

February 8, 1974

I have personally some proposals for you where that 300,000 dollars could be well spent in the state for even other purposes. I believe the timing of the bill is wrong, I believe that certainly the song, what a difference a day makes, applies here what a difference a year makes, since that bill has been heard and since it has been paced on the board. I believe that it would be untimely to continue this legislation at this point in time.

PRESIDENT: Senator Cavanaugh next to speak.

SENATOR CAVANAUGH: I have a few questions of Senator Waldron.

PRESIDENT: Senator Waldron yield to questions?

SENATOR WALDRON: Yes.

SENATOR CAVANAUGH: Now Senator Waldron, I don't understand the fiscal impact on this, how much does the state derive from this whole tax? Do they get half and half goes back to the airports, is that the way it works?

SENATOR WALDRON: No, I don't know exactly how that works because it is up to the State Aeronautics Department what type of improvements they make, they are all approved through there. But they derive something around, oh I think it is around 600 and some thousand dollars each year for their operation and it comes all from a fuel tax, primarily. They have a few licenses too.

SENATOR CAVANAUGH: Well as I understand you to say is that the fiscal impact of the bill as the way it is now with your amendment would be \$68,000 is that correct?

SENATOR WALDRON: That is correct.

SENATOR CAVANAUGH: That is the total reduction of taxes that would be accumulated? Well you are telling me that for the entire airport industry of the state of Nebraska, they want this bill to lessen their costs by \$68,000, is that the point of the bill? Can \$68,000 is that making them too oppressive for them to operate here?

SENATOR WALDRON: No I am not telling you that whatsoever, I never even mentioned that, Senator Cavanaugh.

SENATOR CAVANAUGH: Well what is the point of the bill?

SENATOR WALDRON: The point of the bill is that, Nebraska has the highest fuel tax that is the point of the bill. We are trying to, and the point of the bill is that the idea is that the money that is raised through this fuel tax which is discriminatory in any case is levied on only two airports, Omaha and Lincoln and the money if it went back to those airports, it would be for their construction and improvement, I would not have this bill introduced, but it goes to places all across the state where they are building small, real small airports Senator, and I don't know whether you even get out in western Nebraska and see what they are doing, it involves grass strips, it involves small paved strips in small towns like Cambridge and they don't have one in Callaway yet, but they have one in smaller communities than Callaway and I, they also levy property taxes at the local levels or get the local funding and I don't think those airports are needed at that level.

SENATOR CAVANAUGH: So the point is to eliminate the small out-state airports, is that it?