

TRANSCRIPT PREPARED BY THE CLERK OF THE LEGISLATURE  
Transcriber's Office  
FLOOR DEBATE

May 16, 2003

LB 303

all the studies in the 1990s that looked at issues dealing with motorcycle crashes and particularly looking at the cost associated with them. And when a university or a division of a university conducts a literature review, they bring all the research. They lay out all the methodologies in the research. They analyze the research for the proper information of the ability to compare apples to apples, the number of cases reviewed, the types of cases reviewed, whether in this case the people were in trauma centers of hospitals, where they ended up and so forth. But then they looked at 25 motorcycle safety studies that were done in the 1990s, and this is what they concluded or this is part of their executive summary. And some of this has been mentioned before but I want to get down to some specifics on the costs and this is the overview of that. Only slightly more than half of motorcycle crash victims have private health insurance coverage. For patients without private health insurance coverage, a majority of medical costs are paid by the government. Some crash patients are covered directly through Medicaid or another governmental program.

SENATOR CUDABACK: One minute.

SENATOR THOMPSON: Others who are listed by the hospital as self-pay status might eventually become indigent and qualify for Medicaid when their costs reach a certain level. They also found among the crash victims a high rate of use of alcohol and intoxication, and this was particularly true of unhelmeted crash victims. And when I get time, again, and I think this is my third time on this amendment, I'm going to talk specifically about the charges per case, and about 10 or 12 studies that looked at the difference in the charges based upon whether the person was...not the charges, but the expenses based on whether the person was wearing a helmet or not wearing a helmet, and it's pretty telling information. But before we go any further with this bill, we definitely need to make this a first...a primary offense law. That will enable law enforcement to do a more effective job with it and we should be doing this with all of our safety laws...

SENATOR CUDABACK: Time.