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be very difficult for them to do. But I go back to what I said to start with: He that is best able to adjust to change will be the most successful.

SENATOR CUDABACK: One minute.

SENATOR JOHNSON: One of the other things that I'd like to have you do is to look at the map. This actually was prepared by the state of Iowa. We were used as the comparison state with them, as to the vitality index of the various counties in Nebraska. If you'll notice, where I-80 is or there's good roads, people are doing pretty well. You get off of those, they're struggling, as we mentioned before. I'll come back with something the next time I speak, but what it is, is this: Two years ago we had 35 good citizens from all over this state as the Governor's Transportation Task Force. They worked very hard and came to some conclusions,...

SENATOR CUDABACK: Time, Senator Johnson.

SENATOR JOHNSON: ...they were filed, and I'm afraid they've been gathering dust ever since. Thank you.

SENATOR CUDABACK: Thank you, Senator Johnson. On with discussion. Senator Engel, followed by Senator Loudon and eight others.

SENATOR ENGEL: Mr. President, members of the body, I too want to commend Senator Johnson for all he's done on this, starting on the other end, because up in South Sioux City, Sioux City, Iowa, Highway 20 is being four-laned across Iowa--it converges right there. Highway 60 is being four-laned up to the Minnesota border, where it will meet Interstate 70--it converges right there in South Sioux City, Sioux City, and then I-29 coming down. So all three of those major arteries converge right there in South Sioux City. And there are dollars allocated now to...pledged for an interchange in South Sioux City, where they're all coming in together, but that's just the beginning. And if...I think it's so important that we get this expressway going, because if you read the article here recently, the only growth we're having out in the area is along the interstates.