

have, an inside track. We have been a good place to do business for the Union Pacific Railroad. We will be in competition as a result of its Southern Pacific merger for a headquarter's location. I think the dynamics are compelling. Let's examine them. We have 6,340 jobs now. About 3,300 of those are in Omaha, Nebraska. As a part of a consolidated operation some jobs will be lost. Certainly, that's what the merger and consolidation mode taking place in modern America is all about. But there will be 1,600 new jobs created at the headquarters of this company. We not only want to work to preserve the 3,300 headquarter's jobs we have, but we also want to reach out and claim that which we ought to have a logical head start for with regard to the 1,600 new jobs. We're talking about making the benefits of 829, adopted in the last legislative session, available to our collectively organized employers in Nebraska and elsewhere, just as 829 is more tailored to those that are not collectively organized. This employer, the target employer, this has become known, we all know, as the Union Pacific bill, provides one of the highest salary levels and salary scales in the state of Nebraska. Indeed, this employer is a representative of the most beneficial sector of employment at the highest wage scale in the published materials reporting on the successes of LB 775. I'd also like to suggest that this relatively simple bill is a look to the future. We are not only talking about preserving our 3,300 jobs in the present headquarters, we're not only talking about 1,600 jobs and an approximately \$50,000 per annum salary. We're also talking about 1,100,000 of possible square feet of possible construction at a cost of 100 to 150 million dollars. These are terribly significant things for a very geographically large, sparsely populated state such as Nebraska. This is an opportunity that's important and I respectfully suggest if we are able to avail ourselves of it, if we're able to achieve success here, that after you've built, and I believe they will, a 1,100,000 square foot headquarters, as the rail industry continues to consolidate, the focus can be on Nebraska. This bill is not, I suggest, about minimum wage. You don't qualify for benefits under LB 829 unless the starting annual salary is \$20,000 or more. This bill is not about LB 775. This is an entirely different act adopted by this body as a matter of good public policy at an entirely different session that provides an entirely different benefit. This act is tailored, LB 829 and therefore LB 1368 are tailored for the very large employer. You will note in Section 8 of this act that it is expressly stated