

TRANSCRIPT PREPARED BY THE CLERK OF THE LEGISLATURE
Transcriber's Office

March 31, 1999 LB 585

about that, Senator Chambers. Since you want a disparity in points, I would think you would support the disparity in fines. So...

SENATOR CHAMBERS: Well, yes,...

SENATOR BROMM: ...I'm anxious to hear that.

SENATOR CHAMBERS: ...if we don't have...if we leave things like they are on the interstate, I'll leave things like they are on the fines.

SENATOR BROMM: But then we'll have a disparity.

SENATOR CHAMBERS: But if you want...if you...no. What I'm going to do in view of what you're trying to do here, you know why I see a disparity being justified? Because the two systems are different, they are different. You want to make it a higher fine...

SENATOR BROMM: So shouldn't we have a different fine system then, too?

SENATOR CHAMBERS: ...the fine should be higher on the areas off the interstate.

SENATOR BROMM: But they aren't.

SENATOR CHAMBERS: They should be higher. You want them lower. You want to low...you want to have the fines lower where the danger is the greatest, and what I have an amendment up there to do, and Senator Hilgert offered one before me, is to raise the fines on your city streets and on your state roads to the level you want to raise them on the interstate. That's what ought to be done, but you all want it one way. On the fines in the city where it is very dangerous, if you're 1 to 5 miles over the limit, it's only \$10. You want it \$50 on the interstate. If you are 6 to 10 miles over the limit in the city, it's \$25. You want it \$100 on the interstate. Let's go all the way up to 21 miles over the limit or higher. It's \$200 in the city but \$300 in the interstate, on the interstate. Where it's most dangerous, you want the fine to be the lowest. That makes no