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value other types of personal property or are you aware?

SENATOR CULLAN: Their personal property is valued, is part of this entire system, and so it is not taxed in the same fashion that other personal property is taxed, Senator Schmit.

SENATOR SCHMIT: I see. What impact does the traffic density have on the valuation? Would it be possible if we passed this legislation to encourage the railroads to abandon lines, for example, to Bellwood and to Milligan, in order to lower the taxes and, therefore, lower their total tax load? What I am worried about is that I see nothing wrong certainly with adding the tax where you have new construction such as Alliance and North Platte particularly, but I am concerned I guess when we say we are just going to shuffle the tax load and lessen the tax on the branch lines because in many instances those branch lines would be more highly utilized if the railroads provided services to those small communities. Now if the railroads have by their own edict condemned many of those small communities to oblivion and then we come along now and we give them a further incentive by saying if you do not provide the boxcars and you do not provide the service then we will lower your taxes even further, now that seems to me to be the reverse incentive of what we really want. Now if I happen to be in North Platte or Alliance I probably wouldn't suffer so much but being in Bellwood it has some problems. I have no objection, Senator Cullan, whatsoever to adding the value for the highly utilized equipment and the new equipment that is going into those areas but I guess I am deeply concerned because I have watched over the past the branch lines deteriorating and certainly we can see problems that might develop here if we encourage them further by giving those lines the added incentive of a reduction in taxes, isn't that what we are doing?

SENATOR CULLAN: Senator Schmit, I think this would have the opposite effect because this would say that the assignment of value to a particular line would follow the flow of traffic. If the traffic has increased, the value per mile would increase, if the traffic has decreased, the value per mile would decrease and that I think would provide in some of those lines which are not utilized as heavy as they were, it would provide a lower tax burden although I do not think it would be significant. I think it would encourage them, the one factor that would allow a larger net return on that particular branch...