

districts. They are a negative impact, and for that reason, I can appreciate Senator Maresh's position. Now as we know what is happening here, the arguments for this bill are simple, that we have ignored, and I am going to try to simplify them from the very technical point that Senator Cullan has written, we have ignored side track since the beginning of railroad taxation in this method, 1902. We are now saying, yes, we recognize side track and we are not only saying we will recognize side track but we made it a weighted formula. We say that one mile of side track is worth half of what a mile of main line track is. Now, Senator Maresh, that is simply exactly what we are doing. We are saying that we are recognizing other track instead of just main line track and we are also saying that that basically will distribute the money a little differently than it is presently being distributed. The merits of this bill is simply this, it does try to help out those areas which have for various reasons not got a lot of main line track but do have a lot of side track, do have a lot of services provided for the railroads and those kinds of things within a certain jurisdictions. Basically, quite frankly, this money moves...this bill moves money from the main line track which covers in a straight line much of rural Nebraska and puts that money into more concentrated urban settings. Now I am not talking about just Omaha or just Lincoln. We are talking about urban settings like North Platte which is the big winner in this bill or Senator Cullan's Alliance which is a winner but not a big winner. Now other communities also benefit. Now we have studied this. We have provided each and every member of this body with information as to what its effect is on their school districts. The problem that Senator Maresh is bringing up is simply this, that it has a negative effect on Senator Maresh's school districts and therefore Senator Maresh would like to do away with the issue for this year but it has a positive effect on far more people, and in its aggregate net total, it will raise between \$350 thousand, \$400 thousand, or maybe even \$500 thousand additional dollars from the railroads. So while Senator Maresh, his motives are obvious, I don't think that his argument to study it longer is very meritorious. We have studied it for two years. Now if Senator Maresh wanted to offer a kill motion, I think that would be far more honest. I think that would be an honest attempt to kill this bill which he will be unsuccessful at and then we can get on to debating the bill and its merits. For that reason I oppose the Maresh amendment. This bill has been studied long and hard and you can't do anything more with it than what has been done with it. I thank you.

SPEAKER MARVEL: Senator Wesely.