

April 6, 1981

LB 486

area. I think it is a reasonable approach to kind of get a happy medium. I think it is kind of a result of probably one of the county assessors who is from Custer County who indicated that we had gone kind of far in one direction and we needed to come back in kind of another direction and hit some kind of a middle ground and I think 486 does this and, therefore, I support the bill and support the amendment.

SENATOR CLARK: Senator Newell, we are on the committee amendments.

SENATOR NEWELL: I would like to speak to the bill.

SENATOR CLARK: Senator Dworak, your light is still on. Did you want to talk? All right, the question before the House is the committee amendments. All those in favor vote aye, all those opposed vote nay. Record the vote.

CLERK: 29 ayes, 1 nay on adoption of the committee amendments, Mr. President.

SENATOR CLARK: The committee amendments are adopted. We are now on the bill. Senator DeCamp, to explain the bill.

SENATOR DeCAMP: Mr. President, members of the Legislature, let me not by the fact that we have not had a great deal of controversy or talk on this bill thus far minimize the importance and significance of it. It redoes, undoes, changes, alters two major bills that were passed a couple of years ago, LB 103 and 105. Without taking time to make recriminations or saying who was right or who was wrong then, let me simply say the bill does this. It looks at the way railroads are taxed and who gets the money and it says based upon what happened as a result of LB 103, LB 105 and equalization and revaluation of property, we have determined as a Legislature that we should redo the formulas for distribution of the money so that there is more equity, and let me say the problem develops in a relatively simple manner. I am not going to explain how railroads are taxed because that is complicated, and unless it becomes absolutely necessary, I think we have tried to contact every Senator individually here and explain the process and what happened, but it goes something like this. When we added the density factor we changed the whole ballgame and so it used to be if you had a hundred miles of track, that hundred miles had a certain factor and that hundred miles if it was up in Johnny DeCamp's territory and it was Chicago Northwestern and it had one train a week on it was basically in many respects the same as one