

March 9, 1981

LB 22

SENATOR KREMER: Mr. Chairman and members, the committee amendments are rather simple. All the committee amendments do, they make clear that the funding of motorcycle safety education comes solely and only from the motorcycle owners and operators and those that are participating in the educational program, and in no way jeopardizes the driver safety education fund. That's all it does. I move the adoption of the committee amendment.

SENATOR CLARK: Is there any discussion on the committee amendments to LB 22? If not, all those in favor vote aye, opposed nay.

CLERK: Senator Clark voting aye.

SENATOR CLARK: Have you all voted on the committee amendments to LB 22? Senator Landis, you are not getting very much cooperation. Record the vote.

CLERK: 26 ayes, 0 nays on adoption of the committee amendments, Mr. President.

SENATOR CLARK: The committee amendments are adopted. Senator Landis, on the bill itself.

SENATOR LANDIS: Mr. Speaker and members of the Legislature, LB 22 establishes a mechanism for funding motorcycle safety courses offered throughout the State of Nebraska by private organizations, by schools, or by public groups. It allows for a prorated return for successful completion by students up to \$42 per successful completed graduate. LB 22 is the response over two years to the concern for motorcycle safety that this Legislature has seen. Last year I introduced two bills, one on motorcycle training, one on the mandatory use of motorcycle helmets. A lot of mail was generated. As you know, there are a lot of drivers out there that are very interested in this topic. The Public Works Committee killed the motorcycle helmet bill and from the shards of that political controversy arose the coalition to support LB 22. I was very genuine when I introduced those bills last year and as the most appropriate mechanism to continue that concern, I met over the summer with all kinds of interested people, including motorcycle drivers, organizations, training instructors and the like. We worked together jointly to outline the provisions of LB 22 and we all agree as to assumptions that we make for the reasons behind LB 22. Number one, the motorcycle is inherently more dangerous of a vehicle to operate than a car. Evidence will indicate that that is seven times more dangerous than a car, that the