

with the proper shoulder harnesses and seat belts and, currently, the new movement towards air bags and this sort of thing, they end up being forced to buy the older car because they lose maybe two or three years purchasing power towards buying a newer car because they have to tie so much money up into the personal property tax on the front end in order to pay for it. Our current system also causes people, as Senator Hall pointed out, they attempt to register in other counties, and in my corner of the state, they register it in another state and we lose all the taxes associated with it, and it is the wealthier ones that are doing it. They are the ones that are the doctors, the lawyers, the professionals, who have a practice on the other side of the river in another state, and so they buy or lease a company car, and leave it on that side of the...the leasing side associated with their business address and not their home address, and so we lose all that tax because of the system the way it's designed. Then you look at the property tax, and you say, well, what is it for? The sales tax is to support the state, and build roads, and feed into our general sales tax for the general support of the state. But the property tax at the local level, at the local level that we levy on the automobile, is for streets, it is for the law enforcement, it is for the traffic control devices, it is for the court systems, it is for all of that support system we have dedicated to the automobile. And if we have a county where we have a great deal of older cars, under our current system...

PRESIDENT MOUL: One minute.

SENATOR CONWAY: ...in most cases those automobiles are not paying enough taxes to support the system that is required for them to operate in that particular county. So you need to focus on the services associated with it, and without question, the older vehicles, in many cases, put more of a demand on that system, not so much the wear and tear on the roads, but they certainly...we have a lot more fixit tickets and a lot more attention, in many cases, given to those automobiles for safety checks and other types of commitment on the part of those local subdivisions to consider. So that is where we came up with a minimum of \$10. Any car that is driven on the road ought to pay \$10. If you have an old vehicle, \$10 is not that burdensome. Now if you want to look at percentages, if you are paying five, gee, that is 100 percent increase. But we are talking about \$5, not percentages, and we have to put it in the perspective of reality.