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Transcriber's Office

March 30, 2000 LB 1234

SENATOR SCHROCK: I'd be glad to talk...

SENATOR COORDSEN: ...how we're going to support the...support the task force. Would you be willing to do that with me, to look at...to look at how many dollars do we need. Do we need \$200 or \$2,000 or what that might...

SENATOR SCHROCK: You know, if you speak into the mike I hear you better, Senator Coordsen.

SENATOR COORDSEN: Okay.

SENATOR SCHROCK: You have a very good voice.

SENATOR COORDSEN: (Laugh)

SENATOR SCHROCK: I would be glad to do that, Senator Coordsen.

SENATOR COORDSEN: Okay. Thank you. With that, I support the Raikes amendment. Thank you.

SPEAKER KRISTENSEN: Senator Schmitt.

SENATOR SCHMITT: Yes, Mr. Speaker, members, I just have a few comments to make. I'm going to support the Raikes amendment. I think we've probably come a long way on this, but I do hope that they have a study this summer because I think there was a lot of unanswered questions and I think that's where a lot of us were at. I don't know what happened yesterday. I know I was very upset after the vote was taken on the 10 percent ethanol that I had put on there, and that's all it done. And of all the research that I had done on the engines, the small engines, the marine vehicles, 10 percent was the breakpoint and I don't know why that they didn't like 10 percent unless they're planning on putting more than that in there. So I hope that's included in the study this summer. And another thing I guess I wanted to do, there was a lot of information put out about how great Minnesota liked this. These are some facts that came out of Minnesota in the 1997 study by the Minnesota Legislative Auditor: Most of the reduction in the atmospheric carbon monoxide is due to improved vehicle equipment, not to the use of "oxyfuels". The Minnesota Pollution Control Agency doesn't