

February 11, 1980

LB 615

little further than that.

SPEAKER MARVEL: Senator Dworak, do you wish to speak to the committee amendments?

SENATOR DWORAK: Mr. President, colleagues, I am going to rise in opposition to the committee amendments. I would like to see it stay as the committee initially proposed at eighteen and a half cents. I think the IRS argument is a valid argument. I think it is something we have to take into consideration because anything we pay in addition to eighteen and a half cents then becomes income to the recipient. In other words, it is just a way to raise the salaries which may or may not need to be raised but I think it is poor policy to raise them through the mileage allocation. A comprehensive study done by the staff of the Appropriations Committee indicates, and we are talking about all costs in this study, we are talking about a '79 Chevrolet eight cylinder 305 cubic inch Malibu Classic four door. The actual cost of it if they drive 15,000 miles is 17.9 cents per mile. Now if they only drive it 10,000 miles it is twenty-four cents per mile. Obviously the insurance costs do not increase, other costs do not remain constant whether the vehicle is driven or not driven depending on the number of miles. I think we have to be a little careful on this thing. I think we have to be careful of being stampeded into something, into a direction we don't want to go. On that particular automobile, out of that actual cost of 17.9 cents, only 4.11 cents is used to buy gas, 4.11 cents per mile. So I think we have to take a look at this very carefully. I think we are going to have to ask ourselves do we really want to add compensation in the form of mileage. I think that is a poor place to raise salaries. Anything you pay in addition to eighteen and a half cents, anything the counties pay in addition to eighteen and a half cents has to go as income. That means it has to be reported on their income tax. Now that is fact. So I think eighteen and a half cents really realistically, practically is the maximum that we should even consider raising this mileage allocation. Now, of course, if somebody wants to drive a Cadillac or a Lincoln Continental or a full size car, the mileage per cost is going to be higher than if they drive a compact or subcompact. Now I notice Senator DeCamp is bringing before us this session an energy conservation bill and I think that is a part of this. If we do not through what we reimburse try and control the type of vehicles, the type of economy, the type of driving, then it is counter-productive and we are consuming more energy and I think that is a part of this bill. Sure, why should somebody attempt to