

no need for this to be spelled out and it would be better not to have it spelled out. So I would urge that the adoption of the amendment would be accepted which would take out the unit rule provision as provided by the committee. I know of no reason why it should stay.

PRESIDENT: Thank you. Senator Scofield, please, followed by Senator Schmit and Senator Hall.

SENATOR SCOFIELD: Mr. President and members, I rise to support the Warner amendment and probably will not expand very much on what he said other than to point out that much of the debate surrounding the settlements, and so forth and so on, has been to determine what is real property and what is personal property. Basically, my understanding of the lawsuits are that's the kind of negotiations that were pursued throughout the whole settlement process of this and it seems to me right now that, as Senator Warner has said, it's unnecessary and unwise probably to have this kind of language in there. It would appear to lock us in at a time when our whole future with taxing not only railroads but everybody else, is very, very uncertain. We do have a study from Beck & Associates that was done within the last year or so that is relevant here and if you want to look at the kinds of cost studies and so on that, frankly, is kind of dull reading but is relevant to all of this, I would simply call your attention to that that we did spend a considerable amount of money on that, as a state, I think about \$65,000. And, I guess, just given the uncertainty of where we are right now, it's probably unwise to have language that precise in the bill. Thank you.

PRESIDENT: Thank you. Senator Schmit, please.

SENATOR SCHMIT: Mr. President and members, it seems to me that the railroads had reached some sort of agreement whether they're above board, behind closed doors or otherwise, I'm not sure, which exempted 75 percent of their property from taxation as personal property and I would guess that the disagreement between the book value and actual value is one which will be a continuing one. It would also seem to me that one of the reasons we are here today is because we were concerned about litigation. I guess my question of Senator Hall first and possibly Senator Warner is this, without specifying exactly what we are going to do, does this mean that the railroads and the Department of Revenue will be in litigation on an annual basis?