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LB 303

I want you to look at is the Nebraska motorcycle fatalities from 1982 to 2002, and also motorcycle injuries 1982 to 2002. These are the white sheets that I've passed out. And then also accompanied by registrations of motorcycles in Nebraska. The issue of fatalities and injuries I would say is more of a function...I mean, the statistics show that fatalities and injuries are more a function of how many motorcycles are out there than who is helmeted and who isn't. If you look at the fatality rates, it was going down before 1989 anyway. It was going down before we enacted the helmet law. It leveled out, and actually recently has started to go back up. Injuries follow the same pattern. Motorcycle registrations do too. The exact same trend line that registrations were starting to go down, probably because of the economy, in the eighties. And then in 1989, they...it started to level out, started to level out, hadn't quite yet. But then registrations go back up more recently, the very same trend line. The provisions of LB 303, with the training mechanism especially, seek to prevent accidents. And preventing accidents, obviously, are what prevent injuries and deaths. And at the same time, we can encourage people to acquire more information, we can grant someone the decision to go...the personal decision, that won't harm anyone else, whether or not to go without a helmet. With that, the committee amendments, Senator Baker will open on those. And I'll try to clarify anything along the way. But please understand that a lot of these provisions are the result of compromises along the way. There are some amendments that I cannot compromise on, because I think they're extreme in nature. But the committee amendments certainly do reflect a compromise. Thank you, Mr. Speaker.

SPEAKER BROMM: Thank you, Senator Smith. We'll then move to the committee amendments. Senator Baker, to open on the committee amendments.

SENATOR BAKER: Thank you, Mr. Speaker and members. The committee amendment replaces the bill, although many of the provisions remain the same as in the green copy. I'll focus on just the changes made by the committee amendments. First, the committee amendment changes the amount of funding in the motorcycle fund. Prior to January 1 of 2005, that amount was \$8