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Transcriber's Office
FLOOR DEBATE

April 8, 2003

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argue not. Florida repealed their helmet law, and incidentally they do have the health insurance requirement so we're not the first ones to do that. Their fatality rate went down 5.2 percent. Now the doctors who suggest carnage and mayhem upon the enactment of repealing a helmet law sometimes...now they saw an actual number or an actual increase in deaths, but the fact is all of the information suggests that there were more registrations. Registrations in Florida increased 20 percent upon the repeal of the helmet law, and so the net fatality rate went down. Now I go back to economic issues involved here and if our registrations went up 20 percent, that's not just registration revenue. That would suggest sales tax revenue as well. And there are a lot of pluses of motorcycle travel in Nebraska, not only economically but environmentally and otherwise, when you think of if there are more motorcycles on the streets and roads, there's a greater awareness. And, really, that's what we need to have, is a greater awareness. As drivers of vehicles, we need a greater awareness of other vehicles out there, and especially...

SPEAKER BROMM: One minute.

SENATOR SMITH: ...motorcycles. Senator Byars, I think, suggested that I was inaccurate in saying that the bill...motorcycle helmet law was passed in 1989. I've tried to be careful and say it was enacted in 1989, January 1, 1989, and so whether it was...that's beside the point, I guess. But the fact is the numbers tell us a lot and they're not as reflective of the carnage and mayhem that some would suggest. Thank you.

SPEAKER BROMM: Thank you, Senator Smith. Senator Vrtiska. Senator Vrtiska.

SENATOR VRTISKA: Thank you, Mr. Speaker, members of the body. I haven't spoke on this piece of legislation up to this point and I'm not going to speak very long this time, but I did want to ask Senator Pedersen, Dwite Pedersen, a couple questions, if I might.

SPEAKER BROMM: Senator Pedersen, would you yield, Senator Dwite Pedersen?