

mean, the Cash Reserve Fund, I believe the language still exists in the bill that the money would be repaid whenever they make the money back. That would be a good long time and so I still think the better policy in the long-term is it's a decision we should make on the short-term and we should not be...it's not free money to take it out of the Cash Reserve Fund.

SPEAKER BAACK: Time.

SENATOR MOORE: And I rise to oppose Senator Wickersham's amendment.

SPEAKER BAACK: Senator Lamb.

SENATOR LAMB: Thank you, Mr. Speaker, and members, I rise to support the amendment by Senator Wickersham. You will remember that last year we came within one vote of funding LB 783. We came within one vote. That means that 24 of you people were convinced that we had a good business deal. I'm convinced we still have that good business deal and let me explain in very simple terms why I believe that. We're still talking about \$5 million to purchase the line and if...in the worst case scenario what's going to happen? We're going to sell that line for scrap if this group cannot make it financially viable, which I think they can and others think they can't. But let's just say they cannot, then what's the scenario? The scenario is that the state sells that scrap for a net profit of \$2.9 million. It's generally conceded by our consultants and by the railroad and by others that the net scrap value for that track is \$7.9 million or more. And so if the State of Nebraska can buy that track for \$5 million, we have security. Now very seldom does this state expend money on a basis that the state has security. You know, we do it for all these good things here is a situation where it's really a good business deal, that if the worst case scenario comes into play, then we get our money back and we get more than our money back. You know, I can't...I can't understand why there would be opposition to that sort of a deal that there's security there and what we're actually saying to the operator is if this...you have...you have five years in order to make it work. The shippers, the operator, the people in the communities have this term of years in order to make the railroad viable. If they cannot do it, what does the state do? It gets its money back plus. It gets its money back plus. And so it seems to me that this is a very good business deal, that this \$5 million should be appropriated. Now Senator Moore