

HOUSE BILL REPORT

ESB 5101

As Reported By House Committee On:
Transportation

Title: An act relating to motorcycle fees.

Brief Description: Adjusting certain motorcycle-related fees.

Sponsors: Senator Vognild.

Brief History:

Reported by House Committee on:
Transportation, March 30, 1993, DP.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass. Signed by 23 members:
Representatives R. Fisher, Chair; Brown, Vice Chair; Jones,
Vice Chair; Schmidt, Ranking Minority Member; Mielke,
Assistant Ranking Minority Member; Brough; Brumsickle;
Cothorn; Eide; Finkbeiner; Forner; Fuhrman; Hansen; Heavey;
Horn; J. Kohl; Miller; H. Myers; Quall; Sheldon; Shin; Wood;
and Zellinsky.

Staff: Roger Horn (786-7839).

Background: To operate a motorcycle, individuals must have a driver's license and a motorcycle endorsement, which requires passage of a motorcycle examination. The fee for an initial motorcycle endorsement is \$6, plus \$2 to cover the cost of the examination. A renewal endorsement, required every four years, costs \$7.50. Revenue from motorcycle endorsements is placed in the motorcycle safety education account.

Since 1983, the Department of Licensing (DOL) has provided motorcycle skills education courses for novice and advanced motorcycle drivers. People under 18 years of age must complete a motorcycle safety education course to qualify for a motorcycle endorsement. The price of the courses is capped at \$30. Additional costs of \$130 to \$150 per student for the basic course are covered by revenue from the motorcycle safety education account.

In 1992, 2,787 students took the basic motorcycle skills education course and another 683 students took experienced rider courses.

Summary of Bill: The price of a renewal motorcycle endorsement is increased from \$7.50 to \$14. The maximum price that can be charged to students for a DOL-sponsored motorcycle skills education course is increased from \$30 to \$50.

Fiscal Note: Available.

Effective Date: Ninety days after adjournment of session in which bill is passed.

Testimony For: Funding is needed for the Motorcycle Safety Education Program to meet public demand. Many people will not receive training this year because of lack of funds. The training provided through the program makes riding safer, especially for teenagers and other inexperienced riders.

Testimony Against: None.

Witnesses: Dean Morgan, Motorcycle Industry Council and Motorcycle Safety Foundation; Monty Lish, Evergreen Safety Council; and Doug Bartram, Washington State Motorcycle Safety and Education Advisory Board.