

March 6, 1996

LB 901

CLERK: Madam President, the next amendment I have to the committee amendments at this time is by Senator Chambers. Senator, your floor amendment, FA471.

SENATOR CHAMBERS: Mr. Clerk,...

CLERK: Yes, sir.

SENATOR CHAMBERS: There other amendments up tner following mine?

CLERK: Well, frankly, I have one from Senator Engel and another from you. Otherwise everything else is to the bill or the members are excused who was proposing it.

SENATOR CHAMBERS: Well, I would like to put this amendment we're looking at again, withdraw it and refile it below all those that are on the desk now.

CLERK: Madam President, Senator Engel would move to amend. (See FA490 on page 1064 of the Legislative Journal.)

SENATOR CROSBY: Senator Engel, on your amendment.

SENATOR ENGEL: Madam Chairman, members of the body, I was actually going to offer two amendments to the committee amendments to LB 901, but after listening to Senator Robinson I decided just to offer one, the most important one of the two. And it's a very simple amendment. It's on page 7, line 7 of the committee amendments, which strikes the language "Seventy-five" and inserts "Seventy". The purpose of this amendment is simple and clear, to set the speed limit on rural interstates to 70 miles per hour. You are asked to balance the mobility of society, the safety cost. There will be social cost, insurance cost, and the cost of human tragedy. A balance of convenience versus a balance of safety, and in my view, safety should prevail. So safety is my main motivation of introducing this amendment. I believe you have, you have some handouts on your desk as far as reaction times, and I'll discuss that in a moment. But for the record, and I believe that is in the committee amendments, as far as shows what, how much time you would save going 75 from border to border. If we reduce that to 70 miles per hour, the figures I have you'd save approximately 2 to 4 minutes between Omaha to Lincoln, and I believe that is 70