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one-fourth. We allocate \$1 million in the Scrap Tire Fund annually to go to deal with tires. That's how much the grants are worth that are awarded. Now, those grant applications far, far exceed that \$1 million that's available. In fact, they average close to \$3 million. So we're only able to fund approximately one-third of the applications for these grant funds. We fund one-third, and if this amendment were to be adopted, we would take one-fourth of what the total fund is and appropriate that to just one business. That's what this would allow. I don't think that's good policy. I don't think it's good for the tire fund. And so in addition to the health and safety concerns, my second concern with this amendment is the depletion of the fund. We're taking money from a fund that already does not have enough money in it annually to deal with all of the applications that we've got submitted to NDEQ. Those are two of the major issues. To deal with the latter issue, I have proposed the current amendment that's before you, FA443 to AM2299 of Senator Schrock's. That amendment reduces the amount of money that could be granted from the quarter of a million that is in Senator Schrock's amendment, to \$50,000. That, to me, is a far more reasonable amount, a far less onerous amount than a quarter of a million out of the \$1 million total, and that total, as I say, only being approximately a third of what's being requested anyway. So this amendment deals with one aspect of my concern on the amendment as it's currently drafted. It reduces the amount that would be allowed for tire-derived fuel grant subsidy. And remember, this is a subsidy. If a company wanted to burn tires on their own, they would simply...not "simply," because there is a process the DEQ follows, and they would have to get an air emissions permit, and they would have to be specifically dealing with tire-derived fuel. Once they were granted that permit and they met all of the guidelines, then NDEQ issues it, and they could burn tires. This legislation that Senator Schrock introduced as a bill and now as an amendment has absolutely nothing to do with granting authority to burn tires or not burn tires. Remember, this amendment is just to take money from our grant funds, a fund that we have worked on, that I have worked on, for at least 12 years, and that the Natural Resources Committee worked on and put the current ban in statute even before Senator Schrock was the Chair of the committee. And it has been a ban that was in