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SENATOR WEHRBEIN: Ten percent, is that what...

SENATOR BROWN: Yeah. And what is E-85?

SENATOR WEHRBEIN: That would be 85 percent ethanol.

SENATOR BROWN: And how quickly are we moving to having vehicles that can run on E-85?

SENATOR WEHRBEIN: I'm not sure. I read a figure, if I'm correct, was 400,000 vehicles are produced in this country that will run on E-85. Ford is being quite aggressive, and so is GM now, in providing E-85 vehicles. In fact, Ford has made a major commitment to try to provide more E-85 stations, because that is a drawback at this point.

SENATOR BROWN: So the figures that Senator Chambers quotes about the inability to have ethanol make a difference may be accurate at the 10 percent level, but may not be as accurate if the country moves more quickly to the use of E-85. Would...

SENATOR WEHRBEIN: Yeah, you would use a lot more ethanol with the E-85 engine. That's right.

SENATOR BROWN: Okay. Thank you. One of the things that I think that we have to keep in mind in dealing with this, and I am supporting the Landis amendment largely because of what Senator Cunningham just said, that we made the deal, but we very probably didn't make a very good deal in the beginning because we should have listened to...I think that it...Senator Raikes and Senator Redfield maybe were two that had promoted the idea of indexing the credit to the price of corn and, inversely, to the price of ethanol gasoline. Because we have made a deal that is very, very sweet for the companies that are out there, the plants that are out there currently receiving credits, we have put ourselves in a position where we're not able to financially incent new plants. And so we're at a disadvantage to other states because we can't do that because we made the deal for the plants that qualified a little too sweet. So I do think that we need to remember that as we put together incentive legislation,