

left with the cost of maintaining it at the state level without people buying it, without people utilizing it. I think the bill is foolhardy. It is a not direct or workable way of trying to raise revenue. When you take a user fee and make it many times what the actual cost of the service is then you are simply trying to use user fee as a disguised form of taxation. As I say, it is not an issue that was not examined carefully and thoroughly and repeatedly by the Public Works Committee. It was examined and I think it was unanimously killed, as I recall, or if not unanimous maybe one or two, but it was killed and killed repeatedly because it simply is not a responsible way to do government. If you are going to tax people raise taxes.

SPEAKER NICHOL: Senator Haberman, please, then Senator Beyer.

SENATOR HABERMAN: Mr. President, members of the body, from reading a report here from the Director of Motor Vehicles, the way I read it, it takes 19 full-time employees to run this program. I'd seriously doubt that it takes 19 full-time employees to run this program. The program hasn't been in effect long enough to really find out how serious it is but, if it's 19 full-time employees, what is it going to be in a couple more years? Once these things are in a computer and one person can enter hundreds of things in a computer in one day, hundreds and hundreds of things if they are working on the same thing, so just from looking at this February 5 note from the Department of Motor Vehicles I would seriously doubt and would rather have a more detailed report than the one we have now. So I'm going to say let's do not give the 30 votes on this bill. Thank you.

SPEAKER NICHOL: Senator Beyer, please, then Senator Schmit.

SENATOR BEYER: Mr. Speaker, and colleagues, I rise to oppose this. I'm on the Public Works Committee and heard the discussion. It goes back to 1965 when this was set up at 65 cents per abstract. In '73 it was raised to 75 cents. In '83, which was just two years ago, it was raised to \$1.00. This more than covers the cost. But the thing that I want to make clear to you is some of the figures that Senator Warner gave you, in the trucking industry we are required, by federal law, to send for a driver abstract on all drivers we hire. Some of these other states, in their