

Testimony in Support of *S.B. No. 826, An Act Prohibiting the Issuance of Safety Inspection Stickers or Registration Plates For Certain Motorcycles*

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Good Morning Chairmen Maynard and Guerrero, and esteemed members of the Transportation Committee. I thank you for this opportunity to testify. My name is Anthony Rizzolo, I am from Stratford, and I am here to offer testimony in support of Committee Bill #826, AN ACT PROHIBITING ISSUANCE OF SAFETY INSPECTION STICKERS OR REGISTRATION PLATES FOR CERTAIN MOTORCYCLES.

Unlike many other states that are currently grappling with this issue, Connecticut has already clearly stated that Loud Motorcycles are illegal, and has set the allowable decibel limits to those proposed by the EPA and Codified by the congress of the United States. Yet we still have a dramatic problem with illegally loud motorcycles denying the reasonable peace that our citizens have a legal and moral right to. This law, with revisions, will take meaningful steps toward restoring law and order to our communities.

One effect of this law would be to make the EPA label system a viable part of noise prevention. The EPA label match-up standard has been adopted in many communities and cities around the country and most recently by the state of California. Despite unwarranted objections from the motorcycle community, it has thus far been proven to be effective and, in the case of Denver, CO., it has survived challenges in federal court, which upheld its legality and constitutionality.

The second effect of this bill would be to tie mechanical compliance with the issuance of inspection and registration stickers, adding a level of enforcement prior to relying on local and state law enforcement. This will help to significantly lower the burden on their time and resources, and, combined with EPA compliance, will free them from the need to rely on easily challenged decibel readings and subjective judgment.

For the bill to truly be an effective law, I offer some further modifications.

- The term "manufacturers Imprint" should be clearly stated to mean the EPA compliance information. Failure to do so would create an exploitable vagueness in the law.
- The words 'tail pipe,' and 'pipes' should be replaced with the proper term 'muffler' in order to avoid any confusion.
- Many aftermarket mufflers clearly state on them that they are not street legal or for closed course competition only. These racing and straight pipes should be clearly stated as being illegal and would preclude issuance of registration or inspection stickers.
- As for the other aftermarket mufflers that do not have the EPA label, I would recommend that the burden of proving compliance with state law be placed on the motorcycle owner by providing documentation from the manufacturer that it complies with EPA and Connecticut dB limits. Failure to do so should result in non issuance of registration or inspection stickers.
- Ultimately, the best solution for dealing with the aftermarket muffler loophole is to, within a reasonable time, require all motorcycles to be compliant with the EPA label match-up.

With these modification and further careful consideration, I think we could end up with a bill that is fair and effective. And for the sake of my family and for the thousands of other families in CT who simply wish to live in reasonable peace, I urge passage into law.