

10 minutes

My name is Barrett Brown, from North Plains, Oregon. I own a small engineering and manufacturing company building specialty earthmoving equipment, outside of North Plains, Oregon. It's a privilege to be able to come and share my thoughts with you in support of the measure before you today, SB238. I've been riding motorcycles since the summer of 1967 when my dad and my grandparents helped teach me to ride and I've been working with my family building and maintaining trails since shortly thereafter. I'm not a lobbyist, and I'm not currently an office holder with any Off-Road recreation group, but I have had the privilege of helping various departments of government develop and implement policy with regard to responsible OHV use on public land in Oregon in various stakeholder advisory roles over the years. I was the Oregon Motorcycle Rider's Association's legislative director from 1998 to 2010, during much of the legislative activity we now work under. The perspective I wanted to share with you today is from someone who, a few years ago, helped to draft and promote the ATV safety law we have today and to answer any questions you might have. Some of you may remember that it was somewhat of an animating topic for Off Road recreating families from across Oregon a few years ago. Once the Oregon OHV community was eventually engaged in crafting a solution, what resulted was one of the most positive and effective pieces of legislation to pass through the building. SB101, as it was known, was signed into law and resulted in a dramatic reduction in the number of serious injuries and deaths among young ATV riders. The bill directed that OPRD create an ATV safety, education and certification program and that the department develop administrative rules for what are called "Rider-Fit" specifications. I should add that the bill also added pretty muscular *parental* education and *parental accountability* components. These moves were aimed most directly at young ATV riders, where statistics showed that small kids on adult sized ATVs represented the most at-risk population; this prescription proved extremely effective in preventing injuries and, in fact, saving lives.

That early focus was on ATV riders *alone*, because there weren't, and aren't the same compelling, and tragic accident statistics for young riders on motorcycles. Unfortunately for motorcycle riding families in Oregon, that also meant that they still live with a minimum age rule. In the wake of the success with ATVs, it's now time to turn to the *motorcycle* part of that project, and allow OPRD to move forward in developing the same type of focused, technical program for *those* young riders, where the crude (arguably *simple minded*) motorcycle age-ban still remains. The pieces are in definitely place to start work here. The ATV Advisory Committee voted unanimously in support of this progression; that this reform should be pursued. OPRD has already assembled a rule-making advisory group for motorcycle rider-fit specifications and the community is ready to pitch in.

Thank you for your attention today and for taking on the honorable roll you fill in the Oregon Legislature. I'm happy to answer any questions you might have, and invite you to reach out to the Oregon Motorcycle Rider's Association on any other Off-Highway Vehicle issues that cross your desk.

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