

the floor. Sergeant-at-Arms, will you round those up who are not here, please. Senator Marsh and Senator Pappas are the only two excused. Have a look at your green lights and see if they're shining. We're looking for Senator Conway, Senator Chronister, Senator Chambers and Senator Schmit. We're looking for Senator Chronister and Senator Chambers now. Please return promptly. Now only Senator Chronister. All right, would you begin, Senator Vard Johnson. Just a moment. Now.

SENATOR V. JOHNSON: Mr. Speaker and members of the body, I suppose I flatter myself by asking you to come in for a call of the house so that you can hear my closing remarks, believing that somehow and in some fashion I'll be able to persuade you to vote for this measure from my remarks. Whether it's flattery or not, the function of a Legislature getting together is to debate important issues of government and to come to conclusions based on reason decision making and also to come to conclusions based on what is politically right to do. What I have offered for you this morning is a small change in the way we fund a portion of the highway patrol. I have simply suggested that \$8.5 million that is currently being used to fund only that part of the highway patrol that monitors our highways and roads be paid for from user fees and the user fees are the gas tax, the user fees are the sales taxes on motor vehicles. I want to stop for just a moment and talk about the sales taxes on motor vehicles. Right now the sales taxes in general pay for all of the highway patrol because the sales taxes in general are part of our overall general fund support. I am simply saying that the sales taxes on cars which currently goes to the highway trust fund should be the support of that part of the highway patrol that monitors our roads and highways. We have a user fee concept right now built into the gas tax and to the sales tax on motor vehicles and to registration fees and the license plate fees which says that because all of these items in one way or another relate to roads and highways, then we should dedicate those taxes and fees to roads and highways. The highway patrol that monitors the roads and highways is so integrally related to roads and highways that there is nothing contrary to good government in having that portion of the highway patrol funded by the user fee. That's what I recommend be done. Secondly, when that act is done, that act in and of itself will reduce general fund pressure by \$8.5 million. That \$8.5 million reduction combined with Senator Warner's \$10 million