

TRANSCRIPT PREPARED BY THE CLERK OF THE LEGISLATURE
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FLOOR DEBATE

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LB 77, 248

SENATOR BOURNE: Thank you. Senator Howard says how come you didn't explain the amendment. I said, well, the A Team is here. You don't need to do that. This amendment simply goes back to what LB 248 was in its original iteration, in that sales tax money on vehicles would be unrestricted. The city, a community can use it, that sales tax money generated from the sale of cars, in any way or any part of their budget, rather than being restricted to simply road construction. With that, I'd urge your adoption of this amendment. Thank you.

SENATOR CUDABACK: You've heard the closing on AM2110. All in favor of the motion vote aye; those opposed, nay. Have you all voted on the issue who care to? Have you all voted? Please record, Mr. Clerk.

CLERK: 29 ayes, 2 nays, Mr. President, on the adoption of Senator Bourne's amendment.

SENATOR CUDABACK: The Bourne amendment has been adopted. Mr. Clerk, please.

CLERK: Mr. President, Senator Baker, I have AM2200, but a note you want to withdraw AM2200.

SENATOR CUDABACK: It is withdrawn.

CLERK: Senator Baker would move to amend, AM2605. (Legislative Journal page 918.)

SENATOR CUDABACK: Senator Baker, to open.

SENATOR BAKER: Thank you, Senator Cudaback and members. AM2605 is LB 77, a carryover bill from last year. Let me explain how we process apportioned vehicle taxes and fees now. Those apportioned vehicles are what we typically call over-the-road semis and so on, heavy trucks that pay their fees to the state and at the current time, 30 percent of those fees is collected by Department of Motor Vehicles. They take a 3 percent collection fee out of that 30 percent. The rest of it goes to the motor vehicle tax fund, and that money, then, is