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FLOOR DEBATE

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costs to Nebraska taxpayers relating to Medicaid. They took, actually, quite some time to respond, because they don't necessarily track it as one might typically expect. But you'll see, from the year 2000 to 2003, the cost was less than \$100,000. I'll guarantee you that I could raise that much money...anyone could raise that much money to promote a billboard that would bring literally hundreds of thousands of people to Nebraska, through Nebraska, spending money. I think of the one week in August in western Nebraska where we would have at least 100,000 riders come through Nebraska on their way to a certain event up in South Dakota. They spend money. If someone is driving a \$25,000 piece of machinery, that being a Harley, I think they're going to spend 10 bucks on a meal, and probably \$50 to \$75 on a night's lodging while traveling to Sturgis, South Dakota. The numbers are real. And we can pay for what might be some extra costs through the developing of the economy and expanding of the economy with LB 70. The training mechanism within LB 70 is paid for by motorcyclists through the registration fee, and a subsequent amendment will help clarify that. But let's stand back here, set our biases aside. I never thought that I would be taking up this issue. But the more I study it, the more I study this issue, the more reasonable I find it to be. Because this is a trade-off--developing responsibility among the motorcycling public through the training and experience, and also granting to them that personal decision that almost all of our neighboring states grant. I was going over a list, a chart that showed the motorcyclist fatalities per 10,000 registered vehicles. Now, you have to take things into consideration, like the number of months out of the year,...

SENATOR CUDABACK: One minute.

SENATOR SMITH: ...the number of months out of the year that one might ride a motorcycle. But in Florida, they have a higher rate here...higher rate of Florida than in Nebraska, higher rate of fatalities. But they have year-round motorcycling. But what I've found especially, especially convincing is that most of our neighboring states without mandatory helmet laws have a more optimal fatality rate per 10,000 registered motorcycles. I think that speaks for itself. And that's why I believe that