

interstate highway is a safer highway normally than the two lane highways so it seems to me that that would indicate that as far as the State of Nebraska is concerned, that it has not achieved the desired results. Also there have been studies done on the national level and one of the studies, the 1980 study conducted by W. Mark Crane, Associate Professor of Economics at Virginia PolyTech Institute and State University addressed the issue of vehicle safety inspection programs on a nationwide scale. The study was conducted under the auspices of the American Enterprise Institute for Public Policy Research at Washington, D.C., and it is a very detailed study. It is some seventy pages in length but the conclusion is simply this that the basic hypotheses of the program is that everything else being equal, highway death and accident rates will be detectably lower where mandatory vehicle inspection systems are enforced. That was the hypotheses that they started out with and investigation of the performance records of existing state programs, however, yields no evidence that vehicle inspection systems are effective in reducing highway deaths or accidents. That is a national statistic, national study. I also have some information from the State of Oregon. The State of Oregon has never had a Motor Vehicle Inspection Program. When you compare their death rate as compared to the national death rate for miles travelled, they are just practically the same all the way down the line. I might also point out that the original movement that brought the Motor Vehicle Inspection Program into existence and probably some of the older colleagues that have been here for more years than I might remember it. But the original intention was brought to the states by the federal government. The federal government originally indicated that if the states didn't instigate a Motor Vehicle Inspection Program, that federal funds for highways and so forth would be cut back or cut off. Strangely enough, the federal government backed off from that original idea, that original suggestion that they would, in fact, cut down on those highway funds and of course the reason they backed off was because their own studies could not back up their original hypotheses, that as a matter of fact, it did not do any good. What I am suggesting and I have visited at quite some length with the State Patrol or Colonel Kehmetscher, other people in the State Patrol, is that we abolish a program that is not working, that is costing the people of the State of Nebraska between four and a half and five million dollars last year just for the sticker alone and who knows how many dollars that some unscrupulous inspection station might have got from the citizens for various pieces of equipment that perhaps were not needed. Because of the