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done, if I could, because I don't want to foul something up here.

SENATOR BEUTLER: Of course. The...

SENATOR SCHIMEK: One minute.

SENATOR BEUTLER: ...another question I wanted to ask you about, among the changes that you made, you've slashed out in two or three places the word "investment" and inserted the word "loan" so that not only have you modified the statute as it applies to loans, but it appears, and I would ask you, do you intend, this council also has the power to invest, to take an equity position, I believe, in these short lines. Are you intending to do away with these limitations with respect to equity positions?

SPEAKER BROMM: Yes. We intend that this be...

SENATOR SCHIMEK: Time. The next speaker is Senator Baker.

SENATOR BAKER: Thank you, Madam President and members. I understand Senator Beutler's concerns to some degree, I guess. I don't think there are any state funds in there. Right now, there's \$2.7 million, I believe is the latest figure I have, in this. And this is background information. Most of us haven't been around as long as Senator Beutler and can rely on that institutional memory he has there, but this fund has not been used. There has been some interest accrue but, more importantly, you have to stop and look at why this fund was put in place originally, and that was to relieve traffic off these highway systems. And you also need to realize that these short lines that these companies are now operating were originally owned by the major railroads and one of the reasons they sold them was because they didn't wish to put the investment into them to develop the infrastructure, the track weight and bridges. So when these companies bought these, what were branch lines from the major railroads, they inherited some light rail or light-weight track and bridges and, over the years, the unit trains have gone to 286,000 pounds each, and the bridges and tracks simply won't maintain that kind of a load without having derailments. So you can go back to the original intent of the