PRESIDENT ROBAK: Thank you, Senator. Senator Vrtiska.

SENATOR VRTISKA: Thank you, Madam President, members of the body. I've listened to the debate here with interest because I think that some of the points that I had to make have certainly been made and I will support the reconsideration motion simply because of a number of things that have already been said, and I certainly don't want to repeat them. I do want to tell you that one of the...I, like Senator Schellpeper, drive on...back and forth to my home and I have never been stopped driving at a little over 60 mile an hour and I think that it's kind of an accepted speed because that is sort of the flow of the traffic and when the traffic is flowing at that speed, when you tend to slow it down then you are causing people more problems than you have. The point that I really want to make though is if you talk to people who drive trucks, and many of you know truck drivers are acquainted and have been on the road where they are, you'll find that many truck drivers who cannot drive at 65 mile an hour are caused to shift down so much on hills that it causes a great deal of problems with the cars that are following them, and if they can drive at 65 mile an hour they're able, much more able to keep their speed. So, as a result, what you're attempting to do is put many of those drivers in a position where they'll, truck drivers, where they'll be shifting down and causing more danger on the road because people who seem to be in a hurry want to get around them if there's any opportunity and they run into these problems, so I think that's another factor. I also go back to the point that, it's already been made but I have to reiterate it, we do have our cars that are built better today to withstand crashes. We have seat belts and we have air bags. As cars are bought and as time progresses more and more of those cars are going to be eventually all equipped with those type of devices that are safety for the passengers in the cars that make them certainly less vulnerable to serious accidents. And, as been stated, the cars are built better. They are built now with strengthening in the sides and typically what I'm seeing, and I think most the people who support the reconsideration are saying, this is the way the traffic is already driving so, you know, what's the big deal? If we're going to, in fact, put the speed back down and then are we going to allow a fudge factor so they can drive back up to 65 mile an hour? Or do we want to put them at 65 mile an hour and tell them that's it, you can't drive any faster unless you expect to pay a fine? So I think that probably the proper direction to go