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LB 42

retaliatory tax somebody else. I want to spend the money here but I don't have the guts to raise it here. If we have a problem, let's address it ourselves because too many other states can outnumber us in the same game and we are going to come out far short in the end.

SPEAKER MARVEL: Senator Warner, then Senator Duis and then Senator Keyes. Senator Warner.

SENATOR WARNER: Mr. President, first I guess I would like to ask Senator DeCamp a question if he is here. I did not hear, Senator DeCamp, any estimate about what receipts would be anticipated and I think Senator Schmit referred to this as a minor tax and I assume a minor tax reflects minor receipts and overpasses, of course, are exceedingly expensive. Do we have any kind of a ballpark figure?

SENATOR DeCAMP: Okay. Yes, sir. I think the tax I am proposing is probably too low. The tax I am proposing from the information I can gather would raise somewhere between \$500,000 and a million dollars on the basis of present traffic. Now you say, well can't you get a little more accurate than that. We get varying figures as to how many coal trains are actually going through the state and we have to go pretty much on the basis of the federal information as to what it is supposed to be at this time and, of course, as the traffic increases, tax amount raised would increase so you could be at a couple million dollars when you get into the 1984 and '85 traffic. But remember on just '42 alone, they got out of about I think a couple hundred thousand dollars of payment. So it is not outrageous by any means. It is really a quite modest tax.

SENATOR WARNER: All right. Thank you, Senator DeCamp. I think, at least at this point, I am going to support putting the amendment on although I fully concur that without question a long term impact is going to be exactly what Senator Murphy has pointed out which will be a series of retaliatory taxes around the country by each state but notwithstanding that, coming from a district which has a railroad transportation district which has a one mill levy on all the property in Lancaster County for relocation of railroads to assist in relocation but also and more importantly for some of the area I represent, to put in either closing of railroad crossings or put in electrical safety devices or for overpasses, there is no way that I can justify putting a one mill levy property tax on all the property in Lancaster County in order to provide access to people to cross railroad tracks made more difficult by the increased number