

policy issue is one whether or not you want to see highway user fees shifted to mass transit when we already have substantial road needs otherwise, whether it is taken out of the trust fund or the highway allocation fund which, of course, it cannot be done. So I'd urge for you to vote against the amendment because if I'm correct, on the lack of statutory authorization, you could approve the amendment and then find no money available in the amount of \$1.8 million to go for mass transit because the law would not permit the necessary transfer to be made by the executive branch of government.

SPEAKER NICHOL: Senator Vard Johnson, for what purpose do you arise?

SENATOR V. JOHNSON: Mr. Speaker, members of the body, I'm going to withdraw the amendment for the reason that this same amendment is contained within a more comprehensive package that will be coming up a little later on and rather than take the body's time to go over it at this juncture, I think the better part of discretion is simply wait for the larger package, so I'll withdraw.

SPEAKER NICHOL: All right, it is withdrawn. Next, Mr. Clerk.

CLERK: Mr. President, Senator Vard Johnson would move to amend the bill. This amendment is on 2204.

SENATOR V. JOHNSON: I don't know what this one is. Mr. Speaker, I have two more amendments coming up. They both relate to the highway trust fund. I know that one of the two is being taken care of by the Appropriations Committee as part of its recommendations, or I think it is, which is to increase the abstracting fee on drivers' licenses. That's the second amendment. I will withdraw that one and the first one is to earmark one cent of the motor vehicle sales tax and I think I'll just put that on the bottom of the list for now.

SPEAKER NICHOL: All right. It's on the bottom of the list.

CLERK: Mr. President, the next amendment I have is by Senator Remmers.

SPEAKER NICHOL: Senator Remmers is coming back. Sorry to