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then we will never have solved it. Let's talk about the Judgment Fund because one of...one or more of you have asked me, do we really put this money away so that it's there for the judgment? The Judgment Fund would be designated to accumulate \$155 million. And to show you how dynamic government revenues can be sometimes, we'd have that sum by October 1 of this year. So there is some cash flow around here. That would avoid the \$44,000 per day in interest. The \$155 million would come from \$40 million from the Cash Reserve Fund that would otherwise go into the General Fund; would come from \$40 million from the motor vehicle sales tax that otherwise would go into the Highway Trust Fund; and it would come from \$75 million from the motor fuels tax that otherwise would go into the Highway Trust Fund. With this plan, we would avoid several undesirable outcomes. We avoid the \$44,000 per day in interest. We're ready. We avoid the need to adopt a significant tax increase that cannot be readily repealed or refunded. We avoid being placed in a position of weakness whereby we would be pressured to accept a bad settlement simply to avoid the interest penalties that we are not prepared to pay. We would avoid having to call a special session that would be a day late and \$155 million short when we got there. Setting aside money into the Judgment Fund I respectfully submit is good public policy. Let's talk about the bonds themselves. I'll try to do this without any spin. The bond proceeds replace the \$155 million diverted to the Judgment Fund in 2004 and \$120 million diverted into the General Fund in the next biennium. Yes, I see a number of you looking at these, whatever they are, brighter yellow, more intense yellow handout sheets, and the whole plan is set forth there. There would be no decrease in the total amount available for highway construction, for the highway construction program; no decrease whatsoever. If anyone tells you otherwise, they simply are wrong and that is not the truth. Bonds are authorized by our constitution. They already have the approval of the voters generally and as a concept for financing. We have a bond statute that spells out how bonds are to be issued and how they are to be repaid. That was carried by Senator Hartnett in 1988. We have right now, as we speak, granted standing continuous authority to the Highway Commission to issue up to \$50 million of highway bonds. Any day that the Highway Commission wants to, they have the authority to do so and they have had it. So this