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chance not only to take time, but to ask questions, to listen to the discussion, and determine whether or not the bill in its present form is acceptable from my point of view. Senator Schrock and the others who favor this bill have shown themselves willing to work with anybody who has an interest, make accommodations where possible, and arrive at a conclusion which is acceptable to a majority of the senators, while producing a bill that accomplishes a needed effect. When it comes to a bill that relates to a public utility, and the primary concern, in my view, should be what is best for the citizens, we should look not only at the desire of that utility, but how it will impact those ratepayers. With that in mind, I want to ask Senator Schrock a question.

SENATOR CUDABACK: Senator Schrock, will you yield?

SENATOR SCHROCK: Yes, I will, Senator Chambers.

SENATOR CHAMBERS: Senator Schrock, this may seem not to bear directly on the bill, but in a sense it does, because we're talking about how much money ratepayers are going to pay for what they receive. I have read in the paper that OPPD--I'm almost sure it's OPPD rather than MUD--is planning to have yearly increases in rates for the next three years. Had you read such an article?

SENATOR SCHROCK: I think I read something on LES this morning. There was some protest from a business community about their rate increases. But I think that's going to be very typical across the state. You're going to see increases in our electric rates. And if I might continue? And I've got my light pressed,...

SENATOR CHAMBERS: Okay.

SENATOR SCHROCK: ...so if you want some of my time, you can have it. But if I might continue, the transportation surcharge on railroads has been quite extensive, because the railroads pull their trains with diesel fuel, and you know what the price of diesel fuel has done in the last few weeks.