

so forth, that then would be continued to be used for general incentive type programs. Now this has narrowed the bill down considerably and I just feel it is so very necessary that we deal with this problem of old tires, and without any funds, there is just no way to accomplish it. So having had you look at the materials I have had passed to you, having looked at the bill, and having this explanation of what will happen with this amendment, in other words, it will divide the monies, but it will specifically address the problem of waste tire recycling and use. And since I don't care for mosquitoes, nor to be bitten by them, I would ask the body to go ahead and pass this amendment or attach this amendment to the bill.

PRESIDENT: Thank you. Senator Rod Johnson, please, followed by Senator Nelson, then Senator Morrissey, then Senator Schmit.

SENATOR R. JOHNSON: Mr. President, and members, as I indicated before, I had some reservations about this particular amendment. There are two reasons. One, in the adoption of my earlier amendment, AM2018 on page 110, we struck the language that referred to private entities, and I think if this amendment is adopted by the body, that it might be necessary to strike the reference to private entities in this amendment on line 6. But the real concern I have is that with the adoption of this amendment you are, basically, taking away the most significant funding source, to use that money only for recycling of tires or waste energy kinds of ideas, to be spent only on tire recycling or burning and, unfortunately, that cuts, basically guts the provisions for all the other projects hopefully that would be available for funding under this bill as it is originally written. Senator Beck has indicated this is a friendly amendment and I am not suggesting it is not a friendly amendment, but I have great concerns that many of the other goals that we have set for this, for this particular bill, that have been outlined in the opening sections of the bill, would not be able to be funded. As I indicated last week when we began the discussion on this, these are rough guesses at this particular point because we have not had them verified by the Department of Revenue, but approximately \$2 million would be generated by the \$1 of tax on tires; 775,000 would be generated under the business fee that is in the bill; and since we struck the fee on newsprint, that will be debated later, but that was \$46,000. As you can see, the vast majority of the money comes from the tax that would be imposed on the sale of tires, and if you take that funds or those funds and only spend them in the