

February 16, 1995 LB 830

Jones, we oppose his amendment.

SENATOR CROSBY: Thank you, Senator Matzke. Senator Bromm, on the Jones amendment.

SENATOR BROMM: Thank you, Madam Chairman. I have a couple questions which I hope are not repetitive and I'm not sure who is here that might be able to help me out. What I'm interested in finding out is what the magic is or how the actual ten-mile limit was selected as opposed...we have zoning one, two, three miles, and so forth, and, you know, why not five miles, why not six miles? I'm interested in the rationale for ten miles, if this is arbitrary or just what the rationale is. I don't think Senator Withem is in here right now, so I can't probably get an answer unless Senator Will is involved, or something, with the...with drafting of the legislation. You can shake your head yes or no, Senator Will. Is Senator Warner here now?

SENATOR CROSBY: Senator Warner.

SENATOR BROMM: Senator Warner, could you yield to a question, please.

SENATOR WARNER: Yes.

SENATOR BROMM: In your work with the bill and the amendments and so forth in committee, I have not heard yet the bottom line rationale, if there is one, for using the ten-mile increment versus five or two or six. Can you shed any light on that for me?

SENATOR WARNER: The one thing I do know that in the specs, if you would have it, that the company had provided to the state, that one of the conditions was that the site was to be within ten miles of that...of the major city. So it does fit that definition, although I would still argue, as a general policy, regardless about that spec from the company, and they prefer to be closer but not more than ten miles, but I would still argue that it would be wise to have a broader choice because of the numerous conditions that ought to be met and need to be met.

SENATOR BROMM: Okay, thank you. I see Senator Withem is at his microphone. Senator Withem, do you have any other comments in response to that question?