## Report could be catalyst for further tax review

By Don Werley
A Lincoln Alliance study made public this week anerts that some Omaha, Lincole and Beatrice ( $\mathrm{O}, \mathrm{L} \& \quad \mathrm{~B}$ ) Roll rond property is underasessed and given further tax breaks.
I was hired by the Lincoln Alliance as a staff researcher to study property tax problems in Lancaster County. The result of my research was a prelliminary report which thowed that some O,L \& B property in Lincoln was underassessed and improperiy classified as terminal

property (tangible property used in the operation of the railroad) thus affording O,L \& B significant tax savings as terminal property is assessed a lower mill levy than other the report, presented to the Iancaster County Board Tuesday.

I was surprised by the confusion and neglect I found concerning riliroad property assessment and tasation. O,L \& B Railroad's Terminal Report (which must be submitted yearly by each railroad to the State Department of Revenue and the county assessor) included parcels of property which had been sold by O,L \& B Railroad or which they apparently have neyer owned.

I had the impression that the 0,1 \& B Railroad simply turned in the same list of properties from year to year, never bothering to make changes if property was sold or purchased or if the value of a property increased or decreased.

Persons in the county assessors office showed little concern for or even awareness of Railroad Terminal Reports. They seemed to believe that Terminal Reports were primarily the responsibility of the State Department of Revenue.

When I spoke with persons in the State Department of

Revenue they seemed to believe that Terminal Reports were primarily the responsibility of the county aswessor, Fritz Meyer. One source in the Revenue Dept. sid they accepted as fair and accurate any Terminal Report which was not contested by a county assessor. (Railroads prepare Terminal Assessments Reports for each county in which they operate. These reports list properties and their values which the Railrodd comeiders Terminal Property.)
Are Railroads totally selfessessing? What is or isn't Terminal Property? If nothing else the Alliance's study has shed some light on a some forgotten or ignored property in Nebraska.
The Lincoln Alliance also has urged Meyer not to increase residential property values in Lincoln without
reasoescing commercial and industrial property values, also. Before the Alliance started to act, it appeared that only residential properties were going to be reasusted and given increased valustions.
Meyer repeatedly claimed that commercial and industrial properties were already assessed faisly and it was residential properties which were receiving tax breaks because of under asessment.
The Lincoln Alliance study on the O,L \& B Railroad ideatifies specifically the error of that positioh. It is one example, but indications are it would not stand alone if Meyer made a comprehensive resssessment.

My hope is that the $0, L \& B$ Railroad study will serve as a catalyst for review of property assessment, tax payments and properly ownership in Lancaster County.

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