

continuing with some of the concerns I have with the current system and then before we even get into the process, the schedule that we've offered in this particular bill, takes me back to a couple of other things that were said. We are putting a great deal of focus on the expensive car or the poor person, we are equating poor people with old and cheap cars. Americans seem to have, I know I've experienced it, and still do, to some extent, a love affair with our automobiles. Probably when I was the poorest, one of the primary assets I had and was able to buy and had a great deal of pride in was an automobile. Many people who are not particularly wealthy do focus, to a great extent, on that automobile, as some measurement of opportunity, some measurement of pride, some measurement of an asset that they can access and drive. I think if we look around you will see many a young person, many a person who is not particularly well off, who focuses on their automobile and actually puts an inordinate amount of their resources probably into their automobile more than they do into their home and other situations. We have many young people who are apartment dwellers who drive nice cars and are not particularly involved in their residential's interest at that particular point in their life. So to equate poor with old and cheap, and a nicer newer automobile with a person who is wealthy, absolutely is not correct. As you drive over to the University of Nebraska and drive around the campus and look at the parking lots, you are going to see many smaller, more efficient, economy-type cars but newer cars that are over there, as opposed to many of the old clunkers, junkers, and so forth, that we seem to be focusing on in this bill. So that equation is not particularly correct. You'll also note that you have to put the sales tax and the property tax together when you start looking at what is the deterrent to buy, and if the wealthy can afford, what are they going to pay. If you were to go out and buy a new Dodge Shadow stripped down and spend \$8,000 on it, to license it in Nebraska, it will cost you \$650, \$400 for the property tax or for the sales taxes, and \$250 to license it under the bill that we proposed. If you go out and buy a Mercedes for \$60,000, you are going to pay \$3,285. That figure proportionately does not change very much by reducing that one end on that personal property tax side, and so we have to put those two together. As you continue down, some of the concerns I have with the current system, it's basically a deterrent to up...for people to upgrade automobiles in order for them to acquire something that is more efficient, something we strive for and we talk about the environmental aspects. it deters them from buying something that possibly has safer equipment on it,