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you. We have a tire disposal problem in this state, and we don't have a solution. We have a chance to get rid of over half of our tires. And I think we're probably fortunate to have that cement plant in this state. Cement is a very important product to this state. It's a basic building material. I don't know what you want, I don't know what I can do to accommodate you, but I can't think of any better way to get rid of tires at this point in time than that. We have tried everything else. I'd like to see our highway department use more of them in highways. It just doesn't...hasn't happened. And it's unacceptable to put them in our landfills or to have them hauled to Kansas, put in the land. That is not the solution. Twenty-three states allow this, including states that are very environmentally conscious of Oregon, Washington, and California. What can we do to make this work, Senator Preister? And it's going to cost \$2 million or \$3 million to set up this equipment to burn tires, and we have no guarantee that they will or they won't. But if \$250,000 would help, and remember that's only if all the needs of our public institutions are met first, that's a part of the amendment, I just...I'm just asking, what can we do to help? I don't know what the answer...we've...we reduced it from \$500,000 to \$250,000. Senator Preister, you can have some of my time. I don't know where to go from here, but what's your plan for getting rid of the tires? That's what I want to know.

SENATOR CUDABACK: Senator Preister.

SENATOR PREISTER: Thank you, Senator Schrock, for asking me the question. I think we've implemented and put an investment into the state already. EnTire is one of the things, it's part of the solution, and EnTire is doing crumb rubber and they're using that crumb rubber on playgrounds, on athletic fields, and that is a part of the solution. The other part of the solution is the roads that you mentioned. I'd like to see the Roads Department use more crumb rubber in our asphaltting process. But they have, just in recent years, been able to develop the bonding agents to make it work to where they can do that. We've invested in that process as well. So that, too, is happening currently and I support that. We need that kind of multifaceted approach, but to answer specifically about tire-derived fuel, we're kind of mixing the issue. Because if Ash Grove wanted to