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say that the trucks create a considerable amount of the damage. But with the increasing congestion on that segment with commuter traffic, they're contributing more and more every day to the amount of damage that there is.

SENATOR VRTISKA: Okay, well, like I said, I'm not going to get into a fight with the trucking industry, because they pay a lot of taxes to use that road. But the article that I read talked about including two more lanes of traffic, perhaps, in order to cover the...and this would obviously eliminate that. The only problem that I had was that if we would then have to, in essence, maintain two systems, one on the rail, and one on the highway, because we can't let the highway deteriorate with the amount of traffic that trucks do carry across that from, I guess, one coast to the other. And it's interesting because...and I guess I'm not complaining, because I guess what the amendment does is really set out a study to try to, as Senator Hilgert indicated, get these answers so we have some conclusive answers to a lot of the questions that are going to be asked on this particular project. And, as I indicated earlier, I'm not here to object to it,...

SPEAKER KRISTENSEN: One minute.

SENATOR VRTISKA: ...I'm just here, at this point, to find out some information. And perhaps as it goes along we can get the information we need to deal with this issue, hopefully, more intelligently. Not to say that your study or your bill isn't intelligent, just to indicate that we do need some more answers to some of the questions that are certainly going to be asked. With that, I'll give the rest of my time back to the Chair. And thank you for your responses.

SPEAKER KRISTENSEN: Senator Kiel.

SENATOR KIEL: Well, to continue the conversation a little bit, Senator Vrtiska, the article that I think you must have been reading, of course, was the article about needing to add another lane in each direction, between Omaha and Lincoln, probably in the next 15 or 20 years. Is that correct?

SENATOR VRTISKA: That's...yes.