

a statute change. Might I also remind you that last year in the 1985 legislation, in case you have forgotten, by LB 112 we increased the gasoline tax available to the cities and counties which would be 8.9 million this year. We reduced the gasohol exemption by 7.1 million and we reduced the shrinkage allowance by 0.6 of a million for a total of 16.6 million. We also increased the funds, well, that we would take away from them of 9.1 so the net effect is 7 1/2 million increase to the state, or let's see, the cities and counties. Yes, the cities and counties will gain \$7 1/2 million in last year's legislation. So I don't think that I am being especially cruel on the city and counties and yet I want to be fair to Omaha as I possibly can and I am not asking for a statute change. Remember that, I am not asking in any other difference in the distribution that we have had or expect to have, only the difference in being able to change this cap and make this one-time transfer, and I simply do not feel that I should ask my taxpayers and so on to be buying new buses for Omaha, and we have, every one of us have our own pet projects and the things that we want to expect the money to be spent for, and I am trying to be as fair as I possibly can be and I don't think that I am asking for too much in this transfer change, and I also realize that this is not accomplished too easy down here but please remember this is only a one-time amount and gasoline has probably dropped what, 25, 30, 35 cents in price and we have increased the budget today a couple of times and I know there is some other revenue items but this would be a decrease and that is about all I have. I'll answer any questions.

SPEAKER NICHOL: Senator Warner, please.

SENATOR WARNER: Mr. President, members of the Legislature, I would rise to oppose the amendment. The one thing that you all want to be, and Senator Nelson has explained it, but so you are sure you understand that the proposal is to take 800,000 out of the Highway Trust Fund which means that 46 2/3 percent of that 800,000 will be funded by reducing the amount of Highway User Revenue that goes back to the cities and counties. It is that simple. The other portion as the bill is written...as the amendment is written, will increase the variable and in fact holds the state harmless. Now the argument that someone outstate shouldn't pay to help replace those buses is not a factor here because obviously highway user revenues are paid by everybody across the state