

the Rotunda there is always that big concern of what's going to happen and they come and visit with you about a variety of impacts that may happen if this particular amendment would be adopted. And my response to them has been fairly uniform and it goes like this. Actually this is a very good opportunity for people to understand and not take for granted what this state is doing and has done in the area of roads and what we're going to continue to do and I view this as an opportunity to sort of again present what this state has made a commitment to do and what progress we've really made towards roads. Right now we're in the sixth year of an accelerated program. That was a commitment that we made back in 1988 that we're going to take this state and accelerate our road systems and we did a number of things and we sort of decided, well we didn't sort of, we absolutely decided and we made a commitment that there are certain needs that we're going to do and we're going to base these things on need. We're going to have objective standards and we're going to determine what this state needs to do, not necessarily what the state wants to do with construction programs and sort of take the politics out of those road constructions, but look at it on a need-base process. And, Senator Hall, I find it interesting, you say that they'll take and stop your road construction. They can't. Yours is done, ha, ha, in your district they're done or so substantially done that I really don't think that that's probably a decision-making process there, but you do bring up an interesting point and that is obviously the need to continue to have good, solid state funding to keep the roads program working. It takes roughly nine years from the beginning of planning a road until it's actually finished. Actually takes three years to pay for a road once...or to finish it once construction begins and to finance it and it takes that period of time to do it. It's just not like you can sit down tomorrow and say we're going to build a road or fix this road over here and we've got the money for it. We have those contracts let far in advance because of the need to have the money available and certainly in the months like in August we have high, tremendously high needs for cash flows because that's when all the construction bills come due in August and September that we make those payments. So what we want to do is have a steady flow of income coming in and the federal government as you all know assists us in those sorts of things, but their funding is very iffy. They play games with their budgets unlike this state and that what is the real stable force behind our state funding is our state source of fuel tax to pay for those roads. In 1988 we found that there was