

\$11 million. However, under the original provisions of the bill we can afford it. With a one cent sales tax, according to the figures from the fiscal analyst's office, it would work. We would still have enough money to fund the one...the 10 percent rebate as originally in the bill. So now...as the bill has been there, the committee amendment has been amended, frankly, you know, I don't have any interest in the bill and I will not be voting for it if that is the final version. The only reason I don't put a kill motion on it right now is because I am going to try to get Senator DeCamp's amendment modified. But I am not going to object to Senator Warner's proposal because under the original provisions of the bill, which I think have merit, you can afford to take away the \$11 million to the highway trust fund and leave that intact, the same situation we have on other sales tax to build highways and do it in that manner. So I will support Senator Warner's motion.

PRESIDENT: Senator Lundy.

SENATOR LUNDY: Mr. President and colleagues, I rise to support the amendment that has been offered by Senator Warner. I think it is very important that the Legislature know that the roads, the county roads, the bridges in our State of Nebraska, the city streets and county highways and bridges need the full support of this Legislature in finding sufficient funds to keep up with the bare maintenance that is necessary to keep them so they are operating with the safety that is needed on the highways and byways and streets and roads in our state. Really, it is unnecessary to go further. All of us know the need is there and if we are going to add to the sales tax, let's keep the highway trust fund getting its fair share of these taxes in order to support the state, the counties and the cities. Thank you.

PRESIDENT: Senator Nichol. Senator Remmers, I have you next, after Senator Nichol.

SPEAKER NICHOL: Mr. President and members of the Legislature, I rise to oppose the Warner amendment for a specific reason. If you will look at your highway reports for the next four years, not too much of it is going west of Lincoln, Nebraska. In fact, the road money for the next three or four or five years goes to Lincoln, Omaha and Sarpy County pretty much and this would funnel general taxation money into a certain area. And I would just as soon have