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that vehicle. I promised to proceed in this fashion and, Senator Redfield, if I tell you that a hen did snuff, look under her left wing and you will find tobacco stains. That is how much you can count on what I tell you. So I'm going to have to start going through this provision of the law, the existing law, step by step, in order to have the opportunity to explain why I don't think it's reasonable or good policy to do what Senator Bromm is asking. I'm going to attribute good faith to Senator Bromm, and he has a right to pursue what he thinks is appropriate, but I think it is not wise to take a bill that has some merit and also was going to obey the federal government, this green copy, and get all that money and load it down with some inconsequential things, which are going to draw a lot of controversy and not improve anything facing society. Do you know why they have a lot more fatalities now than they did ten years ago? They've got more vehicles on the road. More vehicle miles per year are being driven. They are putting much larger vehicles on the road that private citizens can drive and a lot of smaller vehicles. I drive a very small vehicle, and those big ones, when they hit the little one, will roll right up over it. And they'll also, when they come to one of those guardrails, because of the way they are designed, and are supposed to go over rough roads, over hill and dale, they will roll up over that guardrail and flip. And speed has nothing to do with it. The design of the vehicle, the fact that guardrails were constructed and designed for the interstate without having in mind the kind of vehicles that are being used on that road. Speed is not the only thing that leads to fatalities on the interstate system. What we're doing here is not going to affect speed anyway. Whenever somebody does something which is not right, unless that person is engaging in civil disobedience and wants to be seen violating a law, a rule or regulation as a protest, most people are not going to commit the violation under circumstances where they will be apprehended and punished for it. So it's clear that people who speed don't expect to get caught. They know they might, but they feel the likelihood is not high. So we're not approaching the problem that Senator Bromm mentions as existing in a way that will address it at all. We should defeat this amendment that Senator Bromm is bringing to us. It takes awhile to discuss enough aspects of it to show the body why we ought to defeat it, to demonstrate that there, in fact, is a difference between the interstate system and the