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FLOOR DEBATE

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get better, as was talked about on the selling bonds and using the \$14 million from the half cent sales tax on automobiles, that would take us down the road three or four years and times are going to get better. But times are going to get better, we've got so much ground to make up on state aid to schools, if we could go back to the \$1 and if we'd let them raise their budget lids, if we make up ground to the universities. We've cut our aid to counties and our community colleges and cities, NRDs. We've got a lot of ground to make up, even this year. In order to do...come anywhere close next year, we're going to...at a growth of 6 or 7 percent, which it's going to be questionable whether we do that. I just think we're headed down the wrong path if we try to settle for the bonds, and it is kind of appealing to look at a 4 percent interest against that higher interest, whatever that might be. But I just think as a government, there may be some things that you do in your business or private practice, you might do different than you would in government. I think if our federal government, if we had never started down this path, think of how much better off we'd be than the tremendous debt that we have right now. My first choice is a half a cent on the sales tax for one year, and I have to take a big breath to even say that. And the next choice would be a combination of maybe the sales and income tax. But to start down this path, I'm not ready to do that. I'd like to give the rest of my time to Senator Baker.

SENATOR CUDABACK: Senator Baker, about 2, 22.

SENATOR KREMER: Thank you.

SENATOR BAKER: Thank you, Senator Kremer and members. It's brought to my attention, and as I worked through the formula for this whole process using the bill's language, it appears to me that the cities and counties are...and I...and Senator Brashear, on his own time, time is too valuable here to be giving time back and forth, I guess, the cities and counties stand to lose an estimated \$7 million under the AM3477. It's not an easy formula to understand. I'd be glad to work with Senator Brashear through this. I agree with the figures that are here because we're taking some motor vehicle sales tax, the fuel tax that goes into the Highway Trust Fund, with not belaboring the