

that the resources that we have aren't any more plentiful than they were before. I am concerned about those resources being utilized. I know in the trucking industry, there's reports that the expense from going up to 75 is in the millions of dollars.

PRESIDENT ROBAK: One minute.

SENATOR AVERY: So I think, in policywise, we need to consider this, but I ask that you support this amendment. Thank you.

PRESIDENT ROBAK: Thank you, Senator Avery. Senator Chambers.

SENATOR CHAMBERS: Madam President, members of the Legislature, I have prepared an amendment that would deal with all of the penalties. What it would do is take away the double set that exists under 901 and return it to the current system of one penalty schedule for all roads. And if some people say, well, we have a different rate of speed on the interstate than we do the other roads, we have that now. It is 65 on the interstate, and a low 55 on all of the other roads, but we have the same penalty schedule as far as fines because we base the fines not on the speed of the road, but by how many miles over that limit you travel. I am opposed to Senator Avery's amendment and I will tell you why. This was a good idea when I brought it up in 1974, or whatever it was, when we were forced to have a limit on the signs of 55 miles an hour. What the Legislature agreed to do was adopt my amendment, which said that on the interstate, and only the interstate, if you exceeded the limit by no more than 10 miles an hour, you could be fined only \$10, no court costs, no points off of your license. The Legislature passed it, there was some political fallout. The Governor got a little shaky, and he and the Attorney General challenged the law before the State Supreme Court, and the Supreme Court pointed out that it was all right to have a lesser penalty on the interstate system because of the way it was engineered and all the other things, and it was upheld as constitutional. So if you have a lower penalty on the interstate than you have on the rest, if you have a lower penalty on the interstate, that's one thing because the road was different and safer. But under the current system where you have a harsher punishment on the interstate, which is the safer road, then there is a problem, and I'll go into that more, but the only reason I touched on that much of it is to explain why I'm against Senator Avery's amendment. First of all, we're no longer stuck at 55 miles an hour. The fudge