

There are no present federal programs or funding mechanisms to accomplish the task, nor is there any realistic hope of any such programs that could do the job. Now he went on to talk about is that we have pursued all those avenues and many, many more but, unfortunately, without success. The only other option was the Highway Trust Fund and that becomes a very attractive source of money, particularly in lean years. My purpose here is to, one, bring this to the attention of the body. I don't think that this is a proper funding source, not a reflection on the impact that may occur if that rail line is abandoned. But I think there is a matter of reality and a matter of precedent here. There could be other and might well be other lines that are going to be abandoned across this state and, all of a sudden, the Highway Trust Fund becomes a mechanism for funding and keeping rail lines across this state going and that's not a good and proper purpose for the funds. That's not what it was intended to do and, in fact, would place in jeopardy the long-term viability of our road system in this state of which a majority of this state does rely upon and so do the area...and that area of the state where this line is being abandoned. Those people depend upon the roads as well, in fact, probably depend upon those roads more than they do the rail line. And so if you want to do those sorts of things, we need to find other funding mechanisms. And one of the ploys may be, well, let's take out the funding but let's just move along and we'll find the money somewhere and I think it's fair to allow Senator Lamb, Senator Wickersham, Senator Dierks and so on, the people who have been working very hard in this area, to allow them to find those funding mechanisms. The Highway Trust Fund is not one of those. That is not something that, I think, we should begin the precedent. This would be a major shift in policy, would have ramifications for years to come; then next would come airlines, regional airports and so on, saying we need that money as well because it will save on the roads. With that, I would ask that my amendment be adopted. It strikes out Section 30 of the bill. Section 30 is found on page 29 of this bill. Again, it would take out the \$10 million for fiscal year '91-92 and then another \$10 million from July 1, 1992 to June 30, 1996. With that, I would be happy to answer any questions and would urge the adoption of this amendment.

SENATOR MORRISSEY PRESIDING

SENATOR MORRISSEY: Thank you, Senator Kristensen. Our next speaker is Senator Dierks, to the bill. Senator Lamb, on the