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LB 759

need, because there aren't only poor people in the world. And I think if we constantly use that argument and that argument only, we are ignoring a couple of facts that don't quite square with me. First of all, many cars in this world are sold with warranties and they are sold with generous warranties that last for years and years so that...and the warranties are transferable and renewable as among buyers. So that I think all of that factors into this because I don't assume we're interested in arguing one thing but actually accomplishing another. The second thing is that I am then wondering if you factor in the reality of what goes on with regard to automobile repairs, I'm wondering at what age we could exempt repairs rather than doing it carte blanche for everybody under the...under the color and fact of argument that poor people do have to keep their cars repaired and that there is expense, sales tax expense, to them in doing so. So I'm openly admitting what I think some of the issues are, and I'm also hunting for, if the body...if the majority of the body makes the decision that they want to adopt this amendment, which on the low end we think would take something like 15, 16, whatever, 17 million dollars a biennium, and I've had estimates all the way from 7 to 10 a year, so we need to work through those numbers. But if we're going to...if we're going to adopt this, we certainly have to be aware of what the numbers are and what it does to the concept of using LB 759 as one vehicle, a single vehicle, for a total or nearly total revenue package, versus the separate parts approach, which is on the same track but trailing this particular...this particular vehicle. I think those are the issues. I think that when I really think about the facts, f-a-c-t-s, of the repair, taxable repair, automobile repair market, I begin to wonder what the age of that automobile is and ..

SENATOR CUDABACK: One minute.

SENATOR BRASHEAR: ...how we might be able to do something other than just saying, oh gee, let's exempt all repairs of all automobiles. That's where I'm going, that's what I'm listening for, and that's what I hope to contribute to. Thank you.

SENATOR CUDABACK: Thank you, Senator Brashear. Senator Landis,