

REVENUE: No revenue impact

FISCAL: Fiscal statement issued

Action: Do Pass as Amended and Be Printed Engrossed

Vote: 4 - 1 - 0

Yeas: Schrader, Starr, Verger, Metsger

Nays: George

Exc.: -

Prepared By: Jim Stenbridge, Administrator

Meeting Dates: 4/2, 4/16

WHAT THE MEASURE DOES: Requires all first-time applicants for driver license motorcycle endorsement to complete motorcycle rider education course. Phases in requirement beginning January 1, 2010 through January 1, 2015, with earlier requirement for younger riders. Increases Motorcycle Safety Subaccount fee from \$28 to \$38.

ISSUES DISCUSSED:

- Phase-in rationale
- Motorcycle rider education course content, logistics, and benefits
- Proportion of 2008 motorcycle operator fatalities who had not taken the course (80 percent)
- Recent motorcycle-rider fatalities
- Drivers' test questions for automobile drivers on how to react to motorcycles
- State-approved motor-cycle-rider education program as government-created monopoly
- Motorcycle Safety Foundation (MSF) course offerings
- Curriculum and skills aspects of education programs
- Frequency of Spring fatalities, with nice week-end coming up

EFFECT OF COMMITTEE AMENDMENT: Deletes motorcycle improvement agreement provisions. Deletes motorcycle endorsement fee increase.

BACKGROUND: Currently, to obtain the motorcycle endorsement to an Oregon driver license, individuals under the age of 21 must complete a motorcycle rider education course (currently TEAM OREGON Basic Rider Training). SB 546-A extends this requirement to all first-time motorcycle endorsement applicants effective January 1, 2010, and to all endorsements issued, by January 1, 2015, phased in according to age-group. The requirement would apply on or after January 1, 2011, to persons who are under 31 years of age; on or after January 1, 2012, to persons who are under 41 years of age; on or after January 1, 2013, to persons who are under 51 years of age; on or after January 1, 2014, to persons who are under 61 years of age; and on or after January 1, 2015, to all persons.

The TEAM OREGON Basic Rider Training Course addresses such issues as effective turning, braking maneuvers, protective apparel selection, obstacle avoidance, traffic strategies, and maintenance. Another nationally-available course, the Motorcycle Safety Foundation, has not been officially adopted in Oregon because the national curriculum could not be modified.

According to Oregon Department of Transportation statistics, collisions involving motorcycles are particularly lethal. 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).

According to TEAM OREGON statistics, about 90,000 motorcycle riders have taken the course since 1984, and since 2000 over half of all new driver license motorcycle endorsements have been issued to course graduates.

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