

years old. We can't afford to buy a new car, and especially pay taxes on it, but we try to get by with what we have. Why don't you legislators spend more of your time finding ways to cut spending instead of raising taxes all the time? This is enough. And that echoes my sentiments. Thank you.

**SPEAKER BAACK:** Thank you, Senator Robak. Senator Hall.

**SENATOR HALL:** Thank you, Mr. Speaker, members. The...I am kind of surprised at Senator Chambers' objection to this proposal, but I guess not really. I haven't seen him support anything yet this session, so he is being consistent. The issue before us is one of, and I ought to have known that this was going to happen, is one of uniformity, and I am on the wrong side of the uniformity issue with regard to this session. What happens is, under this proposal, is that, yes, there is a shift, if you will, but it is a shift toward equity, one of a car that happens to be the same make and model, the same vintage, the same mileage, if you will, but in two different spots in the state, is currently right now treated 180 degrees differently. We have no rational system other than...it is much like the school district issue, if you will. If you look at the county average of the tax rates, they range anywhere from 1.4 all the way up to 2.7, I think is the high, and you won't...you can't imagine that that would be Douglas County. So I have a real interest in seeing that there be a uniform cost, if you will, spread across the state, in terms of how we value these vehicles in terms of the registration fee. If I had my way, Senator Chambers, I would do away with the personal property and the registration fee. I introduced a bill to cut the sales tax on autos in half, not because I wanted to generate the sale of new cars, it is because I feel the tax on automobiles is outrageous in this state. You talk to the folks about two things when they move into this state; they say the cost to plate a vehicle and personal taxes on their houses are the two single issues that jump out at them in terms of being much higher than wherever it might have been that they came from. But in this case, what we do is through Senator Conway's bill, and the committee amendments, if we ever get to them, is allow for a across-the-board uniform handling of vehicles. In any taxing system, whether it be called a fee schedule or a tax system, when you make a shift, there is going to be winners and losers. There is no way that you can replace that revenue and make it come out the same way. We have learned that lesson through the personal property tax debate that took much of the earlier