

less danger of...less need for this acceleration being at that close to the prevailing speed. Now, in order to bring these acceleration lanes up to snuff, so to speak, so that you would be able to reach that point, it would cost approximately \$250,000 per interchange. So if we only need to do it at 15 of them, there's almost \$3.75 million, and there are probably more that will be needed. So you're talking about a great outlay of state expenditures if we go to the 75 miles per hour. So in closing, I would just like to say that besides safety features, besides the cost, besides the cost of fuel, the more fuel is used that higher you, higher of speeds you go, and I do like the rest of the bill. I think they've done a great job with it, but that's the only portion I would like to amend is the 70 miles per hour on the rural interstates. Thank you.

SENATOR CROSBY: Thank you, Senator Engel. Before beginning the debate on this amendment, Senator Robinson has, as his guest, under the south balcony, Dr. Paul Kennedy of Omaha. He's actually a constituent of Senator Will, former Chairman of UNO's Department of Education and school board in Omaha, presently a member of Metro Tech Board. But his big claim to fame is that he was a former professor of Senator Robinson's. So if you want to know how Senator Robinson did, you can ask Senator Kennedy...I mean Dr. Kennedy. Dr. Kennedy, would you stand and be welcomed by the Legislature. Thank you for being here. For debate on the Engel amendment, Senator Kristensen, followed by Schrock, Witek, Dierks, and Maurstad. Senator ..and Chambers. Senator Kristensen.

SENATOR KRISTENSEN: Thank you, Madam President and members of the Legislature. Dr. Kennedy, I usually don't acknowledge visitors, but it's...I don't know if you want to take the credit or blame for Senator Robinson. The only thing you do know is you don't want to put that up for a vote here this morning. Senator Engel brings to you a policy question that was debated at length in the committee. And as we begin to look at what should the speeds be, and I hope that other committee members will take the opportunity to voice their observation of what we did in committee as well, but we did balance the difference between safety and convenience. Safety was a majority of the discussion. We also looked at the convenience factor. But we also looked at the practical factor. And practically, right now, the interstate speeds are in that 72 to 73 range on the interstate system. And do you set a speed that is lower than