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look out for their interest. And I think we should do it, and that's why I bring this amendment. I would ask your support for the amendment, whether you support the concept of the underlying bill or not. If you don't support it, I think this makes the bill a little less onerous in your view. If you do support it, this takes away some opposition. So it seems to me that this is an amendment that would be able to be supported by the majority of the body. Thank you very much.

SENATOR CUDABACK: Thank you, Senator Preister. You've heard the opening on FA1354, offered by Senator Preister. (Visitors introduced.) Senator Landis, followed by Senators Hartnett, Jones, and Chambers. Senator Landis.

SENATOR LANDIS: Mr. Speaker, members of the Legislature, this would be a significant cut in the \$36 million that the bill will generate. We're talking about the repair of tangible personal property, and cars are significant. I got to tell you, I've got a car that's less than two years old. I've never spent more in repairs than on this car. I've...it is the first time I've owned a car in the same decade that I'm living. Okay? I've never had a car that was worth more than two or three thousand bucks. And you know what you do with a car that's worth two or three thousand bucks? You drive it as long it is, and you throw it away and you get another one. Now, when you've got 12, 15, 20 thousand dollars in a car, you repair it. You always do. I actually don't think Senator Preister offered you any facts to justify the claim that this hits the lower-income harder than the upper-income. In fact, if the upper-income owns a more expensive car, the repairs are more expensive. (Laugh) I found that by stepping up and buying a better car. I should go back to the kinds of cars I've been driving for years. If we're going to get some significant money from this idea, we need to leave cars in. It is the standard around the country. This is taxable on all of our borders. There is no evidence, other than some kind of sentimental view, that it affects the poor more directly than it does the wealthy. My experience is that, in fact, newer cars get newer parts, and they are more expensive, and the labor is more expensive. And you know what, it's a dogfall, because there isn't an ounce of evidence to prove one or the other of us true on this score. I would just ask that