

accidents are that more often and the fatality likelihood is much greater on a motorcycle than it is on an automobile. Now that doesn't mean that the drivers themselves are unsafe. That means the driving in the open air on a two wheel vehicle is not as safe. In fact, in most fatalities the automobile driver is responsible because of a failure to yield in about 70 percent of the cases. However, the motorcycle is more dangerous. It is more likely for a very serious injury when there is an accident and the very best way to see to it that we can reduce the numbers of fatalities and injuries is by prevention. Prevention in this case and the only acceptable means of prevention that most everyone can agree on is a method of good solid training. Such a training course exists. It is the Motorcycle Safety Foundation standard examination of classroom hours and at the same time an integrated approach of on-bike training. Essentially, the Department of Education which now has a driver education function is prepared to administer this mechanism of reimbursing and approving motorcycle courses offered throughout the state. They have a firsthand knowledge and their rules and regs powers will be used to, in fact, pass the Motorcycle Safety Foundation standards into the approved course. The funding mechanism is self-contained in the bill. It is an additional registration fee of \$2.50 per registered motorcycle. That will yield about \$130,000 per year. That is to be set aside under the Motorcycle Safety Foundation...or Safety Fund, rather, to be administered by the Department of Education and that is the basis on which local approved programs will be reimbursed for successful completions and graduations. There is at the same time LB 22 goes forward an integrated approach of trying to increase motorcycle safety and that is an attempt in the Appropriations process to fund a more stringent, difficult motorcycle license test to be offered throughout the state. I don't know if any of you have any firsthand information or experience with motorcycle licensure, but right now the on-bike test amounts to getting on the bike, driving around the block. If you come back alive, you have got your motorcycle license. The MSF or Motorcycle Safety Foundation has also endorsed a very difficult operator's skill test. That skill test, hopefully, will be implemented in ten counties throughout the state, in the most populace counties, and it will make for a very, very difficult test. The failure rate can be expected to skyrocket if that operator's skill test is put into place, and it will take a very skilled, a very trained driver to pass it, and that will be the incentive for people to take an approved Motorcycle Safety Foundation course approved and implemented in one of the