

TRANSCRIPT PREPARED BY THE CLERK OF THE LEGISLATURE
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FLOOR DEBATE

March 7, 2006 LB 248, 456, 555, 814, 977, 1130

what's considered...what's in the statutes now...and it's been considered, this sales tax on vehicles, as an excise tax, I guess. That's where there may be some discussion. But it's been in our current statutes that that's to be used for roads, excise taxes are. Now, what we're doing is clarifying, or broadening the term of "excise tax" to include the sales tax on vehicles. So it's simply moving that \$9 million that's going into, in Senator Bourne's case, the city of Omaha's general fund, which is being used for who knows what. And the amendment that was adopted, the committee amendment that was adopted on General File says, we want some accountability here. We've continually been working with cities and counties, saying, we need more money for roads, yet we can't show that we're using the money that was intended to be used for roads on roads. And the committee amendment, adopted General File, provides that accountability. We're not taking any money from any cities, counties, or any other political subdivision. We're simply saying we want to know that that money you are receiving from this is going to roads. So I'm going to oppose the...Senator Bourne's amendment, respectfully asking that, no, we can't...I just simply...this came out of the committee unanimously, looking back. It's been on General File for a year. We've had every opportunity to discuss this. We adopted it on General File, and I'm not willing to back up and take it off. So therefore, I would oppose AM2110. Thank you.

SENATOR CUDABACK: Senator Redfield.

SENATOR REDFIELD: Thank you, Mr. President, members of the body. I rise in opposition to the amendment that is before us. Senator Bourne evidently has a very short memory, because he spent some time on Revenue Committee, and during that time I'm sure that he heard, as I have over the last eight years, bill after bill after bill that Omaha and Lincoln have supported, coming in and testifying, asking us for more money for city streets. Just in 2005 and '06, we had LB 456, where they supported a bill to add 2 cents to the motor fuel tax; LB 814, to add 3 cents to the motor fuel tax; LB 555, to add 2 cents to the motor fuel tax; LB 977, to add 2 cents for nonethanol fuel; and LB 1130, to add 1.5 percent sales tax on all sales in a district for street improvements. At the same time, they have