

would be appropriate for us to raise the sales and income tax rather than taking this money away from the highways. I think this would be a big mistake. We have a high gas tax right now, one of the highest in the country, and if we start taking that money away, we have to raise it some more and I think we would be running into some opposition. I think it would be a big mistake to make that transfer and I oppose Senator Johnson's amendment.

SPEAKER NICHOL: Senator Lamb, then Senator Lundy.

SENATOR LAMB: Mr. President and members, I also rise to oppose the amendment. One of the hallmarks of a developed country is farm to market roads. That's one of the first things that you have to have in order to have a country which emerges from the dark ages. You have to have farm to market roads. Now this proposal could reflect negatively on those roads, either that or an increase in the gasoline tax. So it's either shift, it's either a shift in funding or it's a reduction in a need. You know there are many things that government does, but the basic things that government should do is provide those facilities which each person cannot provide for himself and roads fit into that category. We have to have good roads out there and it does not accomplish anything to shift that funding from the general fund to the gasoline tax. What it may accomplish in a session such as this, it may accomplish a shift which is never fully implemented that we may not come back and increase the tax on the gasoline for that extra penny to make up the deficit. So I certainly urge the body to defeat this amendment.

SPEAKER NICHOL: Senator Lundy, please.

SENATOR LUNDY: Mr. President and members of the body, I rise also to oppose the Vard Johnson amendment. As has been pointed out by Senator Remmers and Senator Lamb and Senator...I don't know who the other one was now, but anyhow, Senator Hefner, pointed out very clearly that we are...if this were adopted we would just simply shift over and move some tax. If we're going to continue to maintain highways and county roads and bridges and streets in our cities and counties and the state highways, then we just simply shift over and shift the burden to the gasoline tax. This is certainly not good planning in my opinion. I think the highway user funds were created for a definite purpose and they should continue to be used for that purpose. I