

REVENUE: No revenue impact

FISCAL: Minimal fiscal impact, no statement issued

Action:	Do Pass as Amended and Be Printed Engrossed
Vote:	7 - 0 - 3
Yeas:	Bentz, Berger, Boone, Gilman, Kahl, Weidner, Beyer
Nays:	0
Exc.:	Bailey, Edwards D., Schaufler
Prepared By:	Patrick Brennan, Administrator
Meeting Dates:	4/29, 5/15

WHAT THE MEASURE DOES: Increases the penalty for operating a motorcycle without a motorcycle endorsement from a Class B traffic violation, punishable by a maximum fine of \$360, to a Class A traffic violation, punishable by a maximum fine of \$720. Directs the court to suspend or dismiss the fine if the operator completes the necessary training course and obtains a motorcycle endorsement within 120 days of sentencing.

ISSUES DISCUSSED:

- Benefits of motorcycle training courses
- Crash and fatality statistics for motorcycle riders with and without endorsement
- Certification and training diversion for fine

EFFECT OF COMMITTEE AMENDMENT: Changes authorization of court to suspend or dismiss fines if operators comply to direction of court to do so.

BACKGROUND: To obtain the motorcycle endorsement to an Oregon driver's license, individuals under the age of 21 must complete a TEAM OREGON Basic Rider Training (BRT) Course. The course addresses such issues as effective turning, braking maneuvers, protective apparel selection, obstacle avoidance, traffic strategies, and maintenance. The cost of the course is about \$200. Individuals over the age of 21 must pass a motorcycle endorsement knowledge test and pass an on-cycle drive test. The additional cost of a motorcycle endorsement averages about \$10 per year.

According to Oregon Department of Transportation statistics, of about 3,300,000 vehicles registered in Oregon (2007), about 120,000 are motorcycles (about 3.6 percent). Of 3,123,000 licensed drivers (2008), about 199,000 have motorcycle endorsements (about 6.4 percent). Of 44,162 motor vehicle crashes reported in 2007, motorcycles were involved in 743 (about 1.6 percent). Of 455 traffic fatalities in 2007, 51 involved motorcycles (11.2 percent). Of 27,849 individual traffic-crash injuries in 2007, 724 involved motorcycle crashes (2.6 percent).

5/19/2009 5:19:00 PM

This summary has not been adopted or officially endorsed by action of the committee.