

Senator Elmer's amendment. As Senator Chambers pointed out through his conversation with Senator Elmer, there are standards and guidelines for the Department of Roads to follow. That is, where the design and traffic conditions allow, the speed limit can be 65 miles an hour. I imagine that they'll adopt rules and regulations and tell us how to go about petitioning for the changes, the kind of hearings that they want to see, the kind of evidence that's pertinent and how you're going to justify an increase to 65 miles an hour. I doubt that any of it will have anything at all to do with economic development, although if the prospect of economic development will garner a few votes, then those of you who hold that as a primary objective, I hope you were listening to Senator Kristensen and you might want to reconsider a second time the amendment that I offered earlier because that would certainly save you a lot of money petitioning the Department of Roads to raise your speed limit for economic development purposes. All you'd have had to do was argue that they shouldn't lower it, which might have been an easier argument for you to make. I don't agree with Senator Kristensen's argument. I think that is certainly about as deep into the well as you can go to grasp and find some argument against what is a policy that can accommodate the variety that we have in the state of Nebraska for our traveling conditions and I certainly do hope that Senator Elmer's amendment passes so that we can put this issue behind us. If, I suppose there are other variations that we can make on this theme and try to somehow recognize the different interests across the state of Nebraska. This one seems to fit the bill. I hope that you will support it.

PRESIDENT ROBAK: Thank you, Senator Wickersham. Is there any further discussion on the Elmer amendment? Seeing none, Senator Elmer, to close.

SENATOR ELMER: Thank you, Madam President. We've had a good discussion of safety of our highways and whether 65 or 60 or 55 or 50 is going to be proper, and it's well been pointed out that there are roads that shouldn't be 50, there are roads that probably you can drive 80 on. This seems to be a reasonable compromise, and it does put the burden of proof on the road, whether or not we might be granted that extra five. Maybe none of the roads in our state will meet the criteria. Maybe they will, but I think the Department of Roads, and its rules and regulations and design and engineering studies will be able to