

Journal, but it is in "Appropriationese" so you can't tell what it does by looking at it. What it does is this. It reduces the State Road's budget so that the variable portion of the motor fuels excise tax will basically stay at the rate that it's at today. In the budget there is an increase in there for one cent of the variable portion tax in the next fiscal year and then it's budgeted that it will take another penny and a half increase in that variable tax in '96-97 in order to meet the budget that is proposed for the Department of Roads. As you know the Appropriations Committee sets the budget. There are the motor fuel taxes that are comprised of the fixed rate as well as the variable tax and what happens is that the variable tax is adjusted on a quarterly basis if needed, can be adjusted up, can be adjusted down, but it is for purposes of this budget as it's laid out, the adjustment will be necessary for '95-96 of a one cent increase, taking it from the present rate of 23.5 cents to about 24.5 and then again in '96-97 it will have to go to an additional penny and a half which will have it up to 26 cents. I put this proposal out here to say, look, it's an opportunity for us to cut back on taxes and at the same time cut back on the Department of Roads' budget, basically ask them to hold the line. Now ever since this amendment has been introduced I understand that the construction will stop in my district which, I mean the weather has taken care of that for a while, but the fact of the matter is that there is much construction that's going on in the Omaha area and it is including the expressway and the other things that are in the area that I represent, and that's fine if that's what it takes, that's the argument that is made, I can live with that. It might as well hit at home, it doesn't really matter all that much where the slow down takes place if that's what we're talking about. I really think what we're talking about is saying, look, for purposes of this budget in this department what we want to do is ensure that there is a cap, there is a limit, not the ability in essence for the variable tax to move up or down depending on the needs or the whim almost I guess of the Department of Roads for purposes of construction and I do believe that the variable gas tax plays an important part in terms of providing some stability when you look at receipts that are down from excise tax because of the reduced use of motor fuels. I believe that there has to be some fluctuation, there has to be some variable in there that allows for the stability that is needed but the way the budget is currently structured it guarantees that there will be at a minimum an increase of one cent in the '95-96 budget year, fiscal year, and then another