

additional money to support economic development incentives, one that benefits their industry truly, but also one that benefits all the State of Nebraska. There have been a great deal of arguments presented today and I, too, would like to rise somewhat in opposition to statements that Senator Bromm made about whether or not there were...whether this bill was drafted and came to the floor during the Micron debate. The bills were in as much...in much the same form that it is here on the floor, the difference is the amount of money and the amount of checkoff. So the connection to Micron is in principle and in concept only. Myself, being someone who is a little concerned about obligating the state to future tax credits or to future incentives when, in fact, we had yet to find a solution to a 75 million dollar shortfall that involved contracts with companies who had come to Nebraska in good faith. I believe that if we, in fact, advance LB 377, it does have an A bill that was introduced last week. You will recall, it will indeed sit on Final Reading until after the budget issue and we can then address exactly what needs to happen in putting as much money up front as we possibly can. I appreciate Senator Bernard-Stevens clarifying that for me. I think it will be an issue that we will deal with in the total budget discussion and would encourage adoption of the Bernard-Stevens amendment.

SENATOR LINDSAY: Thank you. Senator Cudaback.

SENATOR CUDABACK: Mr. Speaker, members of the body, it's good to see all the discussion on this issue. It's a major, major issue. When we take a trip a thousand miles away, at times we don't know whether to drive or whether we fly or take the bus. There's many groups out here calling us and giving us directions and I think they have the best interests in mind, I really think they have the best interest of what...for the farmers and for whatever is the cause in mind. They really do. But they have a different direction, a different mode of getting there. And, hopefully, these people understand the fact that we cannot have it...everybody can't have their way on how to go, whether you fly or whether you drive or whatever. I would like to make one point when we're making our decision here today. In 1980, the average age of a farmer was 39 years old. That's in 1980 the average age was 39 years old. Today the average age is 53 years old. The average age of a farmer today is 53 years old. This tells us something. If we don't do something with...in the direction we're going, in a few...in a few short years there's going to be...the farming industry and everything is going to be