

March 13, 1980

LB 361

SPEAKER MARVEL: Senator Warner. Okay, we are speaking to the Maresh amendment to the committee amendments. Senator Warner.

SENATOR WARNER: Could I ask the clerk, as I heard the amendment read, is it two...one place it said eleven and a half, is that the striking? Then another place it says, I thought you read twelve and a half another place.

CLERK: Senator, no, that is the what I read because that is the way it is written and I am not sure. It said "strike ten and a half and insert eleven and a half cents". Senator, I think the way it would work is on page 2, lines 6 and 21, you would strike ten and insert eleven. Are you looking at the committee amendments? There are two separate ones, two sections to it. On page 2, lines 6 and 21, strike eleven, I mean, strike ten and insert eleven, and on page 3, lines 3 and 15, strike...you'd strike ten and insert eleven, I guess, at that point.

SENATOR WARNER: Senator Maresh, would you help me? It is ten and a half now. You are raising it to eleven and a half, that's what...?

SENATOR MARESH: We are increasing the gas tax by two cents...total of two cents. We are amending the committee amendments from a one cent increase to a two cent increase from ten and a half to twelve and a half. Strike the committee amendment of eleven and a half and insert twelve and a half. That is the intent.

SENATOR WARNER: I will look at that later I guess. Assuming that the amendment is...and I assume it is, it is intended to be. I just couldn't technically for sure, Senator Maresh, but I would rise to oppose at this time a two cent adjustment for a number of reasons. Obviously, I have an interest in LB 722. It is out on General File which deals only with the State Highway Department funding in order to provide some stability to that. I am not going to argue the merits of that particular piece of legislation today other than to say that a two cent increase, or for that matter a one cent increase at best is a stopgap measure in terms of being, for the state at least, to be able to meet its commitments to the public as to what will be constructed in a one year or projected five year program for that matter with declining consumption that has occurred. My concern really is not...is one that I am not interested in just throwing some money at the problem that we all know exists but rather that we can appropriate and raise revenue