

measure to raise money for the roads. It is not proposed as that. It is proposed as a budget balancing of the General Fund. To sneak that extra half cent of sales tax on new automobile purchases into the Highway Trust Fund, without coming forward and saying, citizens, we are going to raise your taxes to build roads, I think is a deception. We need the money. At this point we're talking about balancing the General Funds. I'm sure there has not been any member of this Legislature that has been more supportive of money for building roads since I've been here. The first year I had an opportunity to introduce a bill I introduced a bill into the Revenue Committee saying let's have a variable gas tax for cities and counties. I didn't get the support from Senator Hefner to get that bill out onto the floor. Last year I had a penny gas tax bill. I...Senator Hefner indicated he had a conflict of interest, did not support bringing that bill out. I don't recall getting Senator Abboud's vote on that measure. We got it passed anyway. What I'm saying to those two is, if we need that money for road construction, come forward with a bill to raise the money for road construction for cities and counties, come in the front door, not in the back door. This is a back door attempt. For that reason I'm not going to support it.

SPEAKER NICHOL: Senator Warner, please.

SENATOR WARNER: Mr. President, members of the Legislature, the other day when the motion was made to cap there was no discussion, except by proponents and one opponent. But the discussion that we are having now was not made. Now I supported Senator Withem's bill last year, I believe. And I'll tell you since December through March the cities and counties, with the additional half cent...additional 1 cent of gas tax collected in actual figures \$865,000 less than they did 12 months before when the gas tax was less. The purpose of retaining this half cent to the Highway Trust Fund, and most of you argue Department of Roads, what you really are arguing is the receipts for local governments, cities and counties, because the state is taken care of with the variable, doesn't effect them. It is true that the gas tax does not need to be as high. But it does not affect their budget in that sense. It's a little strange, you just adopted an amendment to cap it...to uncap it June 30, 1987. Now the argument must have been, when that was done, that it is right on July 1, 1987, to have that sales tax for motor vehicles continue to go to the Highway Trust Fund. If it is right on July 1 what is wrong about January 1? The principle, obviously, is there. If you adopt it for January 1 at least you provide a