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LB 1234

SENATOR RAIKES: ...to establish where we are right now, in Lincoln at least, if you go to a gas station there's 87 octane, there's 89 with ethanol, and there's a premium grade 91. Most stations I go to have three...those three choices and possibly...

SENATOR CONNEALY: That's what a lot of them are, not all, but a lot of them are.

SENATOR RAIKES: Okay. Well, let's take that particular one. Now right now, this morning I bought some and I bought the ethanol, the 89, because it was I think three cents a gallon cheaper than any of the other grades. Now do we know, are there...are there people like me, how many of them, that basically buy whatever grade is the cheapest?

SENATOR CONNEALY: I think...I don't have a study in front of me, but traditionally, from what I've read, the majority of buyers are price buyers or octane buyers. When the price, they buy the cheapest gas.

SENATOR RAIKES: Okay. In other words, all three of those grades will work in my vehicle so I'm going to buy whichever one is...is...I can get for the least money.

SENATOR CONNEALY: Yeah, and the ethanol blend is probably your best buy.

SENATOR RAIKES: Okay. So we talked about a 23 percent market share. Now we don't know, or do we have information that says when...with the pricing is the way it is right now that there's only a 23 percent penetration of ethanol?

SENATOR CONNEALY: No, I've had indications that it's...

SENATOR RAIKES: No, we don't.

SENATOR CONNEALY: ...that it's going up.

SENATOR RAIKES: And in...and this bill actually would have nothing to do with pricing ethanol relative to the nonethanol grades, right?