

SENATE BILL REPORT

SHB 1379

As of March 15, 2013

Title: An act relating to private motorcycle skills education programs.

Brief Description: Concerning private motorcycle skills education programs.

Sponsors: House Committee on Transportation (originally sponsored by Representatives Liias, Orcutt, Fitzgibbon, Johnson, Upthegrove, Kretz, Fey, Rodne, Hargrove, Zeiger, Dahlquist and Springer).

Brief History: Passed House: 2/25/13, 92-0.

Committee Activity: Transportation: 3/14/13.

SENATE COMMITTEE ON TRANSPORTATION

Staff: Kim Johnson (786-7472)

Background: A person must obtain a motorcycle endorsement to operate a motorcycle on public highways. In 1982, legislation passed requiring the Department of Licensing (DOL) to create a voluntary motorcycle operator training and education program to provide public awareness of motorcycle safety and to provide classroom and on-cycle training. DOL may waive all or a portion of the motorcycle endorsement examination for people who satisfactorily complete the motorcycle operator training and education program.

DOL currently contracts with private certified instructors to provide motorcycle safety classes and on-cycle training. The cost for classes and training for Washington residents that are under age 18 is capped at \$50, and for Washington residents over age 18 the cost for classes and training is capped at \$125. DOL currently provides a subsidy to the instruction programs at a negotiated rate. In the 2011-13 biennium DOL allotted \$2,764,000 in subsidies for the program. The monies and subsidies for the program are appropriated from the Motorcycle Safety Education Account, which is entirely supported by motorcycle endorsements fees.

Summary of Bill: DOL must allow private motorcycle skills education programs to offer motorcycle safety education courses without a subsidy from the state. These privately provided unsubsidized motorcycle skills education courses are not subject to the price caps.

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

DOL must review and certify that a private motorcycle skills education course offered without subsidy meets the equivalent educational standards as the subsidized courses. DOL's contract with an unsubsidized provider must allow DOL to periodically audit the private provider to ensure that the educational standards continue to meet those of the subsidized programs.

Appropriation: None.

Fiscal Note: Available.

Committee/Commission/Task Force Created: No.

Effective Date: The bill contains an emergency clause and takes effect on July 1, 2013.

Staff Summary of Public Testimony: PRO: This bill is identical to the Senate bill that passed unanimously off the Senate floor. All our concerns have been met with the substitute language. We have recently found out that 78 percent of all the motorcycle fatalities last year involved untrained riders. Some people do not like to be trained. Harley has an excellent education program and great brand loyalty. If this bill gets more people trained to ride then it is a good bill. If people want to pay more for a Harley class and the statue subsidy is not necessary, then let us allow people have that option. The courses will meet all the state requirements and the providers are subject to audit.

Persons Testifying: PRO: Cliff Webster, Harley-Davidson Motor Company; Larry Walker, WA Road Riders Assn.