures that are in LB 813 without any adjustments. So I would encourage thee not to adopt the Hefner amendment. Thank you.

SPEAKER BARRETT: Thank you. Senator Hartnett, followed by Senator Langford.

SENATOR HARTNETT: Mr. Speaker, members of the body, I simply also rise to oppose this amendment of Senator Hefner's. I think some of the...what people have said before, I think that last year, I think with the resolution and so forth, that we put to the Highway Department a...resolution that they were to come up with a modern study, which they have done. They have outlined where we should go with roads into the future in Nebraska, and they've set some freeways that will take care of Highway 81, some of the other ways from Lincoln to Nebraska City, and they really have come up with, I think, a modern plan. And Senator talked about the economic development of...and I think roads are tied to the economic development, and I think we need the money. And I was visiting just privately with Senator Hall. I can't even get to his district even though we're right next to each other because of the work on the Interstate that's going on in Nebraska, and I guess I'd like to see us get there sooner than 10 years, get there in 5 years rather than 10 years. So I think that we need to accelerate with and support the appropriation money, accelerate money for the roads. It's a user tax, see, and I use the roads a lot. I use the Interstate a lot. Every