

before he can even make that determination, there must be a public hearing and what it really does is allows to the Governor what has already been allowed to State Department of Roads, that under certain sets of circumstances outlined by the Legislature speed limits can be changed based on the authority granted by the Legislature to a state entity with appropriate guidelines. So if the Attorney General has some problems and he wants to inject himself into the legislative process, let him not do it through Senator DeCamp as a message bearer but let the Attorney General do it himself. Now if you vote to kill the bill you will simply leave in place the only provision that anybody is concerned about other than raising it to 65 and that is to have the ten mile per hour grace period. If the truckers come through here and pretend that they don't know that does not exist anymore and that the speed limit is 65, Senator DeCamp is saying that truckers are less aware of speed limits than we know them to be. How did they become aware of the ten mile per hour grace period? It was publicized and they told each other. The newspapers will give accounts periodically of which states have these provisions. So if Nebraska enacts a 65 miles per hour speed limit one of the things that would be emphasized in any story is that no longer does the grace ten miles per hour exist. So you can kill the bill if you want to and you haven't put in place the 55 mile per hour speed limit. On the other hand if you pass the bill you will frankly be incorporating into the law what occurs now and you will be making uniform the penalties throughout the state. When I got that provision adopted for the leniency I made it clear then as I do now that anything I could do to make inroad on the 55 mile per hour limit I will do it, and regardless of what you do today, I still stand by that so I am opposed to the kill motion. We ought to keep the bill where it is in the form that it is. We ought to advance it to Select File and then I will talk to the Attorney General and we can always add the severability clause, but remember this, there are other states that are going to enact these bills. There is action at the federal level right now to repeal the requirement of a 55 mile per hour limit in order to keep your funds. The Secretary of Transportation has already said he wants states to set their own speed limits and it would be up to him to initiate action to cut off any funds which he is not going to do. So I think the bill ought to go on and be advanced to Select File and at that time all these other things that are being thrown up as roadblocks can be systematically removed one by one and I will assume the responsibility for doing it. I am opposed to the kill motion.

SPEAKER MARVEL: Senator Beutler.