

TO: Transportation and Public Safety Committee Ohio
House of Representatives

Chair: Doug Green

Date: June 1, 2020

RE: House Bill 550 Hearing June 2, 2020 - Room 116 - 10:00 AM

FROM: Susan Rzepka

Respected Committee Members:

HB 550 proposes to amend section 4508.08 of the Ohio revised Code, thereby allowing private organizations or corporations providing “nationally recognized motorcycle operator training” to circumvent statewide standards. These standards in certification, training and licensing, are necessary and important to motorcyclists and all Ohioans. HB 550 should not be approved.

Standards in certification and training for instructors are a critical component of any program’s integrity, particularly when the outcome of such a program is the end-user’s ability to earn a motorcycle license issued by the State of Ohio Bureau of Motor Vehicles (BMV).

Training standards include, but are not limited to: curriculum components, adult learning styles and methods, coaching and evaluation techniques, personalities and learning styles, skill test administration, range management and safety, diversity awareness and sexual harassment training.

Certification standards include, but are not limited to: completion of a rigorous initial certification course, ongoing updates, continuing education, current first aid/CPR certification, satisfactory quality assurance visits, background checks, and driving record checks.

Without oversight of certification and training standards, the state can not ensure the integrity of instructors providing motorcycle operator training to Ohio’s diverse public (which includes individuals as young as 15 ½ years of age).

Also embedded in HB 550 is language that would allow for providers of other “nationality recognized motorcycle operator training” to use an alternative end-of-course skills evaluation. This is problematic for a variety of reasons including, but not limited to: confusion in the public and private sector as to what comprises a licensing test, which course provides the easiest test, and/or which course provides the fastest results. Most troubling is an ambiguous definition of an alternative end-of-course skills test that “meets or exceeds the requirements” of the currently authorized evaluation, which happens to be the same skills test used by the State of Ohio BMV.

In the State of Ohio, no other vehicular operator’s license can be obtained by taking some nationally recognized provider’s alternative end-of-course test, and motorcycle licensing should be no exception. Motorcycle Ohio currently oversees all motorcycle operator training in the state and employs the same end-of-course skills evaluation as the BMV’s on-cycle skills test, with an identical set of skills tested, points violation structure, and pass/fail threshold. Allowing Ohioans to earn a state-issued motorcycle license for passing some alternative end-of-course skills evaluation is the equivalent of issuing a commercial drivers license (CDL) or automobile operators license to drivers who successfully complete a

CDL or teen driving school skills course without passing the State of Ohio's standard skills test. The State of Ohio has licensing standards that should be upheld.

In addition to certification, training and licensing standards already mentioned, HB 550 as proposed would open the door to unlimited programs of curricula, requiring extensive data collection and evaluation of each program including: pass/fail rates, incident reporting, and post-course crash and fatality reporting, not to mention quality assurance, safety and insurance requirements, overall effectiveness and customer satisfaction. A monumental and expensive task, such an effort would require public funds, earmarked for Ohio's motorcycle operator training, be used on the unregulated and ill-defined "nationally-recognized motorcycle operator training" lacking in standards for certification, training and licensing.

If approved, HB 500 will effectively eliminate the Director of Public Safety's authority to manage the delivery and integrity of motorcycle operator training in Ohio by removing standards for instructor certification and training, as well as motorcycle operator licensing, statewide. As a passionate member of the motorcyclist safety training community, I ask that you please strike HB 550.

Sincerely,

Susan Rzepka

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