

SENATOR STUHR: Thank you, Madam Chairman and members. I did want to mention that other states have been setting their speed limits. Missouri has set theirs at seventy, Kansas has set theirs at seventy. This morning in the paper the Iowa House had set theirs at seventy, the Senate had set theirs at sixty-five, the Governor has said he will not sign anything higher than sixty-five. So we're looking at some of our neighboring states that are certainly keeping within the range of seventy miles. Oklahoma has also set theirs at seventy. Texas has set theirs at seventy. Senator Chambers made a comment about having fragmented speed limits. Some people do not realize that there are 350 miles west of what I am talking about. We are actually only talking about the last 100 miles in this state. So it's not that we're going to be changing speed limits constantly along the way. We are looking at the heavier traffic volume, and particularly trucks. I know as I am driving in on the interstate, you cannot believe and imagine the number of trucks. And I guess, again, talking about that safety factor of driving possibly eighty miles an hour, because...I oppose the bill because we...the speed limit for that first five miles an hour is only ten dollars. So we are talking about people driving eighty miles an hour, possibly. People think that, all right, we'll raise the speed limits then we'll have more enforcement. But that's not going to happen. We don't have the funds to have more enforcement of our speed limits, and I think most of us realize that. Again, I would hope that you would consider this amendment. It is looking at the heavier volume of traffic. We're not looking at changing a lot of speeds, we're just looking at the last 100 miles where we are considering the more urban areas and where the traffic flow is higher. So please give this your consideration. Thank you.

SENATOR CROSBY: Thank you, Senator Stuhr. Senator Pedersen.

SENATOR PEDERSEN: Thank you, Madam President and members of the Legislature. You might remember I, too, support the lowering of the, or the raising it only five miles, lowering the present one down five miles. And I believe that this, too, is a good...I, too, believe that this is a good compromise because we are talking about the stretch of road that I had talked about before plus a few more miles. The road is wearing out. The interstate has not been rebuilt. And it has so much traffic on it that it, I believe it cannot handle the speed. Now I know that people travel that now, but we're also talking about them traveling