

meet equal protection concepts and due process of law there has to be a proportioning of the punishment to the offense. I read Mr. Hogrefe's letter to Senator Lamb and it raises a dead horse, or attempts to, that has been before us for such a long time that it has putrefied and nobody has been able to breath life into its carcass or its old bones. And that is the indication that federal funds would be lost as a possibility...or possibly would be lost as a result of this amendment. First of all, the amendment itself would not result in any loss of federal funds. It does not change the posted speed limit, it deals with the punishment. That same argument was brought when I first amended the law in the way that I did, and the argument carried no water then, it carries even less water now. I made it crystal clear that my opposition to the 55 mile an hour speed limit was the imposition, by the federal government, of one rule on every state in the Union even though every state is unique and faces specific problems particular to its conditions. My feeling is that state law should govern speed limits, not only statewide as a part of a federal system, but sections of that highway within the state looking at it as strictly a state question. This is a legitimate exercise of legislative authority, it will not change anything from what exists now. Nothing has been shown to demonstrate that the existing law creates any hazards. As a matter of fact, a couple of years ago there were some statistics in the World-Herald, and those statistics indicated that for every 100,000 vehicles or miles traveled, which ever standard they used, there was 1.1 traffic fatality within the confines of Omaha that I'm dealing with. On the rest of the interstate, outside of Omaha, the fatality rate was 1.3 per whatever the category was, vehicles or miles traveled, which meant there were fewer traffic fatalities within the Omaha area comprising the interstate system that I'm talking about than the rural area where the limit has been raised. And those statistics did not establish that any of those fatalities were speed related. In 1985 none of the 11 fatalities on the interstate were related to speed. Such being the case, I believe this amendment will bring justice and equity without creating any traffic hazards. If this is not done, a bill which purports to give something to the entire state will have the effect of taking everything away from the citizens of Douglas County who do most of their driving on the interstate system within those boundaries and everybody driving through Douglas County, that means 680, 480 and I-80 that moves across the outer edge of the city. So I'm asking that you adopt...first of all return LB 430 to Select File so that this amendment can be adopted. If you have any questions I'll respond to them.