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SENATOR WEHRBEIN: If my memory is right, I think it's...

SENATOR CHAMBERS: Okay, we'll accept that. Would they have to retire that bond issue before issuing another, or is it \$50,000 per project?

SENATOR WEHRBEIN: I don't know the details of that. All I know is several years before I came in, there was a bonding proposal which was fairly minimal by today's standards, that was only for roads. That all...I've told you all I can remember.

SENATOR CHAMBERS: I wonder if I ought ask you or Senator Johnson. Maybe I'll ask Senator Johnson a few questions. Thank you, Senator Wehrbein.

SENATOR WEHRBEIN: He doesn't want to be left out. (Laughter)

SENATOR CUDABACK: Senator Johnson, would you yield?

SENATOR CHAMBERS: And as I ask him, you can determine whether you wish that I had asked you the questions, rather than Senator Johnson. Senator Johnson, what location in Nebraska would be made accessible by roads, by new construction, which are not now accessible, and why would anybody want to go there in the first place?

SENATOR JOHNSON: Well, Senator, it depends upon what you want to call a road. Right now in Norfolk we have the Nucor Steel Company, a very heavy industry. I think that they are large enough that they consume more electricity than any other electric consumer in the state. So they're pretty good size.

SENATOR CHAMBERS: So they're energy hogs, more or less?

SENATOR JOHNSON: Now to...for them to get their product by truck to Sioux City, they have to go on a 1940 vintage road. Yes, it can be done, but the road is so bad that as what I am told is that they have what they call deadhead trucks, where they're only filled one way, so the trucking costs also go up.