

CLERK: Senator DeCamp, do you want your other two?

PRESIDENT: Please pay attention, the Clerk wants to make a statement of clarification.

CLERK: Senator DeCamp, I understand then you wish to withdraw. Right? All right, Mr. President, the next amendment I have to the committee amendments is by Senator Warner. (The Warner amendment appears on page 929 of the Legislative Journal.)

PRESIDENT: Senator Warner, do you wish to proceed with your amendment to the committee amendments?

SENATOR WARNER: Mr. President and members of the Legislature, this amendment would be essentially a policy question. What the amendment does is it would strike the new language of the committee amendment on line 2. The effect of the committee amendment is that any additional sales tax raised by virtue of this bill, that additional 1 percent when applied to the tax collected on motor vehicles would go to this fund. My amendment strikes that so any additional sales tax on motor vehicles goes where it goes now which is to the highway trust fund which is subsequently divided between the cities and the counties and the state. It is a substantive historical question that at least in '69 the sales tax on motor vehicles has been considered a portion of the user taxes for road maintenance and this would reduce the revenue projected for the full one cent of about \$11.4 million which would in effect be the equivalent of about one and a half cent of gas tax but it would go to the road fund. It would still remain if the full one percent was increased, one cent sales tax, annualized would be about \$94 million but it would retain the other amount for the trust fund where it currently goes. I move adoption of the amendment.

PRESIDENT: Senator DeCamp.

SENATOR DECAMP: I will pass to Vard.

PRESIDENT: Senator Nelson, you are next. Do you wish to speak on this amendment? Do you wish to...okay, Senator Rod Johnson. Senator Vard Johnson.