

SENATOR WICKERSHAM: So you would probably argue that because it hasn't been promulgated by the court that maybe that wouldn't have a rational basis, and we ought to reject Senator Chambers' amendment because it could subject these provisions to a constitutional challenge?

SENATOR KRISTENSEN: No, I would say that Senator...that the committees' fine schedule is better public policy than Senator Chambers'.

SENATOR WICKERSHAM: Oh, all right. We can try it on that basis maybe.

SPEAKER WITHEM: Thank you, Senator Wickersham. Senator Chambers.

SENATOR CHAMBERS: Mr. Speaker and members of the Legislature, I hope I have these numbers written in correctly. But when we get to other roads, here is what the difference is, and I say on the interstate five miles above the limit is not as dangerous as it is on these other roads. So let me ask Senator Kristensen a question. Senator Kristensen, when we get...starting in line 16, we're talking about any highway other than a freeway. What are these other highways that we're talking about?

SPEAKER WITHEM: Senator Kristensen.

SENATOR KRISTENSEN: Those are going to be basically your state, two-lane roads, Senator Chambers.

SENATOR CHAMBERS: Okay. So you feel that five miles an hour above the limit on the interstate is more dangerous than five miles an hour on this two-lane road? And that ten miles an hour on the interstate is more dangerous, and right on up the line?

SENATOR KRISTENSEN: Senator, I can't make that relationship claim. What I would tell you about the two-lane penalties are that they mirror what the current law is today. And since we did...we increased minimally, I think, the speed limit, from 55 to 60, that there was some warrant keeping that penalty section fairly close to the waiver schedule. But, quite frankly, there is another reason and I'll do it on my time, or I...on your time. But there's another reason for the difference here, not