

ODOT Transportation Safety Division Fact Sheet

New Motorcycle Laws

The 2009 Oregon Legislature passed several laws that affect motorcyclists. Some of the laws go into effect Jan 1, 2010; others are phased in over several years.

Increase in penalty for riding without endorsement (SB 124)

Effective Jan. 1, 2010, Senate Bill 124 increases the penalty for riding a motorcycle without a motorcycle endorsement from a Class B (\$360) to a Class A (\$720) violation. The law also requires a court to suspend the fine for the violation if the rider completes training and receives a motorcycle endorsement within 120 days of sentencing.

For information on how to get a motorcycle endorsement, visit the [DMV website](#). For information on Oregon's approved motorcycle rider education courses, visit the [TEAM OREGON website](#).

Motorcycle endorsements and training (SB 546)

Senate Bill 546 will require all new motorcycle riders to complete an ODOT-approved motorcycle safety course before they can be issued a motorcycle endorsement by DMV. The law has a five year phase-in period based on the age of the rider.

ODOT-approved motorcycle safety courses are provided by the TEAM OREGON Motorcycle Safety Program. Since 1997, Oregon law has required all riders under 21 to complete a TEAM OREGON Basic Rider Training course as part of the endorsement process. For riders over 21, the current law requires one of the following:

- passing a knowledge test and on-cycle drive test at DMV , or
- completing the TEAM OREGON Basic Rider Training course, or
- completing the TEAM OREGON Intermediate Rider Training course and taking a knowledge test at DMV.

Required training phased in for all drivers

Under the new law, mandatory training will be phased in for all new motorcycle riders regardless of age. Beginning **Jan 1, 2011**, all **new** motorcycle riders **under the age of 31** must complete the TEAM OREGON Basic Rider Training course as part of the endorsement process unless they have a valid motorcycle-endorsed license from another state. The knowledge test and on-cycle drive test option, as well as the Intermediate Rider Training course and knowledge test option, will not be available to riders under age 31. Additional age groups will be phased in as follows:

- Jan. 1, 2012 – All riders under age 41
- Jan. 1, 2013 – All riders under age 51
- Jan. 1, 2014 – All riders under age 61
- Jan. 1, 2015 – All riders no matter what age.



Motorcycle endorsement fee increases

As of **Jan. 1, 2010**, Senate Bill 546 increases the motorcycle endorsement fee for **new applicants** from **\$77 to \$87** (this does not include the cost of a Class C driver license).

Questions added to DMV knowledge test

Beginning **Jan. 1, 2010**, two questions will be added to the DMV **regular driver license knowledge test** pertaining to the **safe operation of cars and trucks around motorcycles**.

For information on how to get a motorcycle endorsement, visit the [DMV website](#). For information on Oregon's approved motorcycle rider education courses, visit the [TEAM OREGON website](#).

Insurance discount for riders who complete training (HB 2370)

As of **Jan 1, 2010**, House Bill 2370 requires insurance companies to provide a **discount on motorcycle insurance to new riders** who complete an ODOT-approved rider education course. The amount of discount is not prescribed in the law, only that a discount needs to be given.

Frequently asked questions

Q. If I have a current motorcycle endorsement on my license, do I have to take a rider education training when I renew?

A. No. Senate Bill 546 applies only to people applying for an endorsement for the first time or if your endorsement has lapsed for over a year. The law phases in the requirement over several years.

Q. Is TEAM OREGON the only provider of approved rider education training?

A. Yes. Currently, there are no other approved courses in Oregon.

Q. I just moved to Oregon and I have a motorcycle endorsement from another state, so do I have to go through the training here in Oregon?

A. If you have a valid, motorcycle-endorsed license issued by a U.S. state, depending on your age, you will still need to take the knowledge test at DMV when you surrender your out of state license and get licensed in Oregon. You may choose to waive the DMV tests by successfully completing a qualifying TEAM OREGON course.

Q. I ride a scooter. Do any of the new laws apply to me?

A. Probably. Scooters over 49cc and capable of going over 30 mph require a motorcycle endorsement. Check the [DMV website](#) for more detailed information.

Q. Where are rider education courses held and how much do they cost?

A. Visit the [TEAM OREGON website](#) for information on course locations, costs, scheduling and registration.

Q. Where can I get more information?

A. The [DMV website](#) and the [TEAM OREGON website](#). Text of the new laws is available on the [Oregon Legislature website](#).



Q. I took the TEAM OREGON course five years ago, can I get a discount on my motorcycle insurance now?

A. Contact your insurance agent to find out. House Bill 2370 requires the discount to “be effective for an insured for a three-year period after successful completion of the approved course.”

Q. Are there other states that have mandatory motorcycle rider education?

A. Oregon will be the third state in the country (after Florida and Rhode Island) to have mandatory training. The military also requires all motorcycle riders to take training.

Motorcycle facts and figures

- There are 131,204 registered motorcycles in Oregon, or about 3.2 percent of registered vehicles.
- 235,754 Oregonians have motorcycle endorsements on their driver licenses, or about 7.9 percent of licensed drivers.
- TEAM OREGON trained 9,972 people in 2008.
- In 2008, there were 873 crashes involving motorcycles; 834 people were injured and 49 people killed. 48 of those killed were motorcyclists.
- The number of motorcycles involved in crashes increased from 746 in 2007 to 873 in 2008.
- Across the nation, motorcycle crashes involving injuries and fatalities are rising. Oregon is no exception. Motorcycle crashes in Oregon have almost doubled from 2002 (443) to 2008 (873). In contrast, during the same time period, the total number of crashes for all vehicles decreased 13 percent.
- Fatal motorcycle crashes represent 11 percent of fatal crashes in 2008 while only representing 3.2 percent of total registered vehicles.
- Speed is a factor in the majority of motorcycle crashes. Motorcyclists and/or drivers are either going too fast for conditions or exceeding posted speed.
- The majority of Oregon fatal motorcycle crashes are single vehicle, occurring on a rural road on a corner where the rider is going too fast for conditions.
- Alcohol was involved in 35.6 percent of motorcycle fatalities in 2008.
- The average age of motorcyclists killed in crashes in 2008 was 48.
- Non-endorsed motorcyclists were involved in 17 percent of motorcycle fatalities in 2008.



More information

- License requirements and vehicle registration information – [Oregon Driver and Motor Vehicle Services](#).
- Motorcycle rider education – [TEAM Oregon](#).
- ODOT’s [Motorcycle Safety Program](#), including the [Governor’s Advisory Committee on Motorcycle Safety](#).
- Oregon laws, including text of new legislation – [Oregon Legislature website](#).