

March 13, 1980

LB 361

fuel is the one source of revenue for the state highways. Few are the diesel trucks that drive up and down the country roads. I realize a few farmers have diesel trucks but your big and your heavy diesel trucks use the state highways and I was just wondering what your comment would be and if I have two minutes left I would like Senator Hefner to comment how he feels about the diesel trucks, of which he is very definitely interested in the diesel fuel, pumping it as he does.

SENATOR CLARK: You have one minute left.

SENATOR KEYES: Senator Hefner, you have my one minute.

SENATOR HEFNER: What is the question, Senator Keyes, what is the question?

SENATOR KEYES: The question is how you'd feel about increasing the diesel tax to help the state highways.

SENATOR HEFNER: This bill would increase the diesel tax right along with the gasoline tax. Diesel fuel is classified as a special fuels tax and, therefore, if this amendment advances or is adopted, that means that the tax on diesel fuel would go up two cents, too, just like on gasoline.

SENATOR CLARK: Senator Newell, please. The question has been called for. Do I see five hands? I do. The question is, shall debate cease. All those in favor vote aye, all those opposed vote nay.

CLERK: Senator Clark voting aye.

SENATOR CLARK: The vote is to cease debate. Record.

CLERK: 26 ayes, 2 nays to cease debate, Mr. President.

SENATOR CLARK: Debate ceases. Senator Maresh, do you wish to close?

SENATOR MARESH: Mr. President, just to point out that just a few years ago the gas tax we had was about twenty-five to thirty-five percent sales tax on the fuel. Now it amounts only to about between twelve and fifteen percent. Our dollars, our highway dollars, the construction dollars have dropped dramatically. In 1967 the seven and a half cent gas tax bought about seven and a half cents worth of products or material to build highways. Now between nine