

April 1st. I was hoping that maybe we could have the emergency clause on and maybe adjust this before the April 1st date. But, as we heard during the Revenue Committee hearing, this would create some other problems. And I believe one of the greatest problems would be to truckers where they prorate taxes with other states and they do it on a quarterly basis. So, if we change this tax in between, it would just be a lot of extra work, and I don't think that's quite right. But, getting back to this proposal, I believe, and I have to disagree with my good friend, Senator Landis, but I believe this is the right way to go, because, had this been in effect in December, the Board of Equalization could have met and kept the tax rate, the state tax rate at where it was. We wouldn't have had this 5-cent increase, nor perhaps a 4 or 5-cent decrease come April 1st. It would have been evened out. And I think th's is the way it should be. The Department of Roads doesn't need this 5-cent increase. They will have enough money to meet their budget requirements. And so I believe it's foolish to overcollect this money. Of course, when we get into the next fiscal year's budget, certainly, then we won't have to have that variable fuel tax quite as high. And so I would certainly urge you, this morning, to support this bill and, hopefully, we can get this bill passed in the next 10 days or so, and the Board of Equalization would be able to use the 2 percent variance instead of the 10 percent. Thank you.

SPEAKER BAACK: Thank you, Senator Hefner. Further discussion. Senator Lamb.

SENATOR LAMB: Mr. Speaker and members, I would like to point out that this may be a history-making bill. I think it's of historical significance that here, for the first time in anybody's memory, Senator Warner is proposing a bill which may, in some cases, reduce the Highway Cash Fund. I didn't think that would ever happen. However, of course, that isn't really the way it works, because in other cases it may increase the Highway Cash Fund in order to keep it more on an even keel. I think it's the proper way to go. I'm not quite sure whether it should be 2 percent or 5 percent. Seems to me that 2 percent holds it so close that there will be continual changes, back and forth, one way and the other, that, as Senator Landis pointed out, there would be continual changes where...but the committee has decided on 2 percent, and I'll vote for that. However, it does seem to me that 5 percent might be more logical. I don't see any real logic in having it less on one side than it is on