Guidelines for Motorcycle Operator Licensing

A Guideline Document for Motor Vehicle Administrators
On Motorcycle Operator Licensing

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Produced in cooperation with the
American Association of Motor Vehicles Administrators

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16. Abstract

The number of motorcycle riders (operators) who did not have a valid license and were involved in a fatal crash has increased by 89.6 percent over the past decade, from 665 in 1998 to 1,261 in 2007. In 2007, one out of four motorcycle operators (25%) involved in fatal crashes were riding their motorcycle with invalid licenses at the time of the crash, while only 13 percent of drivers of passenger vehicles in fatal crashes did not have valid licenses. In response to this increasing trend, the National Highway Traffic Safety Administration (NHTSA) entered into a cooperative agreement with the American Association of Motor Vehicle Administrators (AAMVA) to examine the issue of motorcycle operator licensing and provide guidance to jurisdictional driver license agencies on the elements of a complete licensing system for motorcycle operators. The result of this collaboration is the development of the *Guidelines for Motorcycle Operator Licensing*, which is a combination and update of two previously published motorcycle operator licensing guideline documents, the *Motorcycle Operator Licensing System* (rev. 1997) and *Integrating Motorcycle Rider Education and Licensing* (1993).

This guideline document contains information on standard motorcycle operator licensing systems; motorcycle safety initiatives and strategies to increase proper licensure among motorcyclists within a jurisdiction; a model Graduated Driver Licensing (GDL) system for new-entrant riders; and motorcycle rider education waiver programs and third party testing. Also included, as appendices, is information on national data and trends associated with motorcyclist fatalities and injuries; a survey of current motorcycle and operator licensing practices by jurisdiction; an AAMVA guideline document on knowledge and skill test development; and examples of how a few jurisdictions have integrated rider education into their driver licensing system and implemented a Graduated Driver Licensing system for new-entrant motorcyclists.

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FOREWORD

For over 30 years, the National Highway Traffic Safety Administration (NHTSA), in cooperation with organizations such as the American Association of Motor Vehicle Administrators (AAMVA) and the Motorcycle Safety Foundation (MSF), has maintained the *Motorcycle Operator Licensing System*. This document has served as the guide for operational licensing systems in the United States, Canada, and several foreign countries. The original manual was published in 1974. It was subsequently revised in 1981, 1989 and 1997.

This 2008 edition has been expanded to encompass recommendations for license waiver programs for rider education and for integrating motorcycle rider education and licensing. This edition also provides strategies for reducing motorcycle crashes and fatalities through interagency cooperation, judicial and law enforcement outreach programs and public education. It describes all elements of the motorcycle licensing system in detail. Jurisdictions may not have the resources to incorporate every recommendation or strategy into their systems, however, we hope all jurisdictions will adopt the general principles and operational framework outlined in these recommendations and strategies.

A Motorcycle Technical Working Group (MTWG) was organized and convened by AAMVA, with assistance from Highway Safety Services, LLC, and sponsorship from NHTSA. The MTWG was charged with the development of this 2008 edition.

Participants of the AAMVA MTWG included:

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Denise Hanchulak of AAMVA directed all activities to make this publication available.

AAMVA is a tax-exempt, nonprofit organization developing model programs in motor vehicle administration, law enforcement and highway safety. The association also serves as an information clearinghouse in these areas, and acts as the international spokesman for these interests.

AAMVA is an association representing its U.S. and Canadian membership by working collaboratively to support and improve motor vehicle administration, safety, identification security and law enforcement.

EXECUTIVE SUMMARY

Driver license agencies must implement improved motorcycle licensing practices and take appropriate countermeasures to reduce motorcycle fatalities and crashes. This can be accomplished by implementing the following recommendations provided to motor vehicle administrators to enhance current motorcycle rider licensing practices and/or by adopting the model graduated driver licensing (GDL) system for motorcycle riders discussed in Section 3:

- require applicants to successfully pass a motorcycle-specific knowledge test in order to obtain a learner's permit and pass a motorcycle-specific skills/road test to qualify for a full license;
- require that knowledge and skills/road tests be based on appropriate and current national and jurisdictional crash data, and be measured for their validity and reliability;
- require that the learner's permit be valid for a maximum of 90 days and limit the permit to one renewal or a maximum of two learner's permits under a non-GDL system for motorcycle riders;
- apply restrictions to the learner's permit (zero tolerance for alcohol and drugs; passenger restriction; mandatory helmet and eye protection; proper riding gear; no interstate riding; restricted nighttime riding; in-jurisdiction-only restriction; supervision and special license plates or markers);
- require operators to complete an approved rider education course, if the applicant fails the licensing test twice;
- expand testing locations and extend testing hours to accommodate the demand;
- collect and maintain traffic records of motorcycle permit and license holders from their entry to and exit from the licensing system;
- check driver and registration records to ensure that the primary operator is properly licensed;
- require a tamper resistant rider education course completion certificate and establish a means of validating it in order to waive testing requirements for an applicant;
- establish partnerships with other government agencies to help reduce the unlicensed rider problem;
- develop and enhance judicial outreach programs and public information and education (PI&E) programs in coordination with the State's Highway Safety Office;
- coordinate with the State's Highway Safety Office to encourage law enforcement to fully enforce citations and convictions and impound motorcycles when the operator is not properly licensed;
- follow the requirements for third-party training/testing and oversight;
- require all license examiners to undergo initial, in-service training and refresher training periodically and become certified through the AAMVA examiner certification program,
- maintain systems for monitoring examiners and the examination process;

- implement a comprehensive graduated rider licensing system; and
- integrate motorcycle rider education and licensing.

Licensing agencies are encouraged to review and implement the recommendations contained in this manual.

INTRODUCTION

In June 2006, AAMVA formed a Motorcycle Technical Working Group (MTWG) to update the previous editions of the *Motorcycle Operator Licensing System* and the guidelines for *Integrating Motorcycle Rider Education and Licensing*. The MTWG reviewed current issues (e.g., unlicensed operators, operators who continually renew permits) and reflected on administrative lessons learned over the last three decades of experience in motorcycle licensing. The panel incorporated the sum of current knowledge and experience into this fifth generation model of guidelines for motorcycle operator licensing.

This publication combines the two previous editions, the *Motorcycle Operator Licensing System* and the guidelines for *Integrating Motorcycle Rider Education and Licensing*, to form one document. Additional strategies have been included for government agencies to use to assist in the reduction of motorcycle crashes and fatalities.

This manual is divided into five major sections.

Section 1 – Motorcycle Operator Licensing
Section 2 – Motorcycle Safety Initiatives
Section 3 – Model Graduated Rider Licensing System
Section 4 – Motorcycle Rider Education Waiver Programs and Third Party Testing
Section 5 – Other Notable Motorcycle Safety and Licensing Documents

Appendices
Appendix A – *National Statistics on Motorcycle Rider Fatalities and Injuries*
Appendix B – *2007 AAMVA Motorcycle Licensing and Safety Survey of the States*
Appendix C – *Examples of Integrated Motorcycle Rider Education and Licensing Programs and Graduated Rider Licensing Requirements*

Purpose of Manual
The purpose of this manual is to provide motor vehicle administrators with strategies and guidelines for motorcycle operator licensing. The following criteria were used in selecting the strategies:

Safety
The potential for reducing motorcycle crashes and fatalities was the primary consideration when developing the manual. The overall goal is to enhance safety by ensuring licensed motorcyclists possess adequate riding skills and knowledge, and that exposure to traffic risks is limited for new or novice operators holding learner's permits (ideally through a motorcycle graduated licensing system).

Administrative Practicality
All recommended strategies are considered feasible and practical in most administrative environments. The following administrative factors were taken into consideration while developing the manual:

- Program Cost – Many programs are under-budgeted. Implemented strategies must be cost-effective.
- Operational Costs – The program does not require additional employees or require excessive training. Examiner certification requirements should comply with AAMVA criteria and recommendations.
- Records Processing – The program does not require excessive documentation or lengthy document processing times.
- Administrative Authority – The program does not require government agencies or motor vehicle administrators to operate beyond their legal authority.

Public Acceptance

To maximize program acceptance and cooperation by motorcyclists, the apparent task relevancy of each guideline or strategy was considered. For example, licensing tests must relate to skills needed for on-street riding. Additionally, the guidelines and strategies should encourage operators to comply with motorcycle licensing requirements and to obey all traffic laws.

Motivation

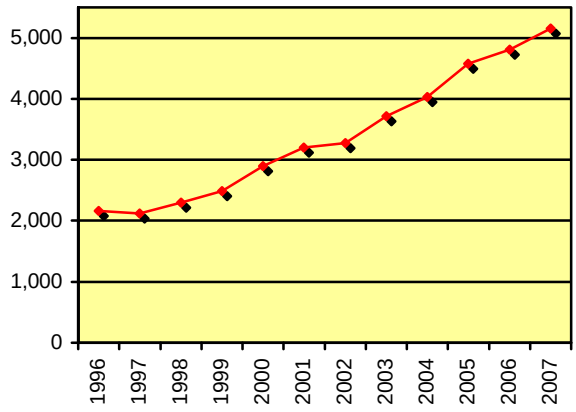
Jurisdictions should take steps to motivate beginning operators to acquire and demonstrate adequate riding skills through the licensing system. Experienced operators should be encouraged to maintain (or improve) their skills and become properly licensed if they have not already done so. All operators should be encouraged to comply with motorcycle licensing requirements and laws.

Motorcycle Operator Fatalities and Injuries

Motorcycle operator fatalities have increased dramatically within the past decade, with a particularly sharp escalation between 2003 and 2007. This rise in fatalities may be attributed to a number of factors: an increase in the number of motorcyclists, more miles ridden per rider, unlicensed operators, returning operators (those who have not ridden but have maintained a motorcycle endorsement), declines in helmet use, alcohol involvement, etc. In 1996, 2,161 motorcycle operators were killed, compared to 5,154 in 2007; a 139-percent increase. In 1996, 55,000 motorcycle operators were injured, compared to 103,000 in 2007; an 87 percent increase.[1]

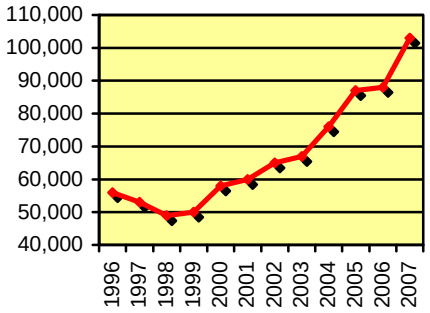
Fatalities increased from 3,714 in 2003 to 5,154 in 2007, an increase of 39 percent. Injuries increased from 67,000 in 2003 to 103,000 in 2007, an increase of 54 percent.[2]

Table 1 – Motorcycle Operator Fatalities
Source: NHTSA Traffic Safety Facts 2007 Data



[1] Source: NHTSA's Motorcycle Traffic Safety Facts 2007
[2] Source: NHTSA's Motorcycle Traffic Safety Facts 2007

Table 2 – Motorcycle Operator Injuries
Source: NHTSA Traffic Safety Facts 2007 Data



Unlicensed or Improperly Licensed Operators

In 2007, 26 percent of motorcycle riders involved in fatal crashes operated their vehicles with invalid licenses at the time of the crashes, while only 13 percent of passenger vehicle drivers in fatal crashes did not have valid licenses.[3] This indicates that unlicensed or improperly licensed operators are at a higher risk of being involved in fatal motorcycle crashes.

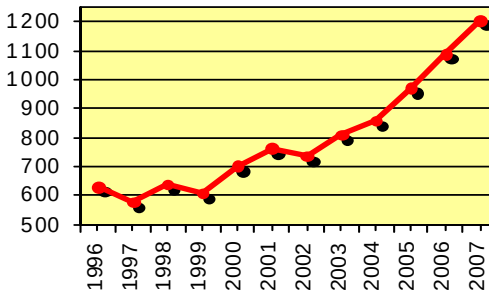
Motorcycle operators involved in fatal traffic crashes were 1.3 times more likely than passenger vehicle drivers to have a previous license suspension or revocation (18% and 14%, respectively).[4]

Estimates indicate that approximately 20 percent of the national motorcycling population is unlicensed or improperly licensed. More than 25 percent of the operators involved in fatal motorcycle crashes are not properly licensed.

Estimates show that in some jurisdictions, about 80 percent of fatally injured motorcyclists were improperly licensed or were without a license at all.

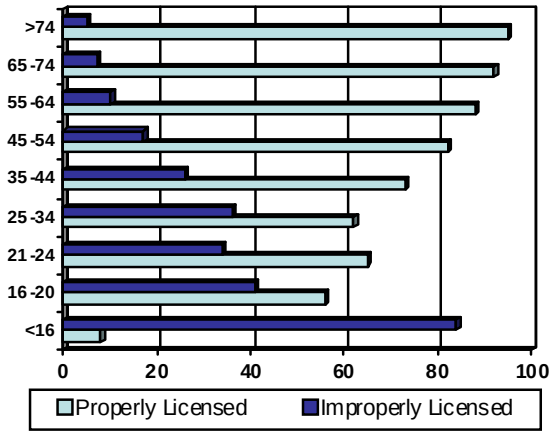
[3] Source: NHTSA's Motorcycle Traffic Safety Facts 2007
[4] Source: NHTSA's Motorcycle Traffic Safety Facts 2007

Table 3 – Improperly Licensed Operators Involved in Fatal Crashes
Source: FARS



As shown in Table 3, the number of improperly licensed operators involved in fatal crashes continues to increase.

Table 4 – Percent of Motorcycle Operators Involved in Fatal Crashes in 2006 by Age Group and License Status
Source: NHTSA's Traffic Safety Facts 2007



As shown in Table 4, the proportion of improperly licensed operators generally decreases as the operators' age increases. Among motorcycle operators involved in fatal crashes in 2007, a higher percentage of improperly licensed operators were under 16 years old.

The percentage of properly licensed operators involved in fatal crashes was higher than improperly licensed operators in all other age groups, with the highest category being those over age 74.

For decades, unlicensed or improperly licensed operators have contributed to motorcyclist fatalities. Unlicensed or improperly licensed operators are addressed in Section Two of this document.

Motorcycle Operator Involvement in Crashes

Motorcycles made up nearly 3 percent of all registered vehicles in the United States in 2007 but accounted for only 0.4 percent of all vehicle miles traveled.[5]

Per vehicle mile traveled in 2007, motorcyclists were about 35 times more likely to die in a crash and 8 times more likely to be injured than passenger car occupants. In 2007, 2,537 (51%) of all motorcycle operators involved in fatal crashes collided with another motor vehicle in transport.[6]

Motorcycle operators are more likely to be involved in fatal collisions with fixed objects than any other vehicle operators. In 2007, 25 percent of the motorcycle operators involved in fatal crashes collided with fixed objects, compared to 18 percent for passenger cars, 13 percent for light trucks and 3 percent for large trucks.[7]

Although motorcyclists represent a small percentage of motor vehicle operators, driver license agencies must take appropriate actions to reduce motorcycle operator fatalities and crashes.
Appropriate highway safety countermeasures, such as improved motorcycle licensing practices, must be implemented.

Note: Refer to Appendix A for *National Statistics on Motorcycle Rider Fatalities and Injuries.*

Note: Refer to Appendix B for the *2007 AAMVA Motorcycle Licensing and Safety Survey of the States.*

[5] Source: NHTSA's Motorcycle Traffic Safety Facts 2007
[6] Source: NHTSA's Motorcycle Traffic Safety Facts 2007
[7] Source: NHTSA's Motorcycle Traffic Safety Facts 2007

SECTION ONE – MOTORCYCLE OPERATOR LICENSING

Licensing Goals and Objectives
The ultimate goal of a motorcycle operator licensing system is to ensure that individuals have the necessary skills and knowledge to operate a motorcycle safely. By establishing appropriate policies, the licensing system can aid in reducing crashes, injuries and fatalities. The objectives of the licensing system are to:

- motivate individuals who wish to operate motorcycles to acquire the knowledge and skills necessary to ride safely;
- encourage all operators to obey and follow the rules of the road;
- encourage beginning operators to gain experience in a low-risk environment;
- ensure that new operators attain an appropriate level of knowledge and skill before receiving full riding privileges; and
- encourage strict enforcement and stronger penalties for operators who are not properly licensed or endorsed.

Administrative Concerns
Motor vehicle administrators face a number of challenges in improving motorcycle operator licensing. To ensure long-term viability, the licensing system must be practical for a jurisdiction to implement and administer, while also being acceptable to the motorcycling community. In this regard, a licensing system must:

- be cost effective;
- be realistic to implement;
- recognize real-world limits of time, authority, funding and personnel;
- provide objective, valid and relevant testing measures and a means to continuously evaluate the system to ensure testing effectiveness.

Challenges of Motorcycle Operator Licensing
Motor vehicle administrators must be conscious that some improvements to the motorcycle licensing system could make the unlicensed operator problem worse.

Challenges to the effectiveness of a licensing system include:

- failure of motorcyclists to comply with jurisdictional law;
- testing that fails to discriminate between adequate and inadequate levels of knowledge and skill; and
- failure of applicants to advance appropriately through the licensing system.

Operator Participation
Lack of motorcyclist's completion of motorcycle licensing requirements drastically reduces the system's overall effectiveness. Agencies cannot ensure that operators possess adequate knowledge and skills if they are allowed to operate outside the licensing program.

Reaching the motorcyclist population must be a priority for licensing administrators.

Circumventing Requirements
Failure of applicants to advance appropriately through licensing programs is a serious challenge for administrators. Applicants who become "perpetual permit holders" thwart the

program's intent by avoiding the operator licensing test.

Legal motorcycle operation should require operators to demonstrate the skills and knowledge necessary to pass the operator's licensing test within a reasonable period of time.

Test Effectiveness
The ability of a licensing program to discriminate between adequate and inadequate levels of skill and knowledge determines its effectiveness in screening out unsafe and unqualified operators. The guideline document addresses this challenge by recommending that only proven, validated tests be used in a licensing system.

Details of available testing material are included on pages 1-10 to 1-12 of the "Support Material" section of this manual. Assistance in implementing the tests described in this manual is available from the AAMVA and the MSF.

System Overview
For licensing purposes, a motorcycle is commonly defined as any vehicle having a seat or saddle for the use of the operator designed to travel on at least two, and not more than three, wheels in contact with the ground, on public highways, excluding farm tractors. (Note: agencies should refer to their jurisdiction's vehicle codes for their official definitions.)

This manual does not address licensing operators of limited-speed or motor-driven cycles. Such lightweight vehicles (i.e., motorized bicycles) have limited capability to mix with traffic and should be addressed with appropriate programs. Specialty vehicles need to be addressed appropriately so as not to be confused with motorcycles when being registered or when data is collected at crash sites.

Licensing agencies are uniquely positioned to repeatedly and systematically reach everyone who desires or possesses motorcycle riding privileges.

The licensing system presented here is designed to ensure that agencies respond to the traffic safety needs of each individual at each point of contact.

The motorcycle licensing system for "first-time applicants" encompasses two licensing stages.

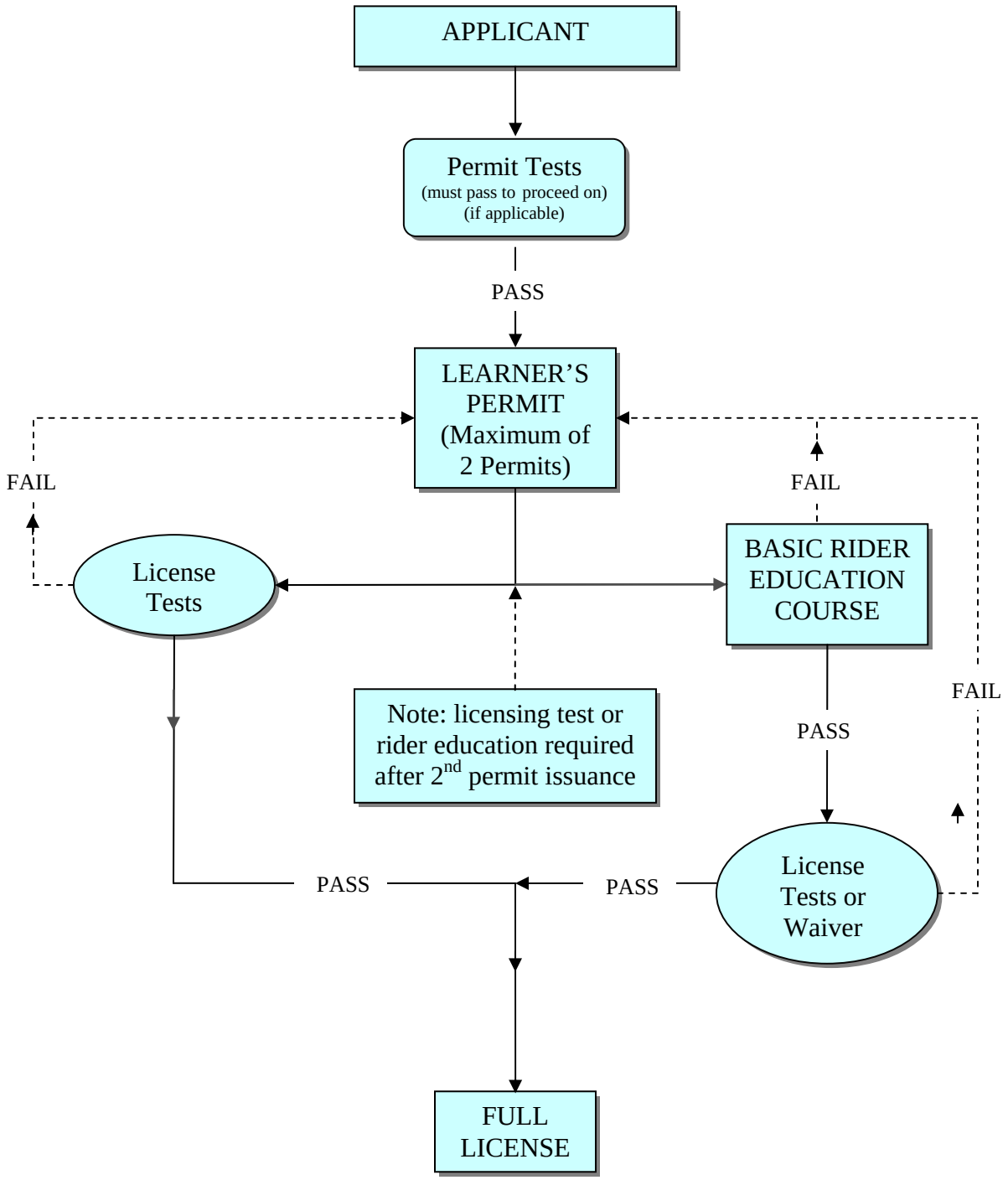
- Stage 1 – Learner's permit
- Stage 2 – Full or unrestricted license

Motorcycle License/Endorsement Applicants
An applicant is anyone who, at the time of application for a motorcycle license, meets minimum age requirements and other prerequisites of the jurisdiction and does not currently hold a valid motorcycle operator's license.

The applicant should (1) pass a vision test, (2) pass the basic driver license knowledge test, unless the applicant possesses a valid driver's license and has already met these criteria, and (3) pass a knowledge test based on subjects specific to motorcycle operation, including jurisdiction-specific questions relating to motorcycling and motorcycle laws.

Applicants who successfully complete the tests should be granted a learner's permit authorizing restricted, on-street riding practice.

Figure 1.1
System Operation Chart



Application Process
This section describes the administration and procedures involved in licensing first-time applicants. All applicants should be documented from the start of the application process. A complete history of the operator is important when collecting data.

First-Time Applicants/Learner's Permit
A learner's permit is required for on-street operation by any person not holding a valid motorcycle operator license or endorsement. Each visit needs to be entered into the applicant's record.

Applicant Eligibility
Applicants should be tested on basic driving knowledge before being issued motorcycle permits. It is also recommended that applicants younger than 18 attend a rider safety program. Jurisdictions should follow their policies and procedures to determine an applicant's eligibility for a motorcycle learner's permit.

Permit Validity Period
The learner's permit should be valid for a maximum of 90 days, with a maximum of two learner's permits. This provides each applicant with opportunities to practice riding skills and gain in-traffic riding experience under controlled conditions prior to applying for a motorcycle license.

Rider Education
Jurisdictions should require all operators to successfully complete an approved rider education course. Jurisdictions that do not have a mandatory rider education requirement should require operators to hold their learner's permit for a minimum of 30 days before completing the motorcycle licensing process. This ensures that operators have the opportunity to gain experience prior to testing.

Permit Renewals
To ensure that operators advance through the licensing system appropriately, learner's permits should be limited to one renewal or a maximum of two learner's permits to complete the licensing process. Limiting applicants to a maximum of two permits will motivate them to complete the licensing process.

Applicants who fail to complete the licensing process before their second permit expires should be advised to take the skills test or to attend a jurisdiction approved motorcycle rider education course.

For operators who need special approval to ride to and from an approved rider education course, a trip permit, letter of authority, or other document may be issued for the purpose of allowing them to complete the approved rider education course.

Jurisdictions should implement fees each time an applicant applies for or renews a permit.

Special Circumstances
Under special circumstances, as defined by the department and with approval from the director, an applicant who is unable to complete the testing process may be issued a temporary permit. The permit should be valid for a period of not more than 30 days to allow for testing purposes only. Examples include applicants who are required to travel overseas for extended periods of time due to job requirements or military

deployments. Applicants who fail the skills/road test should be advised to attend a jurisdiction-approved rider education course.

Licensing Test Failures
Applicants who fail the licensing test for a third time should be encouraged to complete an approved rider education course. If the applicant fails to successfully complete the approved rider education course the applicant should be advised not to pursue motorcycle riding.

Permit Riding Restrictions
Learner's permits are intended to encourage beginning operators to develop riding skills under low-risk conditions. Learner's permit restrictions should limit a beginning operator's exposure to traffic and risk of injury. Permit restrictions should also encourage operators to complete the licensing process. It is recommended that the following restrictions be applied to the learner's permit:

Zero Tolerance for Alcohol and Drugs
All permitted operators should be subject to zero tolerance for drugs and alcohol. Agencies should refer to their jurisdiction's laws for driving under the influence.

Passenger Restriction
Because additional skill is required to control a motorcycle while carrying a passenger, permit holders should be required to ride solo at all times.

Mandatory Helmet and Eye Protection Use
All permit holders should be required to wear helmets that meet Federal Motor Vehicle Safety Standard (FMVSS) 218 and eye protection that meets the Vehicle Equipment Safety Commission Regulation (VESC-8) during the learning phase.

Proper Riding Gear
All permit holders should be required to wear the appropriate riding gear (boots, jacket, pants, gloves, etc.) and are encouraged to wear protective clothing with high-visibility or reflective surfaces when operating motorcycles.

No Interstate Riding
Although interstate riding is typically less hazardous than other types of riding, the higher speeds pose an additional challenge to a beginning operator. An interstate restriction would add another incentive to move through the permit process and become fully licensed.

Restricted Nighttime Riding
Jurisdictions should use the same policies that are applied to other permitted drivers. For example, permitted operators should be restricted from riding between the hours of 10 p.m. and 5 a.m. A high number of motorcycle operator fatalities (27.7%) and injuries (17.5%) occur between the hours of 9 p.m. and 6 a.m. Operators should be allowed to ride one to two hours after sunset and one to two hours prior to sunrise to gain practice and experience riding in restricted lighting conditions.

In-Jurisdiction-Only Restriction
Permitted operators should be restricted to riding only within jurisdiction boundaries. This restriction may not minimize the risks permitted operators encounter during practice riding; however, restricting them from riding into other jurisdictions may encourage

permitted operators to complete the licensing process.

Supervision
Supervision is defined as constant supervised riding practice. Permitted operators must be supervised by another licensed operator or a driver (in a motor vehicle) at least 21 years old with three years of riding/driving experience. Supervised riding practice provides beginning operators with instruction on safe riding practices and provides control over their behavior during the permit period.

A requirement for mandatory supervised riding practice of permitted motorcyclists should be well defined. Many factors must be considered when implementing this requirement.

One approach to accomplishing constant supervised riding practice is to require that learners be accompanied by another fully licensed motorcycle operator, on another motorcycle. The supervising operator must follow the permitted operator and may not act as a lead operator. The operator must be at least 21 years old and have a minimum of three years riding experience.

This approach has some limitations and safety concerns. To create an effective supervision system, agencies with such requirements should develop and distribute a manual of guidelines for supervising operators. The manual should emphasize developing safe riding behaviors and should establish limitations and boundaries for the learning and permit process. It should also include guidance for providing instruction in an off-street area, free from traffic and other obstacles. Ideally, it should encourage supervising operators to recommend that beginning operators attend a jurisdiction-approved rider education course.

Special License Plates or Markers
To assist in enforcing motorcycle permit restrictions, jurisdictions should issue special license plates or require a special marker on the license plates of operators with learner's permits. This requirement may encourage permitted operators to complete the licensing process.

Graduated Rider Licensing
Section Three of this manual provides detailed information on motorcycle graduated rider licensing.

Additionally, the Province of Ontario has implemented a graduated licensing system for motorcycle operators that includes three levels of licensing and two levels of skills/road testing.

Refer to Section Three for more information on graduated rider licensing.

Full License
A full license or endorsement indicates that an operator has met all jurisdictional requirements for the issuance of an unrestricted license.

Motorcycle License Renewal
The motorcycle operator licensing renewal system should mirror that which is used for automobile drivers. The full license should be issued for the same period as the jurisdiction's automobile driver's license.

Test Validation
A licensing program is effective if it discriminates between adequate and

inadequate levels of skill and knowledge when screening for unsafe operators. Only proven, validated tests should be used in a licensing system. High-quality knowledge and skills/road tests are available to fit most testing situations and environments. Details of available testing materials are included in the *Support Material* section of this manual. Assistance in implementing the testing guidelines described in this manual is available from the AAMVA and the MSF.

Knowledge Testing Requirements
Applicants must successfully pass a motorcycle-specific knowledge test in order to obtain a learner's permit. Those who do not hold a valid automobile driver's license must meet motor vehicle administrator requirements and must also take the core knowledge test required to obtain an automobile operator's permit.

Standards for Knowledge Tests
Knowledge tests must sample the full range of knowledge required for safe motorcycle operation. The tests should be based on findings from crash data. Jurisdictional and national crash data should be reviewed every two to three years to determine if revisions to the knowledge test are needed to aid in crash reduction efforts.

Knowledge Test
The motorcycle-specific knowledge test should determine whether applicants have sufficient knowledge of safe motorcycling practices to be given access to public highways. The knowledge test also provides an incentive for applicants to acquire safe-riding information provided by the agency (through the motorcycle operator's manual) and other organizations.

Agencies that require applicants to demonstrate an acceptable level of knowledge before issuing a permit must provide a means for those individuals to acquire the necessary information. Accordingly, licensing authorities should provide a motorcycle operator's manual to every motorcycle license applicant. The manual must contain all of the information for which applicants will be held responsible.

Major considerations in designing knowledge tests are:

- safety impact as it relates to test content,
- the legal basis for questions,
- performance criteria,
- the validity of the test, and
- the reliability of the test.

Each question should address a topic closely associated with crash risk reduction. The questions should be divided into knowledge domains and drawn at random. The objective is to sample the full range of knowledge critical to safe motorcycle operations.

It is critical for knowledge tests to be developed in a way that they can be validated and measured for their reliability.

A multiple-choice test format offers the most practical method of testing. All questions should have only one correct answer and two incorrect answers. Given the range of knowledge to be assessed, individual tests should pose a minimum of 30 questions. The questions should be randomly drawn from a larger

pool of possible test questions dealing with the specifics of safe and legal motorcycle operation. The pass/fail criteria should require at least 80 percent of the questions be answered correctly.

Alternate tests of equal difficulty, or automated testing, should be available for repeat examinees. This lessens the likelihood that applicants could inform others of answers to specific questions. Tests are meant to assess motorcyclists' knowledge of how to safely operate a motorcycle in traffic, rather than their basic intelligence or literacy. Accordingly, the test items should be written at a fifth or sixth grade reading level. Given the highly visual nature of motorcycle operation, pictures, drawings, or diagrams may help present test situations clearly.

Second Level Knowledge Test
Jurisdictions are encouraged to examine the benefits of administering a second level knowledge test to provide additional or advanced questions (e.g., decision-making skills) that can be asked once the permitted operator has gained some riding experience.

The initial knowledge test should be administered at the time of permit application and the second level knowledge test should be administered as a requirement, in conjunction with other requirements, for a full license.

The knowledge test for license applicants should cover advanced safe riding skills not covered in the basic knowledge test for obtaining a learner's permit.

The department may authorize the rider education program to administer the licensing knowledge test at the end of a rider education course, qualifying the operator to receive a waiver to be exempt from any further knowledge testing, provided they have passed with a minimum score of 80 percent.

At a minimum, jurisdictions should administer the motorcycle specific knowledge test as described previously within this section.

Skills/Road Testing Requirements
To qualify for a full license, all eligible applicants should be required to pass a motorcycle-specific skills/road test. Motor vehicle administrations may (with appropriate oversight) authorize their jurisdiction's rider education programs to administer the licensing skills tests at the end of rider education courses. Operators who pass the course qualify for a waiver, exempting them from any further skills/road testing for the issuance of a motorcycle license or endorsement. See Section Four – *Motorcycle Rider Education Waiver Programs and Third Party Testing* for more information.

Skills/road tests should begin with a vehicle familiarization inspection by the applicant consistent with the jurisdiction's licensing model (e.g., motorcycle controls). The vehicle inspection helps ensure the vehicle is safe to ride during the test. Also, demonstrating familiarity with the controls measures the basic competency of the applicant.

Jurisdictions may choose to test either on-street, off-street, or both.

Standards for Skills/Road Testing
Skills and road testing requirements must be based on appropriate and current national and jurisdictional crash data. Tests should assess the skills necessary for safe riding and crash avoidance, such as balance control, shifting, turning, normal stopping, emergency stopping, cornering, obstacle avoidance, etc. The 1974 Motorcycle Task Analysis, performed by the National Public Services Research Institute, under contract by the Motorcycle Safety Foundation, may be a useful resource for determining the necessary skills for motorcycle operators.

The elements of a skills/road test must not be arbitrarily selected but must require operators to demonstrate minimum skill requirements for licensure. Jurisdictional crash data should be examined and compared with testing elements to ensure appropriate testing. The jurisdiction must develop measures to validate tests and to identify areas for improvement.

On-street Road Test
On-street tests allow examiners to assess applicants' traffic sense and ability to put safe riding principles and procedures into practice on the road. On-street testing practices must incorporate the same kinds of objective assessment tools as the off-street test. Thus, specific standards must be established for each measured practice. For instance, when applicants change lanes, they should be scored according to exactly how long the turn signal was given (i.e., two seconds minimum) before a lane change was initiated. This eliminates subjective judgments as to whether "adequate" warning was given. Similarly, operators should be scored for intersection observation habits on the basis of whether they turned their head both left and right – not on whether the examiner felt that the applicant looked long enough to the left or right.

As on-street performances are measured by direct observation, it is necessary for examiners to have a means of communicating with applicants both visually and verbally. Thus, the department must provide on-street examiners with (1) a means for following operators and (2) communication equipment (usually radios) that allows examiners to give applicants instruction en route.

Off-Street Skills Tests
Off-street tests are best suited for providing an accurate measure of an applicant's basic vehicle handling skills. The test maneuvers need not physically resemble activities performed in normal highway operation. They must, however, reproduce the skills required to handle real-world operating conditions.

Handling skills should be assessed by measuring an applicant's ability to control the vehicle while adjusting speed, turning, and stopping in a variety of situations (e.g., in a straight line and in curves).

A major advantage of off-street testing is a controlled environment that allows greater reliability in objective scoring. Objective measurements, such as, speed, stopping distance and specific events (e.g., tires crossing a boundary line) should be used.

Subjective measures (e.g., examiner's judgment of operator smoothness) are

unreliable and result in inconsistent scoring of applicants. What is “smooth” to one examiner may be “rough” to another.

Scoring based on objective measurements is less frequently contested by applicants and more easily defended by examiners. Finally, objective measures are inherently suited to safe performance testing. The intent is to ensure applicants are, for example, able to make a quick stop safely. If they stop quickly and under control, they have performed safely. Whether or not they “looked good” is irrelevant.

To ensure accuracy in measurement, signaling and timing devices may be used in administering the test. Test sites should be large enough to accommodate speeds of at least 20 mph.

Testing Standards and Measurement of Validity and Reliability

Knowledge and skills/road tests must be measured for their validity and reliability. Motor vehicle administrations must ensure that appropriate skills are being evaluated in an objective and consistent manner. Standards for motorcycle knowledge and skills tests have not been established at a national level. Until such standards have been developed, jurisdictions must establish their own performance standards and measurement criteria for knowledge and skills testing.

Data Collection and Analysis

To support system operations and evaluate system effectiveness, the motor vehicle administration should be prepared to collect and maintain the traffic records of motorcycle permit and license holders. Violation records should indicate vehicle type, so an individual’s motorcycling history may be separated from the person’s automobile driving history.

The permit stage should provide for early intervention with licensing sanctions based on an individual’s motorcycle-specific traffic records. Motorcycle-specific traffic records may also be used to evaluate the effectiveness of system components or to compare a licensing system with those of other jurisdictions.

Suspension of motorcycle riding privileges should be reported to insurance companies.

In 2008, Maryland began tracking the following data on each operator:

- Full name,
- Date of birth,
- Address including county of residence,
- Date the individual applied for a motorcycle learner's permit,
- Knowledge test scores for learner's permit,
- Dates skill tests were taken,
- Scores from each skill test taken,
- Date person received his/her motorcycle license/endorsement,
- Date motorcycle was registered,
- Dates of violations and convictions,
- Number of motorcycle permits received,
- Number of motorcycle permits that expired,
- Dates rider education courses were completed,
- Types of courses completed,
- Knowledge test scores from courses,
- Skill test scores from courses,

- Date of motorcycle crashes,
- Type of motorcycle crashes,
- Injuries and hospital stays as result of crashes.

Support Material

Material needed to support licensing activities includes: tests for applicants, examiner training and certification material, test administration material, and self-study and operator improvement material. All are available from the MSF and AAMVA.

Off-Street Testing Material

The *Alternate Motorcycle Operator Skill Test (Alternate MOST)* requires an area 125 by 30 feet. The test consists of seven exercises that evaluate an operator's ability to turn, swerve, and stop a motorcycle. The *Alternate MOST* training manual provides all necessary information to implement and administer the test. The *Motorcyclist Licensing Skill Test (MLST)* allows examiners to objectively measure operator performance in three critical riding tasks: turning, swerving, and braking. This test uses specialized equipment and requires a test area of 125 by 50 feet. The manual provides all necessary information for implementation and administration.

On-Street Testing Material

The *Motorcyclist In-Traffic Test* measures applicant performance in a variety of actual on-street situations. Performance is assessed according to the operator's application of safety principles and execution of safe practices. The *Motorcyclist In-Traffic* test package includes all material necessary for test administration.

Self-Study Material

A motorcycle operator's manual provides information on safe operation principles and prepares applicants to take the licensing knowledge test. For example, a comprehensive manual should cover the following safe riding principles:

- Preparing for Operation – proper protective gear, pre-ride motorcycle inspection;
- Observation – observing roadway situations;
- Surface Conditions – identifying and responding to potentially unsafe roadway surface conditions;
- Night Operation – compensating for reduced vision and visibility at night;
- Visibility – maximizing operator and motorcycle visibility to other road users;
- Visual Search – scanning the traffic environment and searching for other road users;
- Space Management – maintaining adequate space between the motorcycle and other road users;
- Speed Management – managing speed in traffic situations;
- Emergencies – reacting to emergencies caused by roadway conditions, traffic conditions and vehicle malfunctions;
- Passenger and Cargo – carrying passengers and cargo safely;
- Group Riding – operating safely with other motorcyclists;
- Operator Factors – staying in proper physical condition to ride safely;
- Alcohol/Drugs – the effects of alcohol and drugs on operator performance; and
- Motorcycle Factors – keeping a motorcycle in safe operating condition.

The *Motorcycle Operator Manual (MOM)* meets all these requirements and is recommended for this purpose. The content is currently maintained by MSF.

Rider Education Material
Instructor and participant material is necessary to support rider education programs. The MSF offers two rider education course packages:

- *The Basic Riding Course (BRC)* is a training program for beginning operators and may be appropriate for use as an approved rider education course for those who fail the licensing road/skills test.
- The *Experienced RiderCourse (ERC)* may be used by a jurisdiction as a license waiver course for experienced operators. The MSF allows operators to use a training motorcycle or their own safe, street-ready motorcycle. Successful completion of a knowledge test and skill test is required for the license waiver version of the course.

Violator Training
A special training program is needed to coach operators on special problems such as repeat violations for speeding or careless riding. Violations occurring on a motorcycle should be recorded and tracked on the individual's driving record. The violator course should be motorcycle-specific and required for operators who have accrued repeat violations while riding motorcycles. A motorcycle operator license holder who accrues repeat traffic violations while driving an automobile should be subject to whatever programs are administered to automobile drivers.

The violator course should be designed and taught by qualified personnel.

Violator (Rider Improvement) Material
Material should be developed to accompany any motorcycle rider improvement training program. The content should address the behaviors and attitude of problem operators and consequences that accompany habitual violators. Material needs to emulate the motorcyclist and reflect real-life situations and outcomes specific to them. The AAMVA Programs Division or the MSF Program Services Department may be consulted for program and material development.

Personnel Training and Certification
All license examiners should be required to undergo initial and in-service training according to the AAMVA standards. In addition, periodic refresher training (e.g., 20 hours over four years) should be required to maintain examiner proficiency.

Initial training, at a minimum, should meet the AAMVA standard for hours of training. The training process should use the standard training material developed cooperatively by the AAMVA and the MSF. Refresher training, at a minimum, should require 10 hours of training over a two-year period; or 20 hours over a four-year period. All certified motorcycle examiners (CMEs) must conduct a minimum of 10 skills/road tests per year to remain certified, as required under the AAMVA CME Program.

Motorcycle licensing examiners should be certified through the AAMVA International Driver Examiner Certification (IDEC) Program as CME's.

Requiring motorcycle examiner certification gives the public confidence that motorcycle examiners met national standards for excellence in motorcycle testing. Certification instills upon examiners the seriousness of their responsibilities.

Additional information on examiner training may be obtained from the AAMVA's Programs Division (or by visiting http://www.aamva.org).

The next section provides strategies for motorcycle safety initiatives to promote the reduction of motorcycle crashes and fatalities, including strategies for the unlicensed operator.

Note: Refer to Appendix A for *National Statistics on Motorcycle Rider Fatalities and Injuries*.

Note: Refer to Appendix B for the *2007 AAMVA Motorcycle Licensing and Safety Survey of the States.*

Note: Refer to Appendix C, *Examples of Integrated Motorcycle Rider Education and Licensing Programs and Graduated Rider Licensing Requirements* for a brief description of Ontario's Graduated Rider Licensing System.

SECTION TWO – MOTORCYCLE SAFETY INITIATIVES

This section provides strategies for government agencies to reduce motorcycle operator crashes, fatalities, and injuries through motorcycle safety initiatives.

Interagency Cooperation
Licensing authorities should work cooperatively with all stakeholders involved in highway safety to develop strategies for reducing motorcycle crashes and fatalities. For example, operating an effective and efficient motorcycle licensing system requires cooperation with other jurisdictional and local agencies and nongovernmental groups.

By communicating the importance and impact of highway safety measures to government and nongovernmental groups, agencies can gain outside support and establish mutually beneficial relationships. Cooperative relationships should be established with governmental entities, such as:

- Departments of education,
- Departments of health,
- Departments of transportation,
- Law enforcement agencies,
- State Highway Safety Offices,
- Judicial systems, and
- Departments of Motor Vehicles or Motor Vehicle Administrations, and State Motorcycle Rider Education Programs.
- Cooperative relationships should be established with nongovernmental organizations, such as:
- Motorcycle advocacy groups,
- Motorcycle dealer's associations and individual dealers,
- Motorcycle manufacturers and manufacturers regional representatives,
- Motorcycle rider clubs, and
- Motorcycle riders.

Cooperative relationships should be established with Federal Government agencies and national associations, such as the:

- National Highway Traffic Safety Administration,
- American Association of Motor Vehicle Administrators,
- Federal Highway Administration,
- Governor's Highway Safety Association,
- National Association of State Motorcycle Safety Administrators,
- Motorcycle Safety Foundation, and
- The insurance industry.

The *2007 AAMVA Motorcycle Licensing and Safety Survey of the States* identified government agencies and other safety groups that motor vehicle administrations work closely with to reduce motorcycle crashes and fatalities. The agencies that MVAs most often work cooperatively with are State Highway Safety Offices, rider education programs, and law enforcement agencies. Refer to Appendix B, pages B-65 to B-67, for more information on interagency cooperation.

Strategies for the Unlicensed Operator
Public Information and Education
Jurisdictions should implement PI&E campaigns to educate motorcyclists and motivate them to complete the licensing process and comply with licensing laws.

Checking Motorcycle Registrations versus License Status of Registered Owners
Agencies should check motorcycle registrations to determine whether the registered owner currently holds a permit or a license. Those owners who do not may be operating motorcycles illegally. However, the owner of record may not be the primary user, and therefore may not be required to be licensed or endorsed. For example, a motorcycle may be registered under a parent's name when a son or daughter is the primary user.

When a vehicle is titled the owner should be required to identify the primary operator. The driver record of the primary operator should be checked to ensure the individual is properly licensed. All motorcycle operators should be properly licensed.

Once the agency has determined which registered owners of motorcycles are not properly permitted or licensed, a letter and informational material should be mailed to the individuals to encourage them to complete the licensing requirements and obtain motorcycle operator licenses or endorsements. The letter should explain jurisdiction licensing laws and encourage those who are not properly licensed to complete the licensing process and should not be offensive or threatening.

Maryland and New York have implemented similar approaches and have seen positive results in getting unlicensed operators licensed. Additionally, Maryland and several other jurisdictions require individuals to show proof of a motorcycle license in order to register a motorcycle. By requiring this, a jurisdiction ensures that its operators have met the minimum criteria to operate a motorcycle safely.

Partnerships
Motor vehicle administrations should establish partnerships with other government agencies to coordinate and assist in reducing the unlicensed operator population. For example, motor vehicle administrators should join with State Highway Safety Offices and law enforcement officials to enhance communication and enforcement efforts. Partnerships with the law enforcement community are a critical element for ensuring compliance with motor vehicle statutes.

Enforcement
Consistent enforcement combined with stronger penalties and public education campaigns can be powerful incentives for motorcycle operators to become fully licensed. This strategy has been used successfully in other traffic safety efforts (seat belts, speeding, railroad crossing violations, etc.). It has been proven that enforcement can change people's behavior.

Citations and convictions must be fully enforced to demonstrate that the consequences of riding motorcycles while improperly licensed or unlicensed are costly and severe. Washington State tightened its penalties, and now grants law enforcement the authorization to seize a motorcycle if the operator is found not endorsed or licensed. Since implementing the law, Washington has seen an increase in operators seeking motorcycle licensure.

Jurisdictional law should allow for the impounding of all motor vehicles,

including motorcycles, when the operators are not properly licensed. Unlicensed operators should expect to face harsh penalties if stopped by the police.

At present, improperly licensed motorcyclists see little need to comply with licensing requirements because they perceive the risk of being cited for noncompliance is quite low.

Expanded Testing Locations and Hours
Agencies should consider expanding the number of testing locations and extending testing hours for motorcycle licenses and renewals during peak seasons. By providing more opportunities for motorcycle operators to test or renew their licenses during evenings and on weekends, agencies can assist operators in complying with licensing requirements. Likewise, expanding the number of testing locations provides more convenient testing and renewal opportunities for operators.

Several jurisdictions have successfully implemented expanded testing locations and hours. Minnesota expanded its testing hours, while Florida employs mobile testing units at motorcycle operator events for testing and license renewals. Both the expanded testing hours and the mobile testing units proved successful in reaching out to unlicensed operators.

Develop Strategies for an Enforcement and Judicial Outreach Program
Jurisdictions should develop strategies for judicial outreach programs. They should work cooperatively with law enforcement agencies and court systems on motorcycle enforcement issues.

To be effective, laws relating to motorcycle operators (e.g., proper licensing, enforcement of permit requirements and restrictions, enforcement of protective gear, and riding while intoxicated laws) must be stringently enforced. Motorcyclists should expect severe consequences for noncompliance.

Jurisdictions should develop programs with law enforcement agencies to educate the public on motorcycle laws, rules, and regulations.

Judicial outreach programs should also be established to educate members of the judicial system on motorcycle issues.

Develop/Enhance Motorcycle Safety Public Information and Education Programs
Jurisdictions and nongovernmental groups should work cooperatively to develop public information and education programs to reduce motorcycle crashes and fatalities, to increase compliance with related traffic laws, to encourage motorcyclists to attend rider education programs and to help motorcyclists obtain motorcycle licenses or endorsements. PI&E messages should be based on motorcycle crash data and promoted to the public on a continual basis to enforce the message (e.g., “click it or ticket”).

PI&E programs should, at a minimum, educate the general motoring public regarding:

- sharing the road with motorcycles,
- motorcycle safety issues,
- licensing requirements,
- penalties for noncompliance,
- rider education opportunities,
- the benefits of helmets and eye protection,
- the benefits of protective clothing,
- the dangers of using alcohol and other drugs while riding,
- returning operators (motorcyclists who hold valid motorcycle licenses or endorsements but have not been active in motorcycling), and
- other PI&E messages based on national and jurisdictional statistics for motorcycle operator crashes.

Returning operators pose a unique challenge to motor vehicle administrations and associated PI&E programs. All operators who remain out of the motorcycling activity for an extended period of time should be encouraged to refresh their riding skills before reengaging in motorcycle riding.

Jurisdictions are encouraged to develop additional strategies to address the increase in crashes and fatalities among operators 40 and older, including returning operators.

The percentage of people 40 and older, in relation to the overall population, is increasing. For this reason, strategies should be designed to reach all operators (returning and beginning) 40 and older. The number of motorcycle operator fatalities in the 40-and-older age group has steadily increased each year from 641 in 1996 to 2,279 in 2006, an increase of 225 percent.

PI&E Implementation Plan

Implementation plans for overall PI&E campaigns should determine the most effective means of disseminating the safety messages. An aggressive media campaign should be carried out upon completion of the plan.

The *2007 AAMVA Motorcycle Licensing and Safety Survey of the States* shows that most jurisdictions conduct public awareness campaigns to educate motorcycle operators on motorcycle safety and licensing issues. Public awareness campaigns should be memorable.

Refer to Appendix B; pages B-65 to B-68 for more information on public awareness campaigns.

Note: Refer to Appendix A for *National Statistics on Motorcycle Rider Fatalities and Injuries.*

Note: Refer to Appendix B for the *2007 AAMVA Motorcycle Licensing and Safety Survey of the States.*

SECTION THREE – MODEL GRADUATED RIDER LICENSING SYSTEM

Graduated driver licensing for automobile operators has been scientifically proven to reduce crash and fatality rates for novice drivers, particularly those under 18. A graduated system is designed to slowly introduce the novice driver to the licensing system. Generally, GDL programs require a period of supervised instruction and place restrictions on the novice driver. GDL programs generally consist of two to three levels or phases encompassing various degrees of practice, restrictions, and testing.

The primary component of any GDL program involves parent/guardian-supervised instruction or practice. This component may not be realistically accomplished in motorcycle rider licensing due to the complexities of providing supervised practice on a motorcycle.

The most realistic and practical approach to accomplishing constant supervised riding practice is the accompaniment of another fully licensed motorcycle rider on another motorcycle. The rider must be at least 21 years old and have a minimum of three years riding experience.

As mentioned in Section One, permit restrictions are a necessary element of the licensing process. However, including restrictions in the licensing process does not constitute a rider GDL program.

A requirement for permitted riders to have constant supervision should be well defined. Many factors must be considered when implementing such a requirement.

This section provides a model of the graduated licensing of motorcycle operators, should a jurisdiction consider implementing a rider GDL program. Jurisdictions should implement rider GDL programs for all new motorcycle operators, regardless of age.

To implement a rider GDL program, jurisdictions must develop material to assist the supervising rider (another rider at least 21 years -old with three years riding experience) to provide appropriate and safe supervised practice (see Section One: Supervision on page 1-6 for more information).

The model graduated rider licensing system for general applicants encompasses three licensing stages.

- Stage 1: Learner's permit
- Stage 2: Intermediate license
- Stage 3: Full or unrestricted license

A brief listing of the major elements for each stage can be found on the following page.

Table 5 Example – Three Stage Graduated Rider Licensing System

Permit Stage	Intermediate Stage	Full Licensure
Minimum age 16	Minimum age 17	Minimum age 18
Parental consent under 18	Minimum 90 days with learner's permit and no Stage 1 violations	Minimum 90 days with intermediate license and no Stage 2 violations
Pass permit motorcycle license knowledge test or obtain test waiver for issuance of permit	Have completed 16 to 24 hours of certified riding practice during Stage 1	Have completed 30 hours of certified riding practice during Stage 2 under required conditions
Current possession of driver license or permit or pass knowledge test (rules of the road and sign recognition), vision test ,and meet medical fitness requirements	Pass off-street skill test or obtain test waiver for issuance of intermediate license	Pass advanced skill test or obtain test waiver for issuance of a full license
Imposed Restrictions • Documented riding hours (16 to 24) • Mandatory helmet usage • Mandatory protective gear • No passengers • Restricted nighttime riding • No interstate riding • Zero tolerance for alcohol and drugs • Violation-free and crash-free riding • Visually distinct permit	Imposed Restrictions • Documented riding hours (30 to 40) • Mandatory helmet usage • Mandatory protective gear • No passengers • Zero tolerance for alcohol and drugs • Violation-free and crash-free riding • Visually distinct license	Imposed Restrictions • Visually distinct license
Applicants 18 and older may proceed to the intermediate stage after 90 days with successful completion of a rider education course	Applicants 19 and older may proceed to the full licensure stage after 90 days with successful completion of a rider education course	

Table 5 Example – Three Stage Graduated Rider Licensing System (continued)

Permit Stage	Intermediate Stage	Full Licensure
Time Period • Permit valid for a maximum of 120 days	Time Period • Intermediate license valid for a maximum of 120 days	Time Period • None
Under-18 Learners • Time of day restrictions (5 a.m. to 10 p.m. only) • Parental certification • Parental supervision/involvement	Under-18 Learners • Time of day restrictions (5 a.m. to 10 p.m. only) • Parental certification • Parental supervision/involvement	Under 18 Learners • Not applicable
Over 18 Novice - Self-certification	Over 18 Novice - Self-certification	Over 18 Novice - No restrictions

Stage One: Learner's Permit
The learner's permit is the first step in progressive licensing for motorcyclists and is required for on-street operation by any rider who does not hold a valid operator license or permit at the time of application, or any applicant for a motorcycle license who is under 21. This stage gives the young and/or novice rider the opportunity to practice basic riding skills in a reduced risk environment before receiving additional privileges. Prior to graduating to the intermediate license, the novice must develop a basic level of skill on a motorcycle. Stage One requirements assure that a minimum period of time and practice occurs before the novice progresses to intermediate licensing.

Who Needs a Motorcycle Learner's Permit?
Any motorcycle license applicant who does not currently possess a valid operator license or permit should enter the graduated licensing system at Stage One, as a learner. In other words, all novice vehicle operators, regardless of age, are eligible. In addition, all applicants under age 21 are required to enter the motorcycle licensing system at Stage One, regardless of their current licensing status for other vehicle classifications. The minimum age for eligibility ranges from 14 to 16 years old, depending on the jurisdiction. Applicants over 21 who currently possess a driver license may enter the graduated licensing system at Stage Two.

Pre-Qualifications
Prior to issuance of a learner's permit, applicants shall satisfy the following:

- Meet minimum age requirements (14 to 16 years old depending on the jurisdiction).
- Pass knowledge test of the "rules of the road" and "sign recognition," meet minimum physical fitness requirements and pass vision test, or currently possess a valid driver license or permit.
- Provide signed parent consent form (if applicant is under 18).
- Agree to supervision and certification requirements of Stage One and Two.
- Pass a motorcycle-specific knowledge test or obtain test waiver through successful completion of a jurisdiction approved rider education program.

Time Period
A minimum period of time and hours of riding practice are necessary for learners to develop basic skills and to establish confidence in riding. Younger applicants especially benefit from a period of riding practice to establish patterns of safe riding behavior and mature into safe riders.

The maximum period of time for a novice to practice and refine skills under an intermediate license, with its restricted privileges, is 120 days. While the regular licensing system suggests a maximum of 90 days for permit validity periods, the graduated licensing system for motorcycles should be 120 days – allowing for a minimum of 90 days practice riding and 30 days to complete the licensing and testing process.

No learner shall graduate to an intermediate license prior to 90 days, ensuring that learners are granted the minimum time necessary to develop a

basic level of skill and the proper riding attitude.

Once a permit expires it may not be automatically renewed. Rather, to regain riding privileges, the applicant must apply for an intermediate license and pass a skill test. If the applicant passes the licensing test, he or she is granted the intermediate license. However, an applicant who fails the test – either during or after the permit period – must reapply for a learner's permit.

Procedures and restrictions for issuing a first or subsequent permit are similar. However, jurisdictions should consider requiring rider education for all first-permit holders or at least for applicants under age 21. At a minimum, the second permit should require applicants complete a jurisdiction-approved motorcycle rider education course before taking the license test a second time.

Learner's Permit Restrictions
The following restrictions apply throughout the learner's permit period:

Zero Tolerance for Alcohol and Drugs
All permitted riders should be subject to zero tolerance for drugs and alcohol. Any alcohol or drug-related conviction will result in a cancellation of the learner's permit. Agencies should refer to their jurisdictions' laws for driving under the influence.

Passenger Restriction
Because additional skill is required to control a motorcycle while carrying a passenger, permit holders should be required to ride solo at all times.

Mandatory Helmet and Eye Protection Use
Permit holders should be required to wear helmets that meet Federal Motor Vehicle Safety Standards (FMVSS) 218 standard and eye protection that meets the Vehicle Equipment Safety Commission Regulation (VESC-8) when riding.

No Interstate Riding
Although interstate riding is typically less hazardous than other types of riding, the higher speeds pose an additional challenge to a beginner rider. An interstate restriction would also add to the incentive to move through the permit process and become fully licensed.

Restricted Nighttime Riding
Permitted riders should be restricted from riding between the hours of 10 p.m. and 5 a.m. A high number of motorcycle rider fatalities (27.7%) and injuries (17.5%) occur between the hours of 9 p.m. and 6 a.m. Riders should be allowed to ride one to two hours after sunset and one to two hours prior to sunrise to gain experience riding in restricted-lighting conditions.

Perfect Riding Record
In order to graduate to an intermediate license, the learner must maintain a crash-free and violation-free riding record during the learning period. This should motivate the novice rider to develop and demonstrate safe riding behaviors in an effort to advance to the intermediate licensing stage. For permit holders under 18, convictions for any riding offense will result in the cancellation of the permit. Older novice riders should be restricted from advancing to the next level for a minimum of 90 days following the

issuance of a traffic citation. Before the holder of a learner's permit receives an intermediate driver license, the applicant must maintain a clean riding record for 90 days. As stated before, any alcohol or drug-related conviction will automatically cancel the learner's permit and all related privileges.

Supervision and Certification Requirements

During the learning period, constant supervision of new automobile drivers has been demonstrated as effective in enhancing the learning process. Ideally, novice riders complete all practice periods under the watchful eye of other experienced and knowledgeable riders. However, in the case of motorcycle operators, direct supervision of all riding practice may not be practical. Unlike automobiles, novice motorcyclists are less likely to have experienced parents or other adults who will be available to directly supervise their riding. Therefore, the graduated motorcycle rider license system allows for indirect supervision through a certification process. (See Age-Specific Components for Learner's Permit on page 3-7 for a description.)

Jurisdictions are encouraged to provide options and incentives to those learners who are unable to receive direct supervision.

At a minimum, parents of learners who are under 18, or novices who are over 18, shall document hours of riding practice and conditions through a certification process as described in Age-Specific Components for Learners Permit (page 3-7). Jurisdictions should define the minimum expectations for hours of riding practice and the types of exposure necessary based on local conditions. At a minimum, each learner should receive a minimum of 16 to 24 hours of riding practice in a variety of conditions with increasing levels of difficulty as the rider gains experience. However, permitted riders should not operate a motorcycle on the interstate until they are fully licensed.

Additional Recommendations

Proper Riding Gear

All permit holders should be required to wear the appropriate riding gear (boots, jacket, pants, gloves, etc.) and are encouraged to wear protective clothing with high-visibility or reflective surfaces when operating a motorcycle. Learners who wear protective clothing with high-visibility or reflective surfaces are more visible to other motorists, thereby reducing the risk of crash involvement. Protective clothing can also reduce the risk of injuries in the event of a crash.

Visually Distinct Permit

The learner's permit for motorcyclists should be easily identifiable by visual inspection. Law enforcement should be able to ascertain that the rider is operating the motorcycle under a learner's permit restriction and the holder of the permit should easily distinguish that his or her permit is different than a full license.

Formal Rider Training Incentives

Rider education can be effective in increasing the skill and reducing the risks of beginning riders. Jurisdictions may mandate such training or provide incentives or subsidies to learners who opt for formal training. Some jurisdictions have adopted mandatory rider education policies for new riders. These mandatory programs provide statewide services and typically apply to

younger (under 21) novice riders. While rider education is desirable, mandating training should be considered with caution due to the associated administrative and financial burdens.

To take advantage of the benefits of rider education without committing additional resources, jurisdictions are encouraged to provide incentives to learners who voluntarily complete approved basic rider education training.

Appropriate incentives include accelerated graduation to an intermediate license (not to be less than 90 days) or skill test waivers. Learners who forego formal training may still develop skills through practice riding and coaching from a skilled individual in a low risk environment (off-street). Self training periods should be documented through the "Certification" component (see Age-Specific Components for Learner's Permit below for more information).

Rapid Revocation and Suspension
Throughout the learner period, novice riders who are cited for traffic violations or involved in traffic crashes should be quickly identified and targeted for intervention and education. The threshold number of points or violations necessary to identify the problem rider for intervention and education action should be reduced based on existing jurisdictional policies. Problem riders should be required to participate in an appropriate education program more rapidly than fully licensed riders. The required intervention should be relevant to motorcyclists.

Age-Specific Components for Learner's Permit
The Under-18 Novice
For applicants who enter the system before reaching 18, parental involvement is critical in the graduated licensing process. Ultimately, parents provide oversight of the novice rider's training, practice periods, and skill development.

Parental/Guardian Involvement
For these applicants (under18), the graduated motorcycle rider license system involves parents/guardians in three ways: (1) initial consent; (2) certification; and (3) supervision. The three are interrelated.

- Initial Consent – parents/guardians must sign an informed consent form at the time of application for a learner's permit. At this time, the parent/guardian agrees to oversee the applicant's learning and intermediate stages of graduated licensing. Expectations and guidelines for hours of riding practice, both off-street and on-street, variety of conditions and restrictions are included on the form. The parental/guardian obligation includes the certification and documentation of the learner's skill development process and reiterates the responsibility to withdraw support if problems arise.
- Certification – Throughout the learner period, parents/guardians must document the date, hours, and conditions of practice riding periods. Minimum standards and expectations should be devised for local conditions, with no less than 16 to 24 hours of practice included. Jurisdictional licensing agencies

should provide parents/guardians with a standard form for logging and certifying practice periods and any formal or informal training. The certification acknowledges the learner has practiced certain basic skills (quick stops, swerving, braking, turning, etc.).

- Supervision – Direct parent or adult supervision is highly desirable, though not always practical for motorcyclists. Ideally, jurisdictions should provide options and incentives for direct supervision, but since not all young learners will have parents/guardians familiar with motorcycling, or know skilled adults who are or able to directly supervise riding, an indirect supervision component should be required if direct supervision is not possible. In this case, supervision will consist of oversight of the learner's experiences. Parents/guardians with experience or an experienced motorcyclist should observe the rider's skill level in an off-street setting, such as a parking lot, prior to allowing the novice to ride in an on-street environment.
  Parents/guardians are responsible for making sure the young rider is trained and that practice periods include exposure to all required elements. Where problems arise, parents/guardians ensure the rider will be provided formal training or that support for the permit will be withdrawn.

The Adult Novice (over 18 learner)
Like the younger novice, the adult novice still requires a minimum number of riding hours, both on and off the street and under a variety of conditions. Likewise, adult novices may or may not have access to a knowledgeable adult who is willing to supervise their initial practice periods. While jurisdictions should provide options and incentives for riders who participate in formal or informal training under expert supervision, other options should be available for adult novices; therefore the graduated motorcycle rider licensing system includes two components for adult novices.

- Initial Consent – Applicants must sign an informed consent form at the time of application for a learner's permit. At this time, the applicant agrees to meet the riding exposure and practice period requirements, in addition to adhering to permit restrictions of Stage One learners permits before progressing to Stage Two, intermediate license of the graduated licensing program. Expectations and guidelines for hours of riding for off-street and on-street practice, variety of conditions, and restrictions are included on the form. The applicant is obligated to document and certify all practice periods and riding conditions in the jurisdiction-provided log.
- Self-Certification – Throughout the learner period, the adult novice must self-certify his or her practice riding. As with younger learners, the dates, types of exposure and number of hours shall be recorded on the certification documents. Similarly, minimum standards and expectations for local conditions are provided. Documentation of a minimum of 16 to 24 hours of practice is required on the standard logging form.

Skill Test Requirements
To qualify for an intermediate license, applicants should take an off-street test. The department may elect to waive the test on proof of completion of an approved rider education course. The test should be administered in a quality, uniform and comprehensive manner.

Graduating to Stage Two
To graduate from Stage One and obtain an intermediate license requires the following:

- Possession of a learner's permit for at least 90 days with no Stage One violations;
- Provide documentation of a minimum of 16 to 24 hours of riding practice that meets the minimum guidelines; and
- Successful completion of an off-street skill test or obtain a test waiver by successfully completing a jurisdiction approved basic rider education training program.

Stage Two: Intermediate License
The intermediate license stage is designed to provide novice riders with additional time to gain practical experience and develop the skills and behaviors associated with safe riding, and provide adults with experience in operating other types of vehicles with a reduced-risk environment to gain skills. In this stage, privileges are expanded to reward riders who completed the learner permit stage without any violations or adults who have demonstrated a satisfactory driving history. In addition, the intermediate license allows jurisdictions to closely monitor new riders and identify problems early, when interventions will be most effective. The intermediate license expands the privileges of novice riders to include interstate riding, while retaining other controls to mitigate risks associated with inexperience.

Who Is Eligible for an Intermediate License?
An intermediate license is issued to novice riders who successfully graduate from Stage One, meet all the minimum requirements and have experience operating other motor vehicles as demonstrated by possession of a valid operator license and satisfactory driving record.

The required skill test to obtain an intermediate license may be taken as many as three times. Thus, to be eligible for an intermediate license, the applicant must not have more than two previous failures.

Prerequisites
Prior to issuance of an intermediate license, applicants should have basic riding skills, possess motorcycle-related knowledge and have an adequate amount of riding experience. These requirements are satisfied by:

- Successful completion of the minimum learner's permit period (90 days) with no Stage One violations.
- Submission of parental or self-certification documentation on practice riding hours and conditions.
- Sufficient demonstration of skill by passing an off-street skill test or qualifying for a test waiver through completion of a jurisdictionally approved basic rider education training program.

Time Period
The maximum period of time for a novice to practice and refine skills under an intermediate license with its restricted privileges is 120 days. While the regular licensing system suggests a maximum of 90 days for permit validity periods, the graduated licensing system for motorcycles should be 120 days, allowing for a minimum of 90 days to practice riding and 30 days to complete the licensing and testing process.

The applicant should not exit the intermediate license period prior to 90 days, assuring ample opportunity to ride in a variety of circumstances (as defined by the jurisdiction) and allowing for the identification of problem riders. In addition, the novice must reach the age of 18 prior to graduating to a full license.

Intermediate License Restrictions
The following restrictions apply to intermediate license holders:

Zero Tolerance for Alcohol and Drugs
All intermediate license riders should be subject to zero tolerance for drugs and alcohol. Any alcohol or drug-related conviction will result in a cancellation of the intermediate license. The rider should start over with the permit application process. Agencies should refer to their jurisdictions' laws for driving under the influence.

Passenger Restriction
As in Stage One, intermediate license holders may only ride solo. As these riders are exposed to a greater variety of experiences, they continue to refine their skills; therefore, passenger-free riding is retained.

Mandatory Helmet and Eye Protection Use
As in Stage One, intermediate license holders should be required to wear helmets that meet FMVSS 218 standard and eye protection that meets VESC-8 when riding.

Perfect Riding Record
In order to graduate to a full license, the intermediate license holder shall maintain a crash-free and violation-free driving record during Stage Two. Any alcohol or drug-related conviction will automatically cancel the license. Convictions for other riding offenses may result in cancellation of the intermediate license. Experienced drivers (over age 21) who are not novice riders, may reapply for Stage One privileges where the conviction was not related to alcohol or drugs. Before advancing to a full license, all intermediate license holders must maintain a clean driving record for 12 consecutive months.

Certification Requirements
As in Stage One, novice riders need to ride a certain number of hours to develop and improve their skills. At a minimum, license holders over 18 and parents/guardians of licensees under 18 shall continue to document hours of riding practice and conditions using the certification process as described in the Age-Specific Components for Learner's Permit section on page 3-7..Jurisdiction defined minimum expectations for hours of riding practice and additional types of exposure shall be incorporated into the log. At a minimum, each individual should receive 30 to 40 hours of riding practice in a variety of weather, lighting, and traffic conditions, both on-street and

off-street during the intermediate licensing stage.

Rapid Revocation and Suspension
Throughout the intermediate licensing period, traffic violations of intermediate licenses are monitored. When the licensee passes a predetermined threshold of points for violation convictions, an appropriate licensing sanction shall be imposed. The same record-keeping system used to monitor other licensees should be used. However, the intervention threshold should be set at lower levels for intermediate license holders than for full licensees. Interventions can be suspensions, training or other measures after a first violation. No intermediate license holder will graduate to a full license until operating a motorcycle violation free for a minimum of 90 days.

Additional Recommendations
Proper Riding Gear
When riding, intermediate license holders should wear appropriate riding gear (boots, jacket, pants, gloves, etc.) and are encouraged to wear protective clothing with high visibility or reflective surfaces to reduce their risk of injury or crash involvement.

Visually Distinct License
The intermediate license for motorcyclists should be easily identifiable upon visual inspection. Law enforcement should be able to ascertain that the rider is operating the motorcycle under an intermediate license restriction and the license holder should be able to distinguish the intermediate license from a full license or learner's permit.

Advanced Rider Education Incentives
Advanced rider education programs that emphasize safe riding skills, such as managing risks, increasing visibility, optimizing lane position, managing traction, controlling rear-wheel skids, stopping quickly, cornering, and swerving can prove valuable to the developing rider. Where possible, advanced rider education should be mandatory for all applicants seeking a full license. If this is not feasible, an advanced course should be required for motorcyclists under 21 and/or all applicants who fail the test for a full license. Where rider education is voluntary, jurisdictions should provide incentives to those intermediate license holders who complete advanced rider education courses. Appropriate incentives include reduction in the number of practice hours required for certification, accelerated graduation to a full license (not less than 90 days), and/or advanced skill test waivers. Self training or on-street training that contains components defined as satisfactory to the jurisdiction may substitute for a nationally recognized advanced rider education course and provide license holders with the same benefits.

Age-Specific Components for Intermediate License
The Under-18 Novice
As in Stage One, parents/guardians of under-18-year-old license holders are still actively involved.

Parental Involvement
Throughout Stage Two, parents/guardians remain actively involved by providing oversight of riding through the monitoring and certification of practice hours.

- Certification – Throughout the intermediate licensing period, parents/guardians continue to document the dates, hours, and conditions of practice riding periods. Minimum standards and expectations should be devised for local conditions, with no less than 30 to 40 hours of actual riding time as a minimum. Standard forms are used for logging and certifying practice periods and other formal or informal training.

Time-of-Day Restrictions
To mitigate the risks associated with novice riding, intermediate license holders under age 18 continue to be restricted to riding only between 5 a.m. and 10 p.m.

The Adult Novice (over-18 license holder)
During the intermediate licensing stage, the adult novice still requires a minimum number of practice hours, both on-street and off-street and under a variety of conditions. To ensure that proper training, skill development, and practice periods occur during the learning phase, the adult novice must continue to self-certify the hours of riding practice.

Self-Certification – The adult intermediate licenses holder should record the dates, types of exposure, and number of hours on the certification documents. Similarly, they must meet minimum standards and expectations as defined by the local jurisdiction. A minimum of 30 to 40 hours of documented practice is required on the standard logging form.

Skill Test Requirements
To qualify for a full license, applicants should take an advanced skill test that demonstrates sufficient skill to justify a full license. Ideally, the applicants would take an on-street test, but limited resources and time constraints prevent most jurisdictions from using this type of test. Fortunately, a sufficient test can be conducted off-street along with verification of a citation-free riding record. For additional information on advanced skill testing, contact AAMVA or the MSF. In addition, the department may elect to waive this test upon proof of completion of an approved advanced rider education course.

Graduating to Stage Three
To graduate from Stage Two and obtain a full license, applicants must satisfy the following:

- Be at least 18 years old;
- Possess an intermediate license for at least 90 days with no Stage Two violations;
- Provide documentation of a minimum of 30 to 40 hours of riding practice that meets the minimum guidelines; and
- Pass an advanced skill test or obtain a test waiver by successfully completing a jurisdiction approved advanced rider education course.

Stage Three: Full License
A full license or endorsement is required for on-street operation by any rider not holding a valid learner's permit or intermediate license. This is the final stage in the graduated motorcycle rider licensing system.

Who is Eligible for a Full License?
A full license is issued to riders who successfully complete the intermediate stage of licensing (see Graduating to Stage Three on page 3-12 for more information). Full licenses are only issued to riders over age 18.

Prerequisites
Prior to issuance of a full license, applicants should have enough real world riding experience to operate a motorcycle safely. These requirements are considered satisfied by:

- Successful completion of the intermediate licensing period, minimum of 90 days with no Stage Two violations;
- Submission of parental/guardian or self-certification documentation on practice riding hours and conditions;
- Sufficient demonstration of skill by passing an advanced skill test or qualifying for a test waiver through completion of a jurisdictionally approved advanced rider training program; and
- Being at least 18 years old.

Time Period
It is recommended that the full license be issued for the same period as the jurisdiction's automobile driver license. This is usually a four year cycle.

Full License Components
The full license entitles the rider to all the privileges of motorcycling. Passenger restrictions and documented practice period requirements are lifted. However, in the interest of safety, jurisdictions are urged to consider the following:

Zero Tolerance for Alcohol and Drugs
All riders should be subject to zero tolerance for drugs and alcohol. Agencies should refer to their jurisdiction's laws for driving under the influence.

Mandatory Helmet and Eye Protection Use
In previous stages in the GDL program, all riders were required to wear helmets that meet FMVSS 218 and eye protection when riding. The jurisdiction should encourage riders to continue this behavior. Therefore, it is strongly recommended that jurisdictions without universal helmet laws seek the appropriate legislation in the interest of motorcycle rider safety.

Visually Distinct License
The full license for motorcyclists should be easily identifiable upon visual inspection. Law enforcement should be able to ascertain that the rider possesses a motorcycle license or endorsement with full privileges.

Note: Refer to Appendix C *Examples of Integrated Motorcycle Rider Education and Licensing Programs and Graduated Rider Licensing Requirements* for more information on graduated rider licensing.

SECTION FOUR – MOTORCYCLE RIDER EDUCATION WAIVER PROGRAMS AND THIRD PARTY TESTING

Overview of Motorcycle Rider Education and Licensing

Licensing and education share a common goal – to reduce crashes, fatalities, and injuries. Management and delivery of these programs, however, are often administered by different agencies.

- Departments of motor vehicles, or jurisdiction equivalents, test applicants and issue motorcycle operator licenses;
- Other jurisdiction agencies (departments of education, Highway Safety Offices, etc.) or private sector organizations offer rider education and training courses. In many cases these courses are provided as components of jurisdiction-funded motorcycle safety programs.

Purpose of Motorcycle Rider Education

Motorcycle rider education provides opportunities for beginning operators to acquire the knowledge and skills needed to safely operate a motorcycle in a controlled environment

Motorcycle rider education helps prepare operators to meet the jurisdiction licensing authority's standards for safe riding. This is measured by the knowledge and skills test established by the jurisdiction licensing authority.

Purpose of Motorcycle Operator Licensing

The primary purpose of motorcycle operator licensing is to ensure that beginning operators meet a minimum standard of proficiency. Licensing allows jurisdictional authorities to monitor safe driving performance through a driver record system. The motorcycle operator licensing process includes: a vision test, an assessment of the individual's knowledge of the rules of the road, and an evaluation of their ability to operate a motorcycle safely.

Current Practices for Motorcycle Rider Education and Licensing

Currently there are 47 State-legislated rider education programs. All jurisdictions have motorcycle operator licensing programs. In many jurisdictions, rider education and licensing are handled by different, often independent, agencies as described previously.

Motorcycle Rider Education – License Waiver Programs

Waiver Programs and Proof of Successful Completion

Many motor vehicle administrations and rider education programs have established license waiver programs for students who successfully complete jurisdiction approved rider education training programs. The program waives the requirement for riders to take either a jurisdiction's motorcycle skills test and/or knowledge test to receive a motorcycle license or endorsement.

Generally, proof of successful completion is accomplished with a course completion card or a special certificate issued by the rider training program. License applicants present the course completion card or certificate to the MVA at the point of licensure to receive a waiver of the requirements to

take either the motorcycle knowledge test and/or skills test. Some MVAs have established policies accepting course completion cards or certificates from other jurisdictions and from military programs.

Course completion certificates for waiver programs should be unique. There has been a great increase in altering or counterfeiting motor vehicle documents in the last decade. It is not unrealistic to anticipate that course completion cards are susceptible to counterfeiting. Therefore, these documents should be tamper-resistant and unique to the jurisdictions issuing them. Each jurisdiction certificate should meet a set of standards (control number, name of applicant, date of completion, examiner issuing the card, State seal, security features, etc.) for the format and information contained on the document. Jurisdictions need to require all third-party providers to meet these standards as well.

Verification
In an effort to prevent fraud, agencies must establish a means of validating all rider education course completion cards or certificates. Noting successful course completion on an individual's driver record is one means of assisting with the verification process.

An electronic system or paperless waiver eliminates the ability to alter or counterfeit paper course completion cards. An electronic system or paperless waiver allows agencies or third parties to transmit information on riders who successfully complete a jurisdictionally approved rider education course. In 2008, Florida established a "paperless waiver" via electronic reporting. Rider education providers transmit student course completion information directly to the driver license agency

Other types of course completion material may be issued to allow riders to show proof of successful completion for other purposes such as reductions in motorcycle insurance premiums.

Data Collection and Analysis – To help improve licensing systems and rider education programs, jurisdictions should collect and analyze data specific to motorcycle operators. Jurisdictions should maintain records for each operator. For example:

- Full Name,
- Date of birth,
- Address including county of residence,
- Date the individual applied for a motorcycle learner's permit,
- Knowledge test scores for learner's permit,
- Dates skill tests were taken,
- Score from each skill test taken,
- Date person received a motorcycle license/endorsement,
- Date the motorcycle was registered,
- Dates of violations and convictions,
- Number of motorcycle permits received,
- Number of motorcycle permits that expired,
- Dates rider education courses were completed,
- Types of courses completed,
- Number of courses completed,
- Knowledge test scores from courses,
- Skill test scores from courses,
- Dates of motorcycle crashes,
- Types of motorcycle crashes,

- Injuries and hospital stays as result of crashes.

Selection and Requirements of Agencies

This document proposes that a jurisdiction should authorize an agency that administers a rider education program to administer the end-of-course test or motorcycle licensing test for a waiver program, if the following conditions are met:

1. The tests administered by the entity or agency are of equal or greater difficulty than those that would otherwise be given by the licensing agency. All such tests must meet jurisdictional standards for motorcycle testing.

2. The agency enters into an agreement with the jurisdiction containing, at a minimum, provisions that:

    a. Require the use of established, validated testing standards for motorcycle license tests or end-of-course tests associated with jurisdiction approved rider education courses;
    b. Authorize the licensing authority, or its representatives, to conduct random examinations, inspections, and audits of the rider education courses without prior notice;
    c. Require on-site inspections at least annually;
    d. Require that all license test examiners or trainers of the authorized agency meet the same qualifications, training, and certification standards as the jurisdiction's licensing examiners;
    e. Require that, at least annually, jurisdiction employees (auditors) take the tests actually administered by the authorized agency or the rider education training course as if they were actual test applicants. Alternatively, jurisdictions should test a sample of motorcycle operators who were examined by the authorized agency or rider education course in order to compare pass/fail results to ensure riders have been tested properly;
    f. Reserve the right of the jurisdiction to take prompt remedial action against an authorized agency, its examiners, or trainers in the event that the agency fails to comply with jurisdictional standards for the testing program, or with any other terms of the contract;
    g. Require that licensing tests be separate from any tests administered for successful completion of the approved rider education course;
    h. Require instructors who teach the approved rider education course be trained and certified as AAMVA Certified Motorcycle Examiners (CME) in the AAMVA International Driver Examiner Certification (IDEC) Program over a period of time, not exceeding five years. Motorcycle instructors who are not trained and certified as CME examiners should not be authorized to conduct tests that qualify riders for the waiver program. Ideally, instructors who teach a particular rider education course for a waiver program should not administer the

licensing test for that course. There is an inherent conflict-of-interest in such a situation.

i. Require instructors who administer tests for waiver programs to be trained and certified as AAMVA CME examiners as stated in the previous paragraph.

Requirements for Third-Party Training/Testing

In brief, this document proposes that a jurisdiction authorize a third-party entity (contractor), in conjunction with a rider education waiver program, to administer the end-of-course tests or motorcycle licensing tests for a waiver program if the following conditions are met:

1. The tests given by the third party are of equal or greater difficulty than those that would otherwise be given by the jurisdiction. All such tests must meet jurisdiction standards for motorcycle testing.

2. The third party enters into an agreement with the licensing jurisdiction containing, at a minimum, provisions that:

   a. Require the use of established, validated testing standards for motorcycle license tests or end-of-course tests associated with approved rider education courses;
   b. Authorizes the licensing authority, or its representatives, to conduct random examinations, inspections, and audits without prior notice;
   c. Require on-site inspections at least annually;
   d. Require that all license test examiners or trainers of the authorized third party meet the same qualifications, training, and certification standards as the jurisdiction's examiners, to the extent necessary to conduct the end-of-course tests or license tests;
   e. Require that, at least annually, jurisdictional employees (auditors) take the tests actually administered by the authorized third party – as if they were actual test applicants. Alternatively, jurisdictions should test a sample of motorcycle operators who were examined by the third party, in order to compare pass/fail results,
   f. The licensing jurisdiction take prompt remedial action against a third party, its examiners, or trainers in the event that the entity fails to comply with jurisdiction standards or with any other terms of the contract, and
   g. Require third-party examiners to be trained and certified as AAMVA CME examiners.

Motorcycle Examiner Oversight System

Systems for monitoring examiners (jurisdiction licensing agency, rider education, and third party) and the examination process must be established and maintained. Each testing facility or rider education training facility authorized to conduct testing, must be audited annually, at a minimum. Additionally, each motorcycle examiner authorized to administer tests should be monitored and tested annually, at a minimum.

All auditors must be properly trained to conduct the auditing process. Covert (unannounced and unseen) audits should be conducted to ensure that license testing by third parties and rider education programs is correctly administered. Covert audits can be accomplished in a number of ways.

1. Trained auditors can pose as applicants and schedule testing with the third party. Trained auditors can participate in a rider education class as if they were an actual student. Upon completion of the test with the third party or completion of the rider education course, the auditor must complete and submit a report to the program director.

2. Auditors can also observe the examination process from a distance, so as not be noticed by the third party or rider education program. Activities should be noted or video-taped. Upon completion of the audit, the auditor must complete and submit a report to the program director.

A comprehensive auditing system is critical to the success of a waiver program. To ensure the quality of rider education waiver programs, jurisdictions must take an active role in the monitoring and oversight of the end-of-course testing process. The commercial driver license (CDL) program provides many examples of ways to accomplish monitoring and oversight.

Integrating Motorcycle Rider Education and Licensing

This section is designed for jurisdictions considering integrating licensing with rider education. The section will discuss key issues related to integrating motorcycle rider education and licensing. Examining these issues will assist jurisdictions in understanding the basis for an integrated program.

Dividing responsibility between licensing and rider education may create inefficiencies and compromise safety benefits the two can provide collectively. By integrating rider education and licensing, jurisdictions can maintain better control over the process, reduce operational costs, and improve efficiency, but coordination and cooperation between the two agencies is essential in making the system work. Integration creates a system that links rider training and licensing, both in administration and process.

In many jurisdictions, rider education and licensing have been integrated to reduce operational costs and improve efficiency. However, the degree of coordination varies considerably. In some jurisdictions the licensing authority simply waives some license testing requirements for riders who have successfully completed a jurisdictionally approved rider education course (through a formal agreement involving the oversight of testing requirements). In other jurisdictions all training and licensing functions have been vested in a single agency.

Integrating rider education and licensing does not necessarily require combining the two agencies; however, it does require a greater cooperation between the two so a formal delivery system can be established.

Benefits of Integrating Motorcycle Rider Education and Licensing

There are many benefits to support integrating motorcycle rider education and licensing.

- Training programs expose beginners to motorcycling in a more controlled environment.
- Anecdotal evidence suggests that some training programs may convince those who are least skilled and least qualified that they should not become motorcyclists.
- Properly integrated motorcycle rider education and licensing programs should **not** lower the minimum standards for licensing and should **not** result in unqualified riders becoming licensed. Riders who successfully complete an approved motorcycle education and license testing program should, in theory, be the most proficient.
- *Benefits for the Public* – Integration may be seen by the public, especially beginning motorcyclists and the parents of young riders, as an enhanced service – a form of "one-stop shopping."
- *Benefits for Legislators* – The benefits for legislators also relates to improved service to the public – i.e., beginners need to approach only one agency, rather than two, to become trained and licensed.
- *Benefits for Jurisdictions* – Jurisdictions may benefit from improved operational efficiency through an integrated system.
- *Benefits for Unlicensed Riders* – Integrating rider education and licensing may encourage those who might otherwise ride illegally, to take training and become licensed operators.

Responsibility for Integrated Rider Education and Licensing Systems

Responsibility for the elements of integrated systems is dictated by existing jurisdictional legislation. Although legislation can be changed, the ease of doing so varies significantly. The legislative authority should be stated as simply as possible to permit flexibility. Depending on jurisdictional requirements, integration may be accomplished by either administrative rule or through legislation.

Responsibility for control and management of integrated programs resides with the licensing authority. Responsibility for delivering the safety training resides with the rider education authority. The primary responsibility of the licensing agency is to establish standards and rules for the licensing process. The agency must also provide oversight to ensure that the licensing standards are enforced.

Conclusions – Motorcycle Rider Education Programs

Carte blanche waiver programs create opportunities for fraud. They provide no assurance of quality in evaluation and testing for waiver programs. Jurisdictions should carefully examine the waiver process for riders who successfully complete rider education. This process should incorporate a formal structure that provides monitoring and oversight of end-of-course testing and license testing. Additionally, the following should be considered:

- Detailed records should be maintained on each rider.
- Course completion cards and waiver forms must have appropriate security features.

- Processes must be developed for verifying course completion cards, (including electronic verification).
- Jurisdictions should have a process for accepting course completion cards from other jurisdictions or military (reciprocity).

Note: Refer to Appendix A for *National Statistics on Motorcycle Rider Fatalities and Injuries.*

Note: Refer to Appendix B for the *2007 AAMVA Motorcycle Licensing and Safety Survey of the States.*

Note: Refer to Appendix C for *Examples of Integrated Motorcycle Rider Education and Licensing Programs and Graduated Rider Licensing Requirements.*

SECTION FIVE – OTHER NOTABLE MOTORCYCLE SAFETY AND LICENSING DOCUMENTS

AAMVA Certified Motorcycle Examiner (CME) Instructor Guides
AAMVA Programs Division, 703-522-4200
http://www.aamva.org/EducationTraining/Programs/

National Agenda for Motorcycle Safety
NHTSA - November 2000
DOT HS809 156
http://www.nhtsa.dot.gov/people/injury/pedbimot/motorcycle/00-NHT-212-motorcycle/toc.html

Implementation Guide – National Agenda for Motorcycle Safety
NHTSA – December 2006
DOT HS 810 680
http://www.nhtsa.dot.gov/people/injury/pedbimot/motorcycle/NAMS2006/index.html

Motorcycle Rider Education and Licensing/A Review of Programs and Practices
NHTSA - March 2005
DOT HS 809 852
http://www.nhtsa.dot.gov/people/injury/pedbimot/motorcycle/McycleRiderWeb/pages/

Promising Practices in Motorcycle Rider Education and Licensing
NHTSA - July 2005
DOT HS 809 922
http://www.nhtsa.dot.gov/people/injury/pedbimot/motorcycle/MotorcycleRider/pages/PromisingPractices.pdf

Appendix A
National Statistics on Motorcyclist Fatalities and Injuries

Motorcyclist fatalities continue to increase each year. In 2007, 5,154 motorcyclists were killed and an additional 103,000 were injured in traffic crashes in the United States. This represents an increase of 7 percent in motorcyclist fatalities and a 17 percent increase in motorcyclist injuries over 2006.

Table A-1 – Motorcyclist Fatalities by Year

1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
2,116	2,294	2,483	2,897	3,197	3,270	3,714	4,028	4,576	4,837	5,154

Source: NHTSA's Traffic Safety Facts, 2005 and NHTSA's Motorcycle Traffic Safety Facts, 2007

Table A-2 – Motorcyclist Injuries by Year

1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
53,000	49,000	50,000	58,000	60,000	65,000	67,000	76,000	87,000	88,000	103,000

Source: NHTSA's Traffic Safety Facts, 2005 and NHTSA's Motorcycle Traffic Safety Facts, 2007

Per registered vehicle, the fatality rate for motorcyclists in 2006 was 5.5 times the fatality rate for passenger car occupants. The injury rate for motorcyclists was 1.2 times the injury rate for passenger car occupants. In 2007, motorcyclists accounted for 13 percent of the total traffic fatalities, 14 percent of all occupant fatalities, and 4 percent of all occupants injured.

Table A-3 – Occupant Fatality Rates by Vehicle Type, 1996 and 2006

Fatality Rates	Motorcycles	Passenger Cars	Light Trucks
1996			
Per 100,000 Registered Vehicles	55.82	18.06	15.18
Per 100 Million Vehicle Miles Traveled	21.78	1.50	1.26
2006			
Per 100,000 Registered Vehicles	72.34	13.10	12.99
Per 100 Million Vehicle Miles Traveled	39.00	1.11	1.10
Percent Change, 1996-2006			
Per 100,000 Register Vehicles	29.61	-27.48	-14.41
Per 100 Million Vehicle Miles Traveled	79.05	-26.00	-12.66

Source: NHTSA's Motorcycle Traffic Safety Facts, 2007

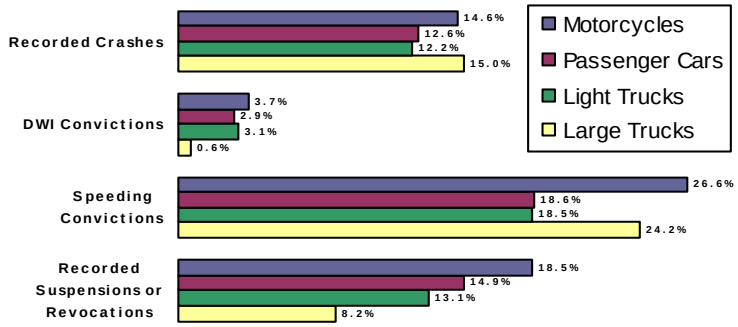
Motorcycle riders involved in fatal traffic crashes were 1.3 times more likely than passenger vehicle drivers to have a previous license suspension or revocation (18% and 14%, respectively).

In 2007, 3.7 percent of the motorcycle riders involved in fatal crashes had at least one previous conviction for driving while intoxicated, compared to 2.9 percent of passenger vehicle drivers.

As shown in Chart A-1, the percent of motorcycle riders

Chart A-1 – Previous Driving Records of Drivers Involved in Fatal Traffic Crashes, by Type of Vehicle, 2007

Source: NHTSA's Motorcycle Traffic Safety Facts, 2007



involved in fatal traffic crashes with previous DWI convictions, speeding convictions and suspensions or revocations is higher than for other motor vehicle drivers.

One out of four motorcycle riders (26%) involved in fatal crashes in 2007 was operating the vehicle with invalid licenses at the time of the collision, while only 13 percent of drivers of passenger vehicles in fatal crashes did not have valid licenses.

Table A-4 – Improperly Licensed Motorcycle Riders Involved in Fatal Crashes, 1997 - 2007

Year	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Number	578	638	609	702	764	737	809	858	972	1,090	1,207
Percent	27%	27%	24%	24%	23%	22%	21%	21%	21%	22%	23%

Source: FARS

Among motorcycle riders involved in fatal crashes in 2007, the highest percentage of those who were improperly licensed was in the under-16 age group, although it must be noted that the number in this group is very small. The percentage of properly licensed motorcycle riders was highest in the over 75 age category, again a very small group.

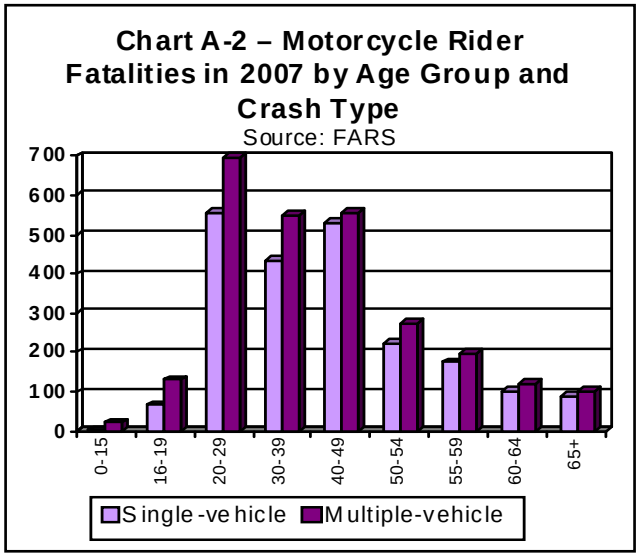


Table A-5 – Motorcycle Riders Involved in Fatal Crashes, by Age and License Status, 2007

License Status	Age Group								
	>16	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>75
Properly Licensed	8%	56%	65%	62%	73%	82%	88%	92%	95%
Improperly Licensed	84%	41%	34%	36%	26%	17%	10%	7%	5%

Source: FARS

Among motorcycle riders killed in crashes in 2007, the highest number of improperly licensed riders were operating motorcycles with engines 501-1,000 cc. As Chart A-3 shows, the number of properly licensed motorcycle riders was also the highest for motorcycles with engines 501-1,000 cc.

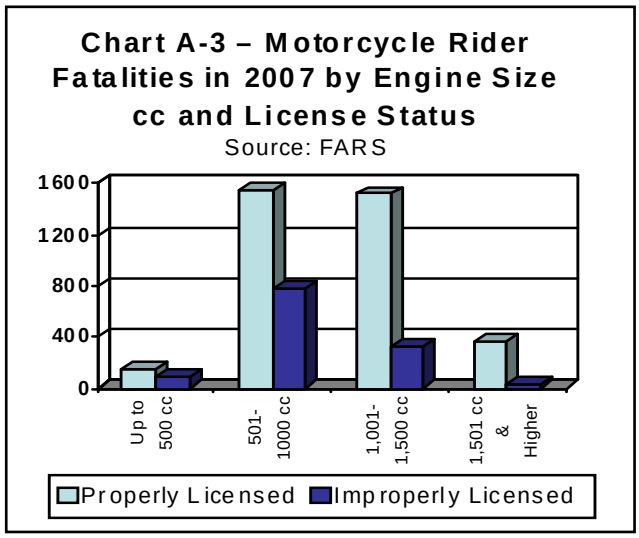


Table A-6 – Improperly Licensed Riders Involved in Fatal Crashes by Engine Size cc, 2007

License Status	Engine Size			
	Up to 500 cc	501-1,000 cc	1,001-1,500 cc	1,501 cc & Higher
Properly Licensed	145	1,554	1,518	371
Improperly Licensed	94	772	322	35

Source: FARS

In 2007, there were 2,332 two-vehicle fatal crashes involving a motorcycle and another type of vehicle. In 40 percent (939) of these crashes the other vehicle was turning left while the motorcycle was going straight, passing, or overtaking the vehicle. In 27 percent (632) of these crashes both vehicles were going straight.

Motorcycles are more likely to be involved in fatal collisions with fixed objects than are other vehicles. In 2007, 25 percent of the motorcycles involved in fatal crashes collided with fixed objects, compared to 18 percent for passenger cars, 13 percent for light trucks, and 3 percent for large trucks.

Types of Crashes

In 2007, the highest number (669) of motorcycle rider fatalities resulting from multi-vehicle crashes occurred in the 20-29 age group. It was also the highest number (558) of motorcycle rider fatalities resulting from single-vehicle crashes.

Table A-7 – Motorcycle Rider Fatalities by Engine Size cc and Crash Type, 2007

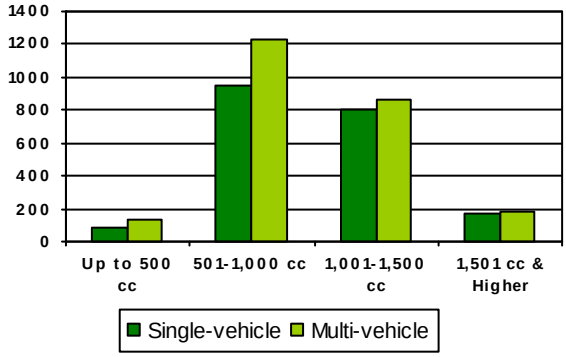
Crash Type	Engine Size			
	Up to 500 cc	501-1,000 cc	1,001-1,500 cc	1,501 cc & Higher
Single-vehicle	90	954	807	169
Multiple-vehicle	142	1,232	863	183

Source: FARS, 2007 Data

In 2007, 2,641 (50%) of all fatal motorcycle crashes involved a collision with another motor vehicle in transport. In two-vehicle crashes, 78 percent of the motorcycles involved were impacted in the front and 5 percent were struck in the rear.

In 2007, the highest number of riders killed in multi-vehicle crashes was on motorcycles with 501-1,000 cc engines. Among the riders killed in single-vehicle crashes, a higher number were riding motorcycles with 501-1,000 cc engines.

Chart A-4 – Motorcycle Rider Fatalities in 2007 by Engine Size cc and Crash Type
Source: FARS



Helmet Use and Effectiveness

In states without universal helmet laws, about two-thirds (63 percent) of the fatally injured motorcyclists were not wearing helmets. In states with universal helmet laws, 14 percent of the fatally injured motorcyclists were not wearing helmets.

Table A-8 – Motorcyclist Fatalities

	Year			
	2006		2007	
Total in States with Universal Helmet Laws	2,151	100%	2,242	100%
Helmeted	1,869	87%	1,939	86%
Not Helmeted	282	13%	303	14%
Total in States without Universal Helmet Laws	2,686	100%	2,912	100%
Helmeted	939	35%	1,064	37%
Not Helmeted	1,747	65%	1,848	63%

Source: NHTSA's 2007 Annual Assessment of Motor Vehicle Crashes

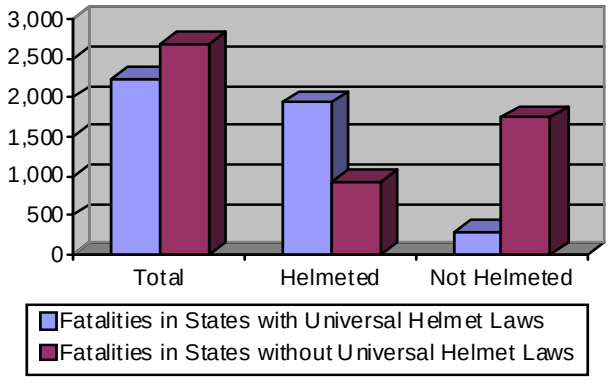
As shown in Chart A-5 states without universal helmet laws had a higher number of motorcyclist fatalities and had more fatalities with motorcyclists who were not wearing a helmet.

In 2007, 20 states, the District of Columbia, and Puerto Rico required helmets for all motorcycle riders and passengers. In another 27 states, only persons under a specific age, usually 18 were required to wear helmets. Three states had no laws requiring helmet use.

Helmets are estimated to be 37 percent effective in preventing fatal injuries to motorcyclists. Helmets saved the lives of an estimated 1,784 motorcyclists in 2007. If all motorcyclists had worn helmets, an additional 800 lives could have been saved.

Chart A-5 – Motorcyclist Fatalities in 2007 by State Helmet Laws

Source: NHTSA's Annual Assessment of Motor Vehicle Crashes



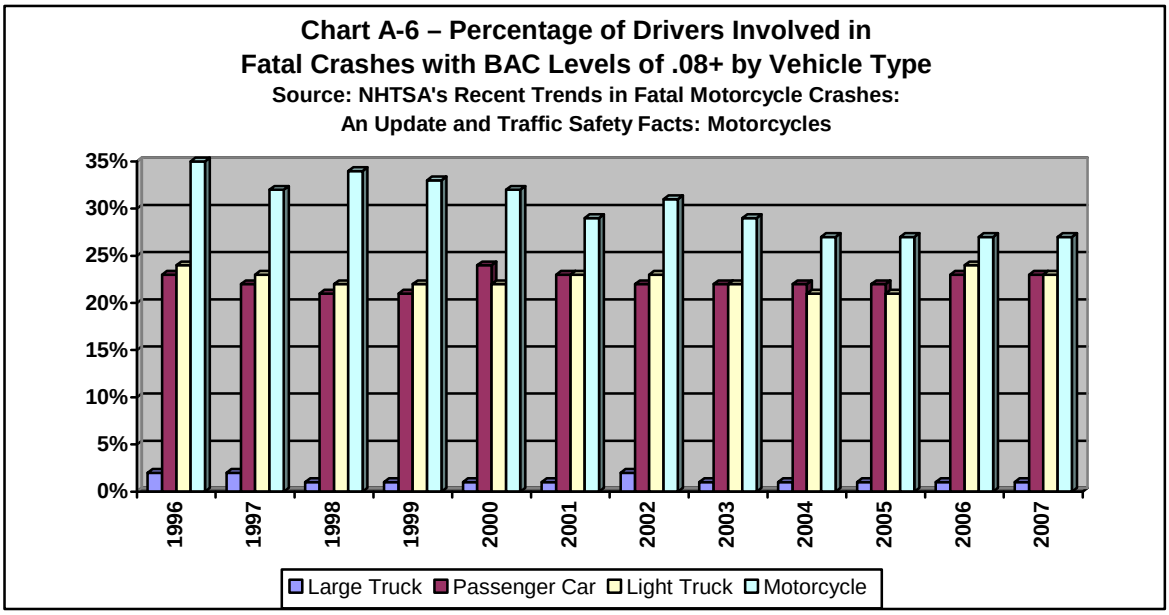
Reported helmet use rates for fatally injured motorcyclists in 2007 were 59 percent for riders and 47 percent for passengers, compared with 59 percent and 45 percent, respectively, in 2006.

According to NHTSA's National Occupant Protection Use Survey, helmet use declined by 13 percentage points over 8 years, from 71 percent in 2000 to 58 percent in 2007.

Alcohol Involvement

In fatal crashes in 2007 a higher percentage of motorcycle riders had blood alcohol concentrations (BAC) of .08 grams per deciliter (g/dL) than any other type of motor vehicle driver. The percentages for vehicle drivers involved in fatal crashes were 27

percent for motorcycles, 23 percent for passenger cars, 23 percent for light trucks and 1 percent for large trucks.



As shown in Chart A-6 motorcyclist fatalities involving riders having a BAC level of .08+ have slowly decreased since 2002. Since 1996 more motorcycle riders have been involved in fatal crashes with BAC levels of .08+ than any other motor vehicle driver.

In 2007, 28 percent of all fatally injured motorcycle riders had BAC levels of .08 g/dL or higher. An additional 8 percent had lower alcohol levels (BAC .01 to .07 g/dL). The percentage with BAC .08 g/dL or above was highest for fatally injured motorcycle riders among two age groups, 45-49 (41%) and 40-44 (39%) followed by ages 45-49 (34%).

Table A-9 – Percentage of Vehicle Drivers Involved in Fatal Crashes with Blood Alcohol Concentrations of .08 g/dL, 1996 – 2007

Year	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Large Truck	2	2	1	1	1	1	2	1	1	1	1	1
Passenger Car	23	22	21	21	24	23	22	22	22	22	23	23
Light Truck	24	23	22	22	22	23	23	22	21	21	24	23
Motorcycle	35	32	34	33	32	29	31	29	27	27	27	27

Source: NHTSA's Recent Trends in Fatal Motorcycle Crashes: An Update and NHTSA's Motorcycle Traffic Safety Facts, 2005 and 2006

In 2007, 3.7 percent of motorcycle riders involved in fatal crashes had at least one previous conviction for driving while intoxicated. This compares with 2.9 percent of passenger vehicle drivers with previous convictions.

Forty-one percent of the 2,182 motorcycle riders who died in single-vehicle crashes in 2007 had BAC levels of .08 g/dL or higher. Sixty-five percent of those killed in single-vehicle crashes on weekend nights had a BAC of .08 g/dL or higher.

Table A-10 – Motorcycle Rider Fatalities by Age Group and Alcohol Involvement, 2006

Age Group	<20	20-29	30-39	40-49	50-59	>59
BAC .00	85	72	55	56	68	81
BAC .01-.07	6	7	8	8	8	8
BAC .08+	9	21	37	36	25	11

Source: NHTSA's Recent Trends in Fatal Motorcycle Crashes: An Update Note: FARS, 2006 Data

Among the motorcycle riders killed in 2006, a high percentage of alcohol involvement was noted in the 30 – 39 and 40 – 49 age groups. Of all the motorcycle riders killed with a BAC level of .08 or higher, nearly 75% were in the 30 – 39 and 40 – 49 age groups.

Chart A-8 shows motorcycle rider fatalities in 2006 by motorcycle engine size and alcohol level. The highest alcohol involvement among fatal motorcycle riders was seen in the 1,001 – 1,500 cc engine sizes. Alcohol involvement was least for motorcycle riders killed in the 501 – 1,000 cc engine size.

Motorcycle riders killed in traffic crashes at night in 2007 were nearly 4 times more likely to have BAC levels .08 g/dL or higher than those killed during the day (44% and 12%, respectively).

Chart A-7 – Motorcycle Rider Fatalities in 2006 by Age Group and Alcohol Level
Source: NHTSA's Recent Trends in Fatal Motorcycle Crashes: An Update

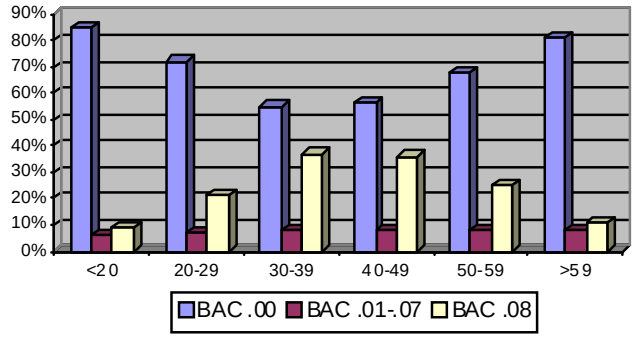
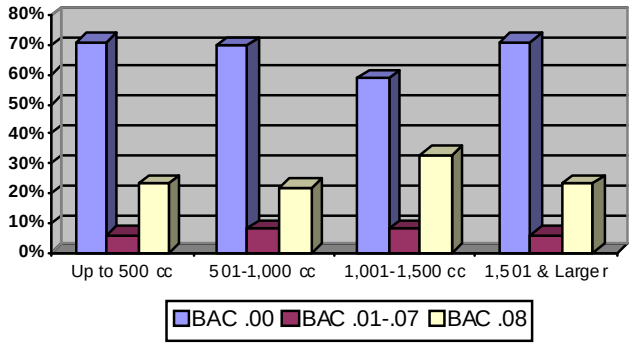


Chart A-8 – Motorcycle Rider Fatalities in 2006 by Engine Size cc and Alcohol Level
Source: FARS

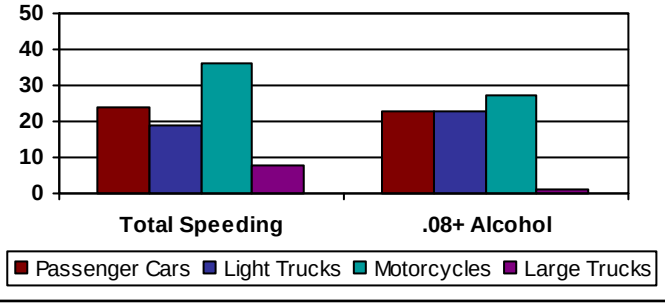


Speeding and Alcohol Involvement

In 2007, 36 percent of all motorcycle riders involved in fatal crashes were speeding compared to 24 percent for passenger car drivers, 19 percent for light-truck drivers, and 8 percent for large truck drivers.

As shown in Chart A-9 motorcycle riders had the highest percentage of fatal crashes where speeding and alcohol were contributing factors.

Chart A-9 – Speeding and Alcohol Involvement Drivers Percent Involved in Fatal Crashes by Vehicle Type, 2007
Source: NHTSA's Traffic Safety Facts Overview, 2007



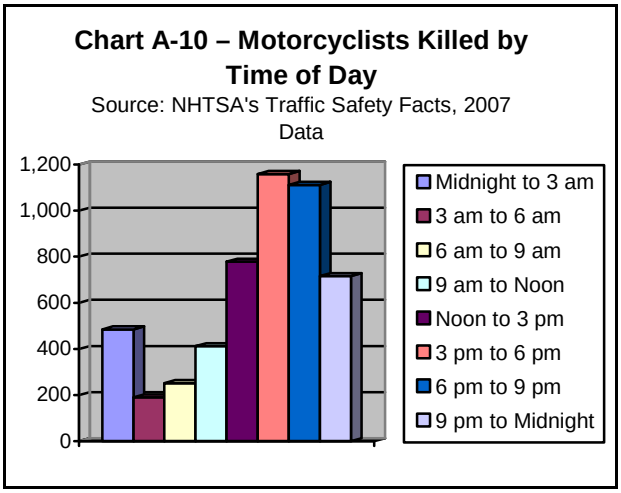
Time of Day

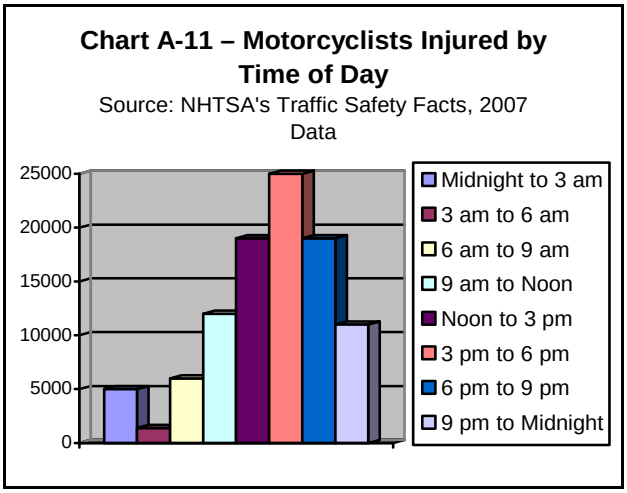
The number of motorcyclists who were killed in fatal crashes in 2007 was highest from 3 pm to 6 pm and 6 pm to 9 pm. As shown in Chart A-11 the number of motorcyclists who were killed or injured in a crash was highest from 3 pm to 6 pm, noon to 3 pm and 6 pm to 9 pm.

Table A-11 – Motorcyclists Killed or Injured by Time of Day, 2007

Time of Day	Midnight to 3 am	3 am to 6 am	6 am to 9 am	9 am to Noon	Noon to 3 pm	3 pm to 6 pm	6 pm to 9 pm	9 pm to Midnight
Killed	485	190	252	412	778	1,159	1,112	716
Injured	5,000	1,000	6,000	12,000	19,000	29,000	19,000	11,000

Source: FARS, 2007 Data





Nighttime Riding

In 2007, 1,391 motorcyclists were killed in crashes between the hours of 9:00 pm and 6:00 am (27.0% of all motorcyclist fatalities). During the same time period, an estimated 17,000 motorcyclists were injured (16.5% of all injuries).

Weekday vs. Weekend Riding

In 2007, 2,564 motorcyclists were involved in fatal crashes on **weekdays** (50% of all fatalities) and 57,000 were injured (55% of all injuries). On **weekends**, 2,576 motorcyclists were involved in fatal crashes (50% of all fatalities) and 46,000 were injured (45% of all injuries).

Table A-12 – Motorcyclists Killed, by Time and Portion of Week, 2007

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcyclists Killed						
Midnight - 3 am	188	7.30	297	11.50	485	9.40
3 am to 6 am	82	3.20	108	4.20	190	3.70
6 am to 9 am	191	7.40	61	2.40	252	4.90
9 am to Noon	199	7.80	213	8.30	412	8.00
Noon to 3 pm	361	14.10	417	16.20	778	15.10
3 pm to 6 pm	645	25.20	514	20.00	1,159	22.50
6 pm – 9 pm	534	20.80	578	22.40	1,112	21.60
9 pm - Midnight	350	13.70	366	14.20	716	13.90
Unknown	14	0.50	22	0.90	50	1.00
Total	**2,564**	**100.0**	**2,576**	**100.0**	5,154	100.00

Table A-13 – Motorcyclists Injured, by Time and Portion of Week, 2007

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcyclists Injured						
Midnight - 3 am	2,000	3.45	3,000	6.67	5,000	4.85
3 am to 6 am	1,000	1.72	0	0.00	1,000	0.97
6 am to 9 am	5,000	8.62	1,000	2.22	6,000	5.83
9 am to Noon	6,000	10.34	7,000	15.56	12,000	11.65
Noon to 3 pm	10,000	17.24	9,000	20.00	19,000	18.45
3 pm to 6 pm	18,000	31.03	11,000	24.44	29,000	28.16
6 pm – 9 pm	10,000	17.24	9,000	20.00	19,000	18.45
9 pm - Midnight	6,000	10.34	5,000	11.11	11,000	10.68
Total	58,000	100.00	45,000	100.00	103,000	100.00

Source: FARS and GES 2007 Data

Chart A-12 – Motorcyclists Killed by Day of Week

Source: FARS, 2007 Data

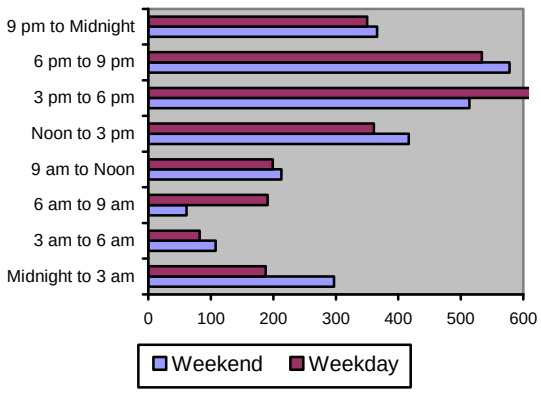
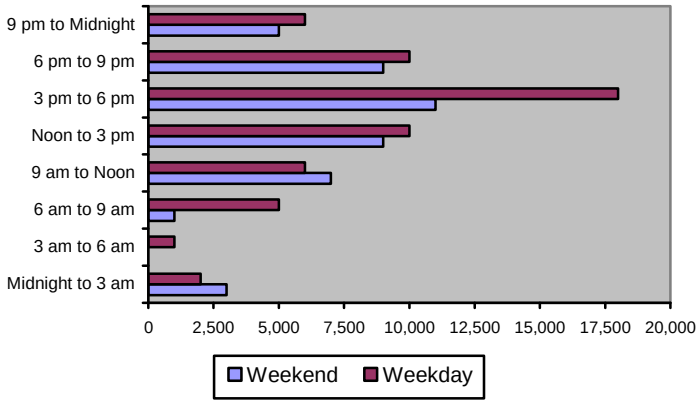


Chart A-13 – Motorcyclists Injured by Day of Week

Source: GES, 2007 Data



In 2007, the number of motorcyclist fatalities during weekends was highest from 6 pm to 9 pm. Fatalities were also high from noon to 3 pm and 3 pm to 6 pm. The number of motorcyclist fatalities was greatest on weekends between 3 pm and 9 pm. The number of motorcyclist fatalities during weekdays was higher than on weekends from 6 am to 9

am, 9 am to noon and 3 pm to 6 pm, typical weekday rush hours. Overall, more motorcyclist fatalities occur on weekends.

During 2007, the number of motorcyclists injured on weekends was highest from 3 pm to 6 pm. The number of motorcyclists injured on weekdays was higher than or equaled the number injured on weekends for most time periods. Injuries were the highest from 3 pm to 6 pm on weekdays. More motorcyclist injuries occurred on weekdays than during weekends.

Reentry Motorcyclists

Statistics show that motorcyclist fatalities increased dramatically from 1996 to 2006 for all age groups. The number of motorcyclist fatalities in the over-40 age group has increased 263% from 699 in 1997 to 2,537 in 2007.

Table A-14 – Motorcyclist Fatalities by Age Group, 1997 and 2007

Year	Age Group				Total
	<30	30-39	40+	Unknown	
1997	860	556	699	1	2,116
2007	1,573	1,039	2,537	5	5,154

Source: NHTSA Motorcycle Traffic Safety Facts 2007 Data

Since 1997 motorcyclist fatalities have increased dramatically for riders over 40 years old. The number of fatalities has increased for motorcyclists under 40 since 1997, but the percent of fatalities has decreased or remained the same for motorcyclists under 40 since 1996. This shows that a higher percentage of motorcyclists over 40 are involved in fatal motorcycle crashes.

Table A-15 – Motorcyclist Fatalities by Age Group, 1997 – 2007, Number

Year	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Under 40	1,416	1,533	1,510	1,714	1,934	1,824	2,018	2,160	2,417	2,529	2,612
Over 40	699	760	973	1,178	1,261	1,444	1,694	1,847	2,158	2,279	2,537

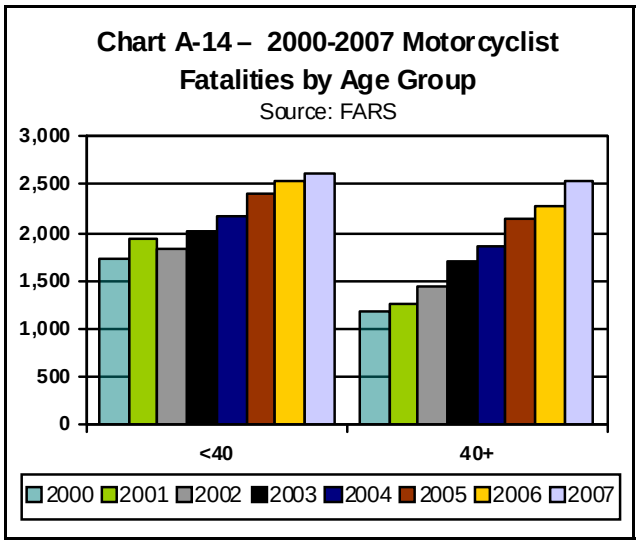
Source: NHTSA and NCSA, Recent Trends in Fatal Motorcycle Crashes, 2001 and 2003, NHTSA Motorcycle Traffic Safety Facts 2007

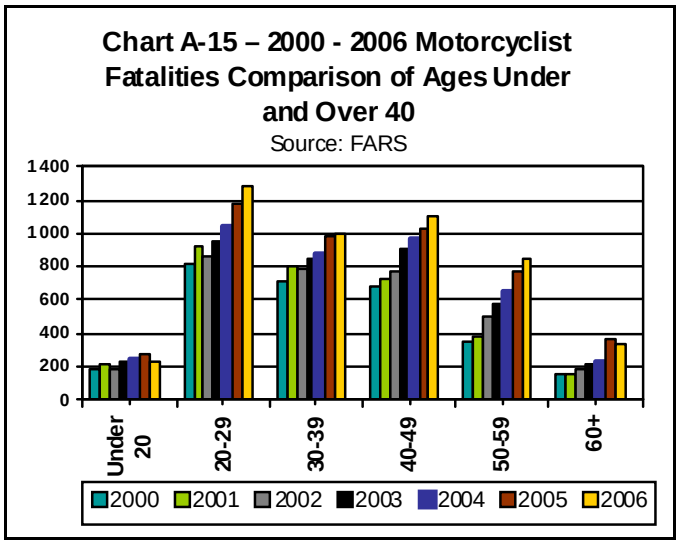
Table A-16 – Motorcyclist Fatalities by Age Group, 1997 – 2007, Percent

Year	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Under 40	67%	67%	61%	60%	60%	56%	54%	54%	53%	52%	51%
Over 40	33%	33%	39%	41%	39%	44%	46%	46%	47%	47%	49%

Source: NHTSA and NCSA, Recent Trends in Fatal Motorcycle Crashes, 2001 and 2003, NHTSA Motorcycle Traffic Safety Facts 2007

As shown in Chart A-15 for all years (2000-2006) the largest number of motorcyclist fatalities occurred in the 20-29 age group.





The number of motorcyclist fatalities involving motorcycles within the 1,001-1,500 cc displacement group increased from 6729 in 1997 to 1,826 in 2007, an increase of 150 percent.

Fatalities also increased among motorcyclists on motorcycles in the 501-1,000 cc group, (where the largest numbers of motorcyclist fatalities have historically occurred). However, fatalities among motorcyclists in the 1,001-1,500 cc group are quickly approaching the 501-1,000 cc level. Motorcyclist fatalities increased by 19 percent in the 500 cc and below category from 1997 to 2007.

Table A-17 – Motorcyclist Fatalities by Engine Size, 1997 and 2007

Year	Engine Size				Total
	Up to 500 cc	501-1,000 cc	1,001-1,500 cc	Other/Unknown	
1997	194	957	729	236	2,116
2007	232	2,266	1,826	830	5,154

Source: NHTSA's Motorcycle Traffic Safety Facts, 2007

Appendix B

Motorcycle Licensing and Safety Survey of the States

AAMVA
Motorcycle Technical Working Group

A Report By:

The American Association
of Motor Vehicle Administrators

Prepared By

Highway Safety Services, LLC

September 2007

American Association of
Motor Vehicle Administrators

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INTRODUCTION

In 2005, 4,553 motorcyclists were killed and an additional 87,000 were injured in traffic crashes in the United States – 13 percent more than the 4,028 motorcyclist fatalities and 14 percent more than the 76,000 motorcyclist injuries reported in 2004.

In 2005, 21 percent of the motorcycle operators involved in fatal crashes were operating the vehicle without a valid license, while only 12 percent of passenger vehicle drivers in fatal crashes did not have a valid license.

Motorcycle operators involved in fatal traffic crashes were 1.4 times more likely than passenger vehicle drivers to have a previous license suspension or revocation (17% and 12%, respectively).

In 2005, 3.9 percent of motorcycle operators involved in fatal crashes had at least one previous conviction for driving while intoxicated on their driver records, compared to 3.1 percent of passenger vehicle drivers.

Motorcycle fatalities increased each year between 1997 (2,216) and 2005 (4,553) with a total increase of 2,437 or 115 percent. This presents a special concern and unique challenge for the driver license, motorcycle safety, rider education and law enforcement communities. As early as 1968, researchers identified motorcyclist testing and licensing as the most promising means of achieving long-term, cost-effective crash reduction. This remains the case today.

2007 Motorcycle Licensing and Safety Survey of the States

Given the dramatic increase in motorcycle crashes and fatalities, AAMVA and the National Highway Traffic Safety Administration formed a Motorcycle Technical Working Group in May 2006 to revise the Motorcycle Operator Licensing System (MOLS) and Integrating Motorcycle Rider Education and Licensing (IMREL) "Guideline Documents" designed to assist motor vehicle administrators in the licensing of motorcycle operators. For additional information on this project please refer to the Motorcycle Technical Working Group's *Project Definition Report* at http://www.aamva.org/KnowledgeCenter/Driver/Licensing/Motorcycle+Licensing.htm or contact the AAMVA Programs Division at 703-522-4200.

To support this project AAMVA developed and distributed a survey to ascertain the current status of motorcycle licensing practices. The results of this survey have been compiled within this document. AAMVA would like to extend appreciation to those jurisdictions responding to the survey.

ACRONYMS AND ABBREVIATIONS

AAMVA	American Association of Motor Vehicle Administrators
BMV	Bureau of Motor Vehicles
BRT	Basic Rider Training Course
C/J	Courts/Judicial System
DL	Driver's License
DL&TSD	Driver's License and Traffic Safety Division
DMV	Division of Motor Vehicles
DODS	Department of Driver Services
DOE	Department of Education
DOH	Department of Health
DOHS	Department of Highway Safety
DOR	Department of Revenue
DOS	Department of State
DOT	Department of Transportation
DPS	Department of Public Safety
DVS	Driver and Vehicle Services
FG	Federal Government
HSO	Highway Safety Office
IMREL	Integrating Motorcycle Rider Education and Licensing
LE	Law Enforcement
LMD	Local Motorcycle Dealers
LPD	Learners Permit
LRC	Local Rider Clubs
MM	Motorcycle Manufactures
MOLS	Motorcycle Operator Licensing System
MOM	Motorcycle Operator's Manual
MSF	Motorcycle Safety Foundation
MTWG	Motorcycle Technical Working Group
MVA	Motor Vehicle Administration
MVD	Motor Vehicle Division
NHTSA	National Highway Traffic Safety Administration
REP	Rider Education Program
SHP	State Highway Patrol
SOS	Secretary of State

Motorcycle Licensing					
Table B-1	**Does your jurisdiction define motorcycle riding privileges as a license or an endorsement to the regular operator's license?**	**Classification used**	**Classification used for motorcycle permit (if applicable)?**	**What is the minimum age to apply for a motorcycle license or endorsement in your jurisdiction?**	**Can an applicant apply for a motorcycle license or endorsement without having the basic or regular operator's license?**
Jurisdiction					
Alabama	License	M	N/A	16	YES
Alaska	License and Endorsement	M1	IM	14	YES, but they must take the knowledge test
Arizona	License and Endorsement	Both M	*	15 years 7 months	YES
Arkansas	License and Endorsement	Both M	*	16 (motorcycle), 14 (motor-driven cycle), 10 (motorized bike)	YES
California	License and Endorsement	L:M1, M2 only E: Class A,B,C	*	15 ½ with driver ed 17 ½ w/out driver ed	YES
Colorado	Endorsement	M	M	16	NO
Connecticut	Endorsement	M	M	16	NO
Delaware	Endorsement	*	*	16 and must complete a motorcycle rider education course if under 18	NO
Florida	Endorsement	M	*	16	NO
Georgia	Endorsement	M	MP	16	YES
Hawaii	License	2	2	15.5 - permit 16 – provisional license 17 – full license	YES
Idaho	Endorsement	*	*	15	NO
Illinois	License	L – any motor driven cycle less than 150 cc M – any motorcycle or motor-driven cycle	L & M	16 (if under 150 cc), 18 (over 150 cc), riders age 16 and 17 may apply for M class after successful completion of IDOT safety training class	YES
Indiana	Endorsement	*	Motorcycle Learner Permit	16 years and 30 days	YES
Iowa	Endorsement	M	Class C Restriction 1	14 (permit) 16 (license)	NO
Kansas					
Kentucky	License	M	M	16	NO
Louisiana	Endorsement	*	*	16	NO
Maine	License and Endorsement	License – D (restriction m/c only) Endorsement – I	*	16	YES

Motorcycle Licensing					
Table B-1	**Does your jurisdiction define motorcycle riding privileges as a license or an endorsement to the regular operator's license?**	**Classification used**	**Classification used for motorcycle permit (if applicable)?**	**What is the minimum age to apply for a motorcycle license or endorsement in your jurisdiction?**	**Can an applicant apply for a motorcycle license or endorsement without having the basic or regular operator's license?**
Jurisdiction					
Maryland	License	M	*	15 yrs 9 mo (permit), 16 yrs 3 mo (provisional license), 16 yrs 9 mo (full license)	YES
Massachusetts	License and Endorsement	M	*	16.5	YES
Michigan	Endorsement	CY	*	16	NO
Minnesota	Endorsement	M	Paper permit issued for MC IP	16	NO
Mississippi	License and Endorsement	License - Restriction Endorsement -E	*	*	NO
Missouri	Endorsement	M	M	*	YES
Montana	License and Endorsement	Endorsement – J or O on front of DL, on back "3-4 wheeler" or "standard MC"		15, if successfully completed driver education, 16 if not	YES
Nebraska	License and Endorsement	Both M	LPE, LPD, SCP, POP class M	14 (school permit), 15 (LPD)	YES
Nevada	License and Endorsement	License – M Endorsement – M added if also licensed w/class A, B or C	*	16	YES
New Hampshire					
New Jersey	License and Endorsement	*	*	17	YES
New Mexico	License and Endorsement	License – Class D with W,X, Y endorsements Type L Endorsement – Class M Type L	Class M Type P	13	YES
New York	License and Endorsement	L – M E – M added to license	M permit	16	YES
North Carolina	License and Endorsement	L – Classified C E – Classified A, B or C	Classified C	Endorsement/Learners Permit – 16 Motorcycle Only – 18	YES, motorcycle only
North Dakota	License	M	M	14	YES (however must

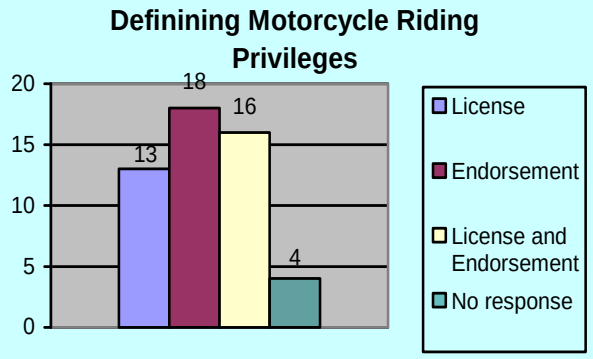
Motorcycle Licensing					
Table B-1	**Does your jurisdiction define motorcycle riding privileges as a license or an endorsement to the regular operator's license?**	**Classification used**	**Classification used for motorcycle permit (if applicable)?**	**What is the minimum age to apply for a motorcycle license or endorsement in your jurisdiction?**	**Can an applicant apply for a motorcycle license or endorsement without having the basic or regular operator's license?**
Jurisdiction					
					pass rules of the road knowledge test in addition to motorcycle knowledge test
Ohio	License and Endorsement	M1 = Motorcycle Only M2 = Motorized Bicycle Only (Moped) M3 = 3-wheel Motorcycle Only M = Endorsement	Same as license	16	YES, applicable to MC Only License, must have operator license to obtain an endorsement
Oklahoma	Endorsement	M	M	14	YES
Oregon	Endorsement	M	MP M	16	NO
Pennsylvania	License	M	M	16	YES
Rhode Island	*	*	H - under restrictions	16.5	NO
South Carolina	License	M	M	15 – Permit, 17 - License	YES
South Dakota	License	2, 3, A3, B3 or C3	3	14	YES
Tennessee	License	M	PM	14 - M-Limited, 15 - M-Permit, 16 - M-License	YES, but must pass regular operator's knowledge test and motorcycle knowledge test
Texas	License	M	J	15	YES
Utah	License and Endorsement	M	M	16	YES, but must complete driver ed
Vermont	Endorsement	M	Issues a paper temp	16	NO
Virginia	Endorsement	M	LM	16 and 3 months	NO, they must have a drivers permit to get a motorcycle permit, they can have a restricted motorcycle license
Washington	Endorsement	3	3 for 2 wheels, 5 for 3 wheels, 7 for 2 & 3 wheels	16	NO
West Virginia	Endorsement	F	*	16 and a level II	YES

Motorcycle Licensing

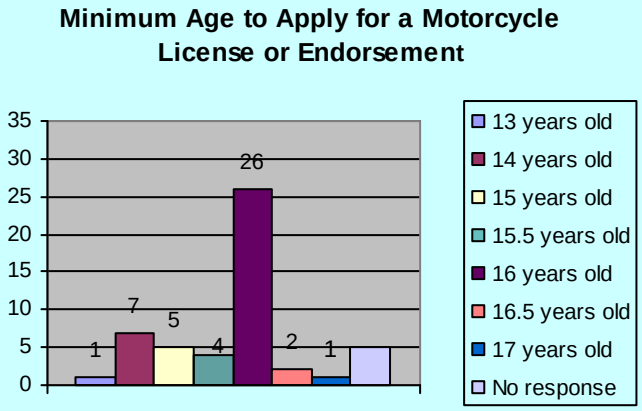
Table B-1 Jurisdiction	Does your jurisdiction define motorcycle riding privileges as a license or an endorsement to the regular operator's license?	Classification used	Classification used for motorcycle permit (if applicable)?	What is the minimum age to apply for a motorcycle license or endorsement in your jurisdiction?	Can an applicant apply for a motorcycle license or endorsement without having the basic or regular operator's license?
				GDL	
Wisconsin	License	M	CYCI	16	YES
Wyoming	License	M	IM	15	YES
District of Columbia					

Summary: Of the jurisdictions that responded to the survey most define motorcycle riding privileges as an endorsement to the regular operator's license. Some jurisdictions have both a license and an endorsement and a few jurisdictions have a motorcycle license only.

A majority of the jurisdictions classify a motorcycle license with an M classification and the majority of the jurisdictions classify a motorcycle permit with an M classification.



Of the jurisdictions that responded to the survey the majority require a minimum age of 16 to apply for a motorcycle license or endorsement. Some have specific requirements for age groups. For example you may be 15 years old to apply for a motorcycle license or endorsement, but you must complete a driver education course. If you do not complete the course you may have to wait until you are 16 years old. See jurisdiction responses for more information.

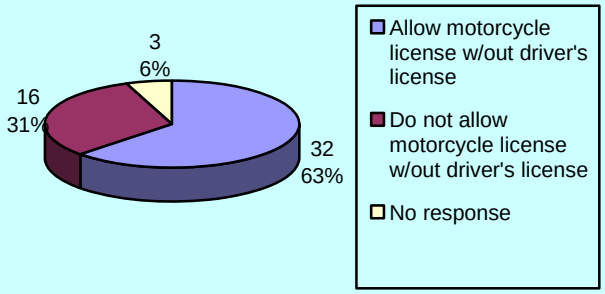


Motorcycle Licensing

Table B-1 Jurisdiction	Does your jurisdiction define motorcycle riding privileges as a license or an endorsement to the regular operator's license?	Classification used	Classification used for motorcycle permit (if applicable)?	What is the minimum age to apply for a motorcycle license or endorsement in your jurisdiction?	Can an applicant apply for a motorcycle license or endorsement without having the basic or regular operator's license?

Of the jurisdictions that responded to the survey the majority allow an applicant to apply for a motorcycle license or endorsement without having the basic or regular operator's license.

Applying for a Motorcycle License



* Did not answer or respond to question

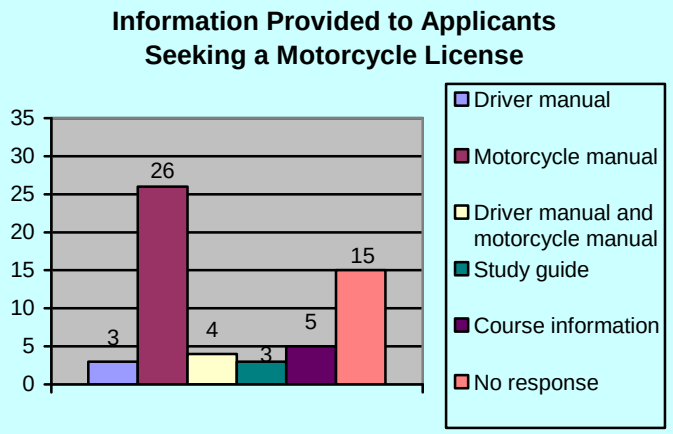
Information Provided to Applicants on Motorcycle Licensing				
Table B-2	**What information do you provide to applicants who are seeking a motorcycle license?**	**Who developed this information?**	**When was the last time the information was reviewed and updated?**	**Does this information accurately reflect the crash causation factors in your State?**
Jurisdiction				
Alabama				
Alaska	Operator's Manual	AAMVA/DMV	2006	NO
Arizona	Motorcycle Manual	MSF	February 2006	YES
Arkansas	Driver License Test Study Guide that contains a section for motorcycles	AAMVA and MSF	August 2007	*
California	CA Motorcycle Handbook and CA Driver's Handbook	The Motorcycle Handbook is developed by the Communications Publication Division within the CA DMV	January 2007, motorcycle handbook was revised and published in March 2007	Information concerning crash causation is stated in general terms, i.e., speeding, alcohol impairment, road hazards, etc.
Colorado	Motorcycle Operators Handbook (manual also provides info about skills test)	AAMVA	2006	Unknown
Connecticut				
Delaware	MOM, with State-specific information added	MSF and the State-added information	2006	YES
Florida				
Georgia				
Hawaii	State Motorcycle Operator's Manual	State DOT	October 2005	YES
Idaho	MOM and information regarding the availability of the motorcycle rider course	Idaho Transportation Department	August 2006	NO
Illinois	MOM	MSF/IL SOS	March 2007	YES
Indiana	MOM	MSF	*	NO
Iowa				
Kansas	Motorcycle Handbook	MSF	*	*
Kentucky	Kentucky State Police Driver's Manual	Kentucky State Police/Kentucky Transportation Cabinet	August 2006	YES
Louisiana	MSF Study Guide	MSF	July 2001	Unknown
Maine	Motorist Handbook, Study Guide, telephone inquiries	Prior Driver Education Program Manager	January 2007	YES
Maryland	MOM and information about rider education	MSF and Maryland MVA	December 2006	NO
Massachusetts	Motorcycle Manual, MREP brochure	RMV	2007	*

Information Provided to Applicants on Motorcycle Licensing				
Table B-2 **Jurisdiction**	**What information do you provide to applicants who are seeking a motorcycle license?**	**Who developed this information?**	**When was the last time the information was reviewed and updated?**	**Does this information accurately reflect the crash causation factors in your State?**
Michigan	MI MOM and endorsement brochure	MOM developed by MSF with MI laws inserted, endorsement brochure developed by DOS and MI State Police Office of Highway Safety Planning	May 2006	YES
Minnesota	Motorcycle Operators Manual	State-specific at beginning of manual, rest is the MSF MOM	January 2007	YES
Mississippi				
Missouri	MOM	Missouri Safety Center and DOR, MSF	July 2006	NO
Montana	Motorcycle manual and course information	MT MSF	No data	*
Nebraska	NE Motorcycle Manual	MSF along with NE-specific information	Annually	*
Nevada	Nevada Motorcycle Handbook	MSF	November 2004	YES
New Hampshire				
New Jersey	Motorcycle-specific manual	NJ MVC	2007	NO
New Mexico	Driver License Manual	Motor Vehicle Division	1999	NO
New York				
North Carolina				
North Dakota	MOM	MSF	2004	Unknown
Ohio	MOM and Digest of Motor Vehicle Laws	MSF and Ohio DPS	February 2007	No, not all inclusive, but accurate
Oklahoma				
Oregon	OR Motorcycle Manual and Oregon Driver Manual, also under 21 are sent to TEAM OREGON as they are required to complete the Basic Rider Training	DMV, MSF (Manuals only)	January 2006	YES
Pennsylvania	MOM	PennDOT with information from MSF	December 2006	YES
Rhode Island				
South Carolina	Motorcycle Manual	SCDMV	Currently being updated	*
South Dakota	Motorcycle Study Manual	MSF	December 2003	Unknown
Tennessee				
Texas				

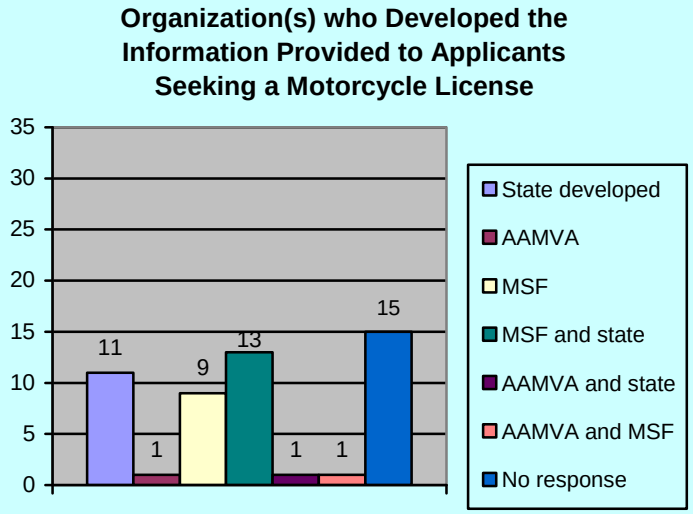
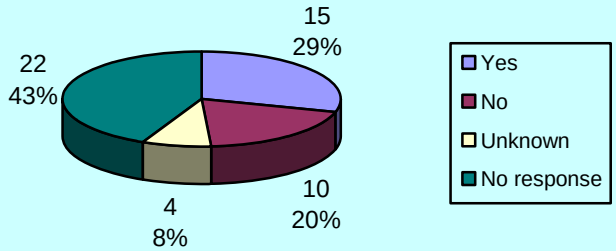
Information Provided to Applicants on Motorcycle Licensing

Table B-2 Jurisdiction	What information do you provide to applicants who are seeking a motorcycle license?	Who developed this information?	When was the last time the information was reviewed and updated?	Does this information accurately reflect the crash causation factors in your State?
Utah	Information on MSF course and how to obtain a motorcycle endorsement	Motorcycle Education Coordinator	1993	NO
Vermont	MOM	State and MSF	2006	NO
Virginia	Virginia MOM	MSF and DMV	July 2003	YES
Washington				
West Virginia	Motorcycle manual to prepare for the exam	MSF	2004	*
Wisconsin	Wisconsin Motorcyclist's Handbook	Wisconsin DOT	January 2007	YES
Wyoming	Motorcycle Handbook, information concerning Motorcycle Safety Education course	MSF	2007	YES
District of Columbia				

Summary: Of the jurisdictions that responded to the survey the majority of them only provide the applicant with a motorcycle manual. A few of them only provide the applicant with a driver's manual and a few of them provide the applicant with both a motorcycle and a driver manual. Some of the jurisdictions also provide a study guide or information on motorcycle safety courses in addition to a manual.



Information Provided to Applicants on Motorcycle Licensing

Table B-2 **Jurisdiction**	**What information do you provide to applicants who are seeking a motorcycle license?**	**Who developed this information?**	**When was the last time the information was reviewed and updated?**	**Does this information accurately reflect the crash causation factors in your State?**
Of the jurisdictions that responded to the survey the majority of them developed the information through their State DMV or through MSF.				
Of the jurisdictions that responded to the survey the majority of them have reviewed and updated the information within the last year. Although a couple of them have not updated their information since the 1990's. Of the jurisdictions that responded to the survey the majority of them did not respond to this question, but more believe the information accurately reflects crash causation factors in their State.				

* Did not answer or respond to question.

Motorcycle Permits						
Table B-3	**Do you have a permit system for motorcycle operators?**	**Are applicants for a motorcycle permit required to complete any training prior to applying for the permit?**	**What is the fee for a permit?**	**Renewal fee for permit?**	**Validity period for permit?**	**How many times can a permit be renewed?**
Jurisdiction						
Alabama	NO	*	N/A	N/A	N/A	N/A
Alaska	YES	NO	$15	$5	2 years	Perpetually
Arizona	YES	NO	$7	$2	6 months	2 in 24 months
Arkansas	YES	*	No fee	No fee	1 year	Once
California	YES	YES, riders under 17-1/2 years old are required to complete driver education and driver training	$26	N/A	1 year	New application required after 1 year
Colorado	YES	YES, 15 – 15 yrs/6 months must complete and pass approved motorcycle training program, 15 yrs/6 months – 16 must complete approved driver awareness program	$10.60	$10.60	3 years	Indefinitely
Connecticut	YES	*	$40 test fee, $15 permit	$15	60 days	Once a year
Delaware	YES	YES, under age 18 and has a full class D license, are required to take the Motorcycle Safety course	$8	$2	60 days	Once for a 60-day period
Florida	YES	*	No fee	No fee	90 days	4 times
Georgia	YES	*	$10	$10	6 months	Indefinite
Hawaii	YES	NO	$5	$5	1 year	Unlimited, must take skills test prior to renewal
Idaho	YES	NO	$11.50	*	6 months	No renewals, but new issues can be purchased as many times as desired
Illinois	YES	NO	$10	$10	24 mo (under 18 yrs), 12 mo (over 18 yrs)	Unlimited
Indiana	YES	NO	$9	$9	1 year	Indefinite

Motorcycle Permits						
Table B-3	**Do you have a permit system for motorcycle operators?**	**Are applicants for a motorcycle permit required to complete any training prior to applying for the permit?**	**What is the fee for a permit?**	**Renewal fee for permit?**	**Validity period for permit?**	**How many times can a permit be renewed?**
Jurisdiction						
Iowa	YES	*	$3	Non-renewable	2 years or time remaining on drivers license	None
Kansas		NO				
Kentucky	YES	NO	$12	$12	1 year	Unlimited
Louisiana	NO	NO	*	*	*	*
Maine	YES	YES, min 8 hr classroom course or MSF's BRT 5 hr class, 10 hr on bike	$10	N/A	1 year	*
Maryland	YES	NO	$45	N/A	1 year (for initial permit), 6 mo (if subsequent permit)	No renewals, must apply for new permit, no limit on # of permits you may obtain
Massachusetts	YES	NO	$30	No renewal	2 years	None
Michigan	YES	YES, if under age 18, they must complete a motorcycle safety training course	$13.50	$13.50	6 months	Undefined
Minnesota	YES	NO	$21	No renewal, retest knowledge, vision & $21 fee for another year	1 year	No limit on number of permits if testing is completed.
Mississippi	*	*	*	*	*	Twice
Missouri	YES	NO, except individuals who are 15 ½ - 16 yrs old, completed card from approved motorcycle rider training course	$1	$1	6 months	Indefinitely

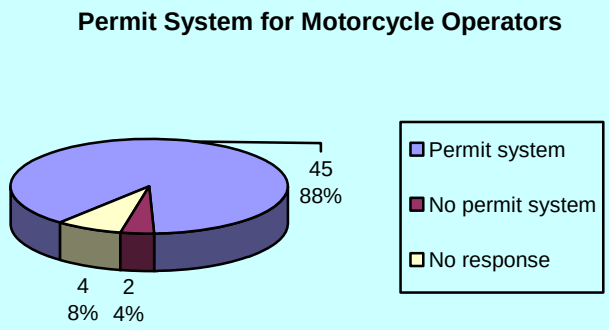
Motorcycle Permits						
Table B-3	**Do you have a permit system for motorcycle operators?**	**Are applicants for a motorcycle permit required to complete any training prior to applying for the permit?**	**What is the fee for a permit?**	**Renewal fee for permit?**	**Validity period for permit?**	**How many times can a permit be renewed?**
Jurisdiction						
Montana	YES	NO	50 cents a year prorated to the expiration of the regular operator's license	*	1 year	Zero
Nebraska	YES	NO	$8	*	1 year	Unlimited
Nevada	YES	YES, complete an approved course or take the DMV motorcycle written and skills tests	$21.25	$21.25	1 year	Unlimited
New Hampshire						
New Jersey	YES	NO	$10	$10	90 days/2 years GDL	Unlimited
New Mexico	YES	NO	$10	$10	6 months	No limit
New York	YES	*	$10	$10	5 years, if applicant holds no other license, 1 year if applicant is licensed to drive	Once
North Carolina	YES	*	$15	$15	18 months	Indefinite
North Dakota	YES	NO	$10	$8	6 months	2 times, valid for 3 months each
Ohio	YES	YES, applicants must take a knowledge test and pass with a 75% score	$19.50	$19.50, must purchase new	1 year	No limit
Oklahoma	YES	*	$25.50	$21.50	4 years	Unlimited

Motorcycle Permits						
Table B-3	**Do you have a permit system for motorcycle operators?**	**Are applicants for a motorcycle permit required to complete any training prior to applying for the permit?**	**What is the fee for a permit?**	**Renewal fee for permit?**	**Validity period for permit?**	**How many times can a permit be renewed?**
Jurisdiction						
Oregon	YES	NO	$18	N/A	1 year	They cannot be renewed, must re-apply as original at the end of 1 yr, no limit on # of permits a person can apply for
Pennsylvania	YES	NO	$10	$10	1 year	Unlimited
Rhode Island	YES	*	$25	No renewals	18 months	None
South Carolina	YES	NO	$2.50	$2.50	1 year	Unlimited
South Dakota	YES	NO	$14	$8	1 year	Indefinitely
Tennessee	YES	*	$6.50	N/A	1 year	No renewal
Texas	YES	*	$5	*	Expires on next birthday + 1 year	Unlimited
Utah	YES	NO	$7.50	$7.50	6 months	Unlimited
Vermont	YES	NO	$7 test fee $0 permit fee	No fee	120 days	2 times
Virginia	YES	NO	$3	N/A	1 year	A permit cannot be renewed, they are always considered to be an original, applicant must successfully complete knowledge test, issued new permit
Washington	YES	*	$15	$15	90 days	2 times
West Virginia	YES	NO	$5	*	90 days	None, must retest
Wisconsin	YES	NO	$22	$22	6 months	2 times (3 total permits)
Wyoming	YES	NO	$20	$15	1 year	2 times
District of Columbia						

Motorcycle Permits

Table B-3 Jurisdiction	Do you have a permit system for motorcycle operators?	Are applicants for a motorcycle permit required to complete any training prior to applying for the permit?	What is the fee for a permit?	Renewal fee for permit?	Validity period for permit?	How many times can a permit be renewed?

Summary: Of the jurisdictions that responded to the survey a majority have a permit system for motorcycle operators.

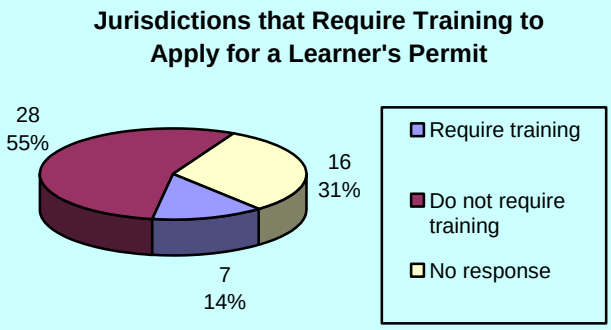


Summary: Of the jurisdictions that responded to the survey the majority do not require applicants to complete any training prior to applying for a learner's permit. Although many jurisdictions did not respond to this question.

Of the jurisdictions that responded to the survey most charge around a $10 fee for a motorcycle permit. Although most charged around $10, fees range from $1 to $45. For most the renewal fee for a permit is the same as the fee for a first time permit.

Of the jurisdictions that responded to the survey most have a validity period for a motorcycle permit of one year. Although most permits are valid for one year, validity periods range from 60 days to 2 years.

Of the jurisdictions that responded to the survey most have no limit on the number of motorcycle permits an applicant is allowed. Although most have no limit, some do not allow applicants to renew their permit, they have to retest and some allow one or two renewals.



* Did not answer or respond to question

Motorcycle Permit Restrictions				
Table B-4 **Jurisdiction**	**Do you apply restrictions to the motorcycle permit?**	**Restrictions required for all riders with a permit.**	**Restrictions required only for riders under 21 with a permit.**	**Restrictions required only for riders under 18 with a permit.**
Alabama	N/A – no permit	N/A	N/A	N/A
Alaska	YES	Under 50 cc engine displacement	None	Helmet required, parent consent, passenger helmet required
Arizona	YES	Daylight riding only, passenger restriction, no expressway riding	None	No expressway riding, supervised riding practice, parent consent
Arkansas	YES	None	Helmet required	Passenger restriction, .02 BAC/Drug, parent consent
California	YES	Daylight riding only, passenger restriction, no expressway riding	None	None
Colorado	YES	Restricted to 18 years old	None	N/A
Connecticut	YES	Passenger restriction, no expressway riding, mandatory headlight use	None	Helmet required, protective gear required, .02 BAC/Drug, parent consent, complete driver education
Delaware	YES	Daylight riding only, passenger restriction, no expressway riding, helmet required, eye protection required	None	Parent consent, complete driver education
Florida	YES	Passenger restriction	None	None
Georgia	YES	Daylight riding only, passenger restriction, no expressway riding, helmet required	None	None
Hawaii	YES	None	Daylight riding only, passenger restriction	Helmet required, parent consent, complete driver education
Idaho	YES	Daylight riding only, passenger restriction, no expressway riding	.02 BAC/Drug	Helmet required
Illinois	YES	Daylight riding only, mandatory headlight use, supervised riding practice	None	Complete driver education
Indiana	YES	Daylight riding only, passenger restriction, helmet required, complete driver education	None	Supervised riding practice
Iowa	NO	N/A	N/A	N/A

Motorcycle Permit Restrictions				
Table B-4	**Do you apply restrictions to the motorcycle permit?**	**Restrictions required for all riders with a permit.**	**Restrictions required only for riders under 21 with a permit.**	**Restrictions required only for riders under 18 with a permit.**
Jurisdiction				
Kansas	NO	N/A	N/A	N/A
Kentucky	YES	Passenger restriction, helmet required	Daylight riding only,.02 BAC/Drug	Parent consent
Louisiana	N/A – no permit	N/A	N/A	N/A
Maine	YES	Daylight riding only, passenger restriction, helmet required, mandatory headlight use, .02 BAC/Drug, parent consent, complete driver education	None	None
Maryland	YES	Passenger restriction, helmet required, supervised riding practice, motorcycle safety course or drivers skills log	02 BAC/Drug	Parent consent, complete driver education
Massachusetts	YES	Daylight riding only, passenger restriction, helmet required, failure of driver exam twice requires MSF course before exam can be rescheduled	None	Parent consent
Michigan	YES	Daylight riding only, passenger restriction, helmet required, supervised riding practice	None	None
Minnesota	YES	Daylight riding only, passenger restrictions, no expressway riding, helmet required, protective gear required, mandatory headlight use	None	Parent consent, complete driver education
Mississippi	NO	N/A	N/A	N/A
Missouri	YES	Helmet required	None	**15-1/2 – 16 yrs old only**: daylight riding only, passenger restriction, parent consent, complete driver education, limited to 50 mile radius from home
Montana	YES	Supervised riding practice	None	Helmet required

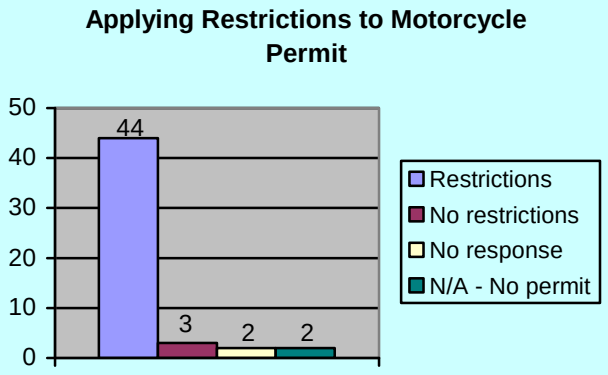
Motorcycle Permit Restrictions				
Table B-4	**Do you apply restrictions to the motorcycle permit?**	**Restrictions required for all riders with a permit.**	**Restrictions required only for riders under 21 with a permit.**	**Restrictions required only for riders under 18 with a permit.**
Jurisdiction				
Nebraska	YES	Daylight riding only, no expressway riding, supervised riding practice, permit must be within visual contact of 21 year old MC licensed driver	None	None
Nevada	YES	Daylight riding only, passenger restriction, no expressway riding, supervised riding practice	None	None
New Hampshire				
New Jersey	YES	Mandatory headlight use, supervised riding practice	None	Parent consent
New Mexico	YES	Passenger restriction	Helmet required	None
New York	YES	Passenger restriction, helmet required, mandatory headlight use, supervised riding practice	None	None
North Carolina	YES	Passenger restrictions, rearview mirror (G.S. 20-126 C)	None	None
North Dakota	YES	Daylight riding only, passenger restriction	None	Helmet required, **Under 16 only** - parent consent, complete driver education
Ohio	YES	Daylight riding only, passenger restriction, no expressway riding, helmet required, mandatory headlight use, .02 BAC/Drug, parent consent, eye protection or shield	None	None
Oklahoma	YES	Daylight riding only, passenger restriction, helmet required, supervised riding practice, maximum hp 250 cc	None	None
Oregon	YES	Daylight riding only, passenger restriction, helmet required, mandatory headlight use, supervised riding practice	None	Parent consent

Motorcycle Permit Restrictions				
Table B-4 **Jurisdiction**	**Do you apply restrictions to the motorcycle permit?**	**Restrictions required for all riders with a permit.**	**Restrictions required only for riders under 21 with a permit.**	**Restrictions required only for riders under 18 with a permit.**
Pennsylvania	YES	Daylight riding only, passenger restriction, helmet required, protective gear required, mandatory headlight use, supervised riding practice, , no out-of-State travel, hold permit for at least 6 months before	02 BAC/Drug	Parent consent
Rhode Island	YES	Passenger restriction, protective gear required (glasses), supervised riding practice, complete driver education, must wear helmet for first year	Helmet required	Parent consent
South Carolina	YES	Daylight riding only, supervised riding practice	Helmet required	None
South Dakota	YES	Daylight riding only, supervised riding practice	None	Helmet required, parent consent
Tennessee	YES	Daylight riding only, passenger restriction, no expressway riding, helmet required, .02 BAC/Drug, parent consent, 20 mile radius of home, max engine size of 650 cc	None	None
Texas	YES	Helmet required, supervised riding practice	None	Parent consent, complete driver education, restricted to only operate a motorcycle under 250 cc until 16th birthday
Utah	YES	Daylight riding only, passenger restriction, no expressway riding, complete driver education	None	Parent consent
Vermont	YES	Daylight riding only, passenger restriction, no out-of-State travel	None	None

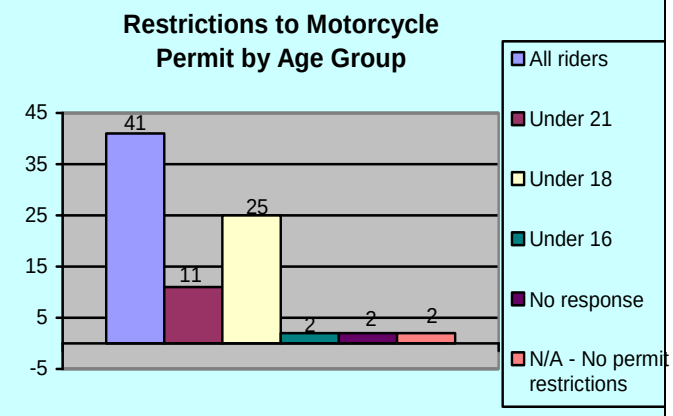
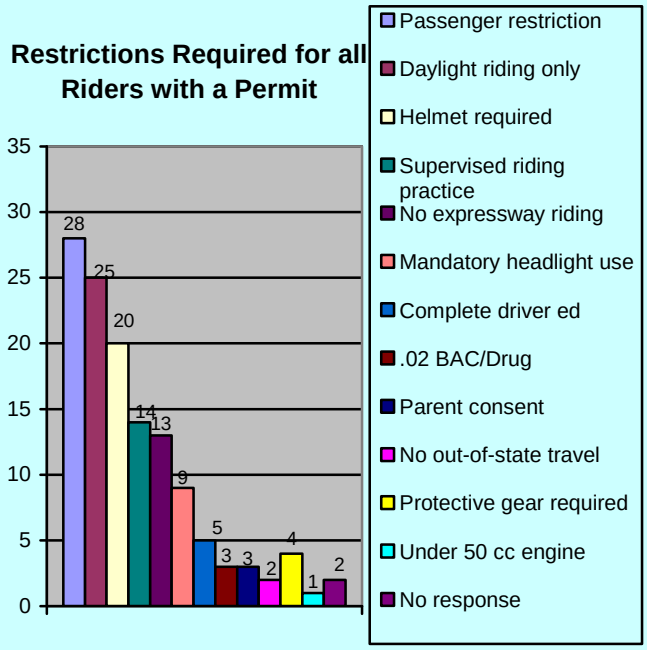
Motorcycle Permit Restrictions

Table B-4 Jurisdiction	Do you apply restrictions to the motorcycle permit?	Restrictions required for all riders with a permit.	Restrictions required only for riders under 21 with a permit.	Restrictions required only for riders under 18 with a permit.
Virginia	YES	Daylight riding only, passenger restriction, no expressway riding, helmet required, mandatory headlight use, supervised riding practice	.02 BAC/Drug	Parent consent, complete driver education
Washington	YES	Daylight riding only, passenger restriction, no expressway riding, helmet required, complete driver education	None	Parent consent
West Virginia	YES	Daylight riding only, passenger restriction, helmet required, mandatory headlight use	None	None
Wisconsin	YES	Daylight riding only (at night supervised w/rider over 21 yrs old and has held motorcycle license for 2 yrs), helmet required, protective gear required	None	None
Wyoming	YES	None	.02 BAC/Drug	Helmet required, parent consent
District of Columbia				

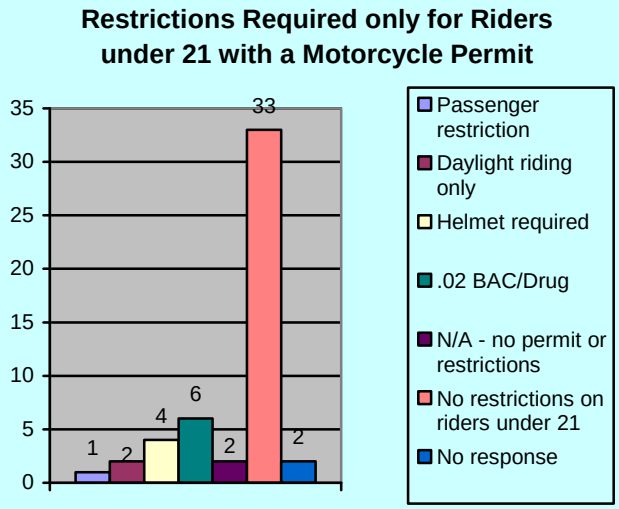
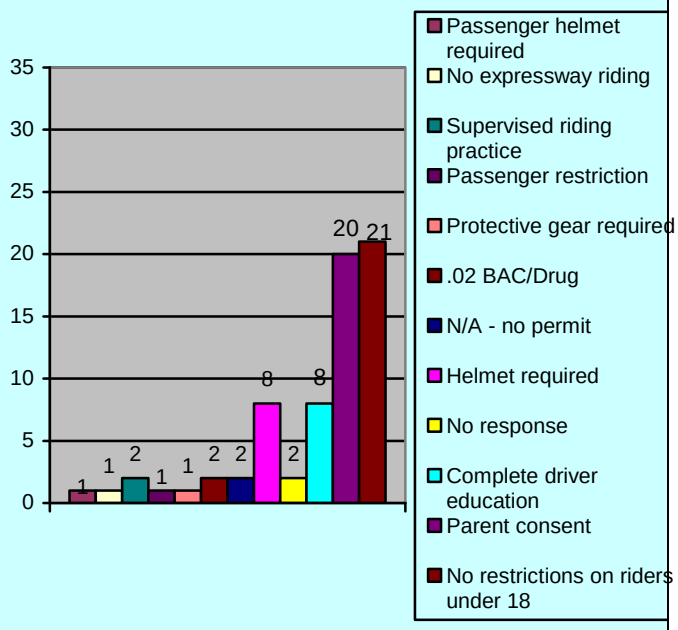
Summary: Of the jurisdictions that responded to the survey the majority apply restrictions to the motorcycle permit.



Motorcycle Permit Restrictions

Table B-4 Jurisdiction	Do you apply restrictions to the motorcycle permit?	Restrictions required for all riders with a permit.	Restrictions required only for riders under 21 with a permit.	Restrictions required only for riders under 18 with a permit.
Of the jurisdictions that responded to the survey the majority place restrictions on all riders with motorcycle permits, regardless of age. Many place restrictions on only riders under 18 years old with a motorcycle permit. A few place restrictions on only riders under 21 years old and two place restrictions on riders only under 16 years old.				
Of the jurisdictions that responded to the survey the most common restriction for all riders with a motorcycle permit, regardless of age is a restriction on the number of passengers followed by daylight riding only, helmet required, supervised riding practice, no expressway riding and mandatory headlight use. See jurisdiction responses for more restrictions.				

Motorcycle Permit Restrictions

Table B-4 Jurisdiction	Do you apply restrictions to the motorcycle permit?	Restrictions required for all riders with a permit.	Restrictions required only for riders under 21 with a permit.	Restrictions required only for riders under 18 with a permit.
Of the jurisdictions that responded to the survey the only restrictions required for riders under 21 years old with a motorcycle permit are .02 BAC/Drug (6), helmet required (4) , daylight riding only (2) and passenger restriction (1). The majority of jurisdictions do not have restriction requirements for riders under 21 years old with a motorcycle permit.				
Of the jurisdictions that responded to the survey the most common restriction for riders under 18 years old with a motorcycle permit are parent consent (21), followed by complete driver education (8), helmet required (6) and .02 BAC/Drug (3). Many of the jurisdictions do not have restriction requirements for riders under 18 years old with a motorcycle permit.				

* Did not answer or respond to question

Motorcycle Permit Riders			
Table B-5	**Do you take revocation action for any alcohol offense for permit riders?**	**At any one time, what is the number of permitted motorcycle riders in your jurisdiction?**	**What tests are required for issuance of a motorcycle permit?**
Jurisdiction			
Alabama	N/A	N/A	N/A
Alaska	YES	*	Vision, knowledge, and skills or road
Arizona	YES	*	Vision and knowledge
Arkansas	YES	*	Vision, knowledge, and skills or road
California	YES	*	Vision and knowledge
Colorado	YES	12,000	Vision and knowledge
Connecticut	YES	*	Vision and knowledge
Delaware	YES	660 (May and June 2006)	Vision and knowledge
Florida	NO	682	Vision and knowledge
Georgia	YES	*	Vision, knowledge, and road signs
Hawaii	YES	10,592	Vision and knowledge
Idaho	YES	*	Vision and knowledge
Illinois	YES	*	Knowledge
Indiana	YES	*	Vision, knowledge, skill or road (or acceptable motorcycle ed course)
Iowa	YES	7,177	Vision and knowledge
Kansas			
Kentucky	YES	*	Vision and knowledge
Louisiana	YES	No data	Vision, knowledge, knowledge test for auto license (Class E)
Maine	NO	*	Vision, knowledge, skills or road
Maryland	YES	10,000	Vision, knowledge, skills or road
Massachusetts	YES	31,482	Vision and knowledge
Michigan	NO	*	Vision, knowledge, under 18 must take and pass a motorcycle training course
Minnesota	YES	27,000/yr	Vision and knowledge
Mississippi	YES	82,000	Vision, knowledge, skills or road
Missouri	YES	*	Vision, knowledge, and road sign tests
Montana	YES	*	Vision, knowledge, skills or road
Nebraska	YES	2,756	Vision and knowledge
Nevada	YES	*	Vision, knowledge, skills or road
New Hampshire			
New Jersey	YES	*	Vision and knowledge
New Mexico	YES	9,140	Vision, knowledge, skills or road
New York	YES	*	Vision and knowledge
North Carolina	YES	*	Vision and knowledge

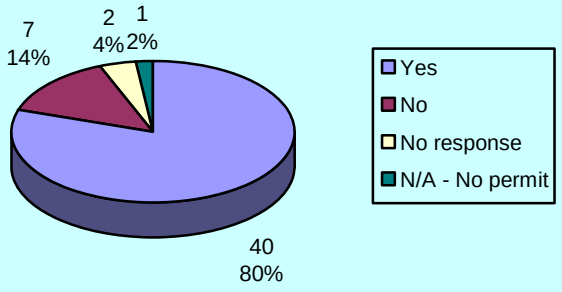
Motorcycle Permit Riders

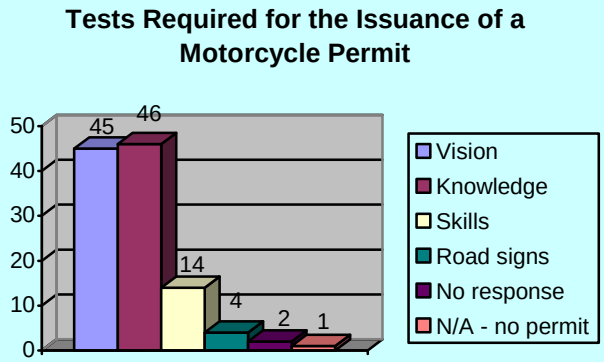
Table B-5 Jurisdiction	Do you take revocation action for any alcohol offense for permit riders?	At any one time, what is the number of permitted motorcycle riders in your jurisdiction?	What tests are required for issuance of a motorcycle permit?
North Dakota	YES (Minor's Cancellation Law, applies to under 18	Varies from 1,270 to 3,970	Vision and knowledge
Ohio	YES	60,000	Vision and knowledge
Oklahoma	YES	5,000	Vision, knowledge, operator knowledge
Oregon	YES	402	Vision and knowledge
Pennsylvania	YES, suspends the driving privilege for alcohol offenses	58,946/yr	Vision and knowledge
Rhode Island	YES	*	Vision, knowledge, skills or road, and road signs
South Carolina	YES	3,232	Vision and knowledge
South Dakota	YES	468	Vision and knowledge
Tennessee	YES	217	Vision, knowledge, skills or road and class D knowledge test if no permit or license held by rider
Texas	YES	*	Vision and knowledge
Utah	YES	3,000	Vision, knowledge, skills or road
Vermont	NO	*	Vision and knowledge
Virginia	YES	22,557	Vision and knowledge
Washington	NO	5,000	Vision, knowledge, and skills or road
West Virginia	NO	7,509	Vision and knowledge
Wisconsin	YES	150,000 (estimated)	Vision, knowledge, skills or road and highway signs
Wyoming	NO	2,900	Vision and knowledge
District of Columbia			

Summary: Of the jurisdictions that responded to the survey the majority (80%) take revocation action for any alcohol offense for permit riders.

Of the jurisdictions that responded to the survey the number of permitted motorcycle riders varies anywhere from 217 to 150,000.

Revocation Action for Any Alcohol Offense for Permit Riders



Motorcycle Permit Riders			
Table B-5 **Jurisdiction**	**Do you take revocation action for any alcohol offense for permit riders?**	**At any one time, what is the number of permitted motorcycle riders in your jurisdiction?**	**What tests are required for issuance of a motorcycle permit?**
Of the jurisdictions that responded to the survey the most common test required for the issuance of a motorcycle permit is a knowledge test, followed by a vision test, skills test and road sign test.			

* Did not answer or respond to question

Moving From a Motorcycle Permit to a License					
Table B-6	**In 2006, how many individuals moved from a permit to a full motorcycle license?**	**In 2006, how many individuals did not move from a permit to a full motorcycle license?**	**Do you follow-up with the individuals that do not move to a full motorcycle license?**	**If yes, what type of follow-up?**	**How long does it usually take for an individual to move from a permit to a full motorcycle license?**
Jurisdiction					
Alabama					
Alaska	No data	No data	NO	N/A	2 years
Arizona	No data	No data	NO	N/A	Varies, permit issued for 6-month duration
Arkansas	*	*	*	*	*
California	No data	No data	NO	N/A	No data
Colorado	4,363	5,457	NO	N/A	No data
Connecticut					
Delaware	678	1,444	NO	N/A	Usually within 60 days
Florida					
Georgia					
Hawaii	1,585	2,263	NO	N/A	3 to 15 weeks
Idaho	No data	No data	No data	N/A	No data
Illinois	No data	No data	NO	N/A	No data
Indiana	No data	No data	NO	N/A	No data
Iowa					
Kansas	No data	No data	No data	No data	No data
Kentucky	7,155	No data	NO	N/A	21 and over – 30 days under 21 – 180 days
Louisiana	No data	No data	*	*	*
Maine	2,400	484	NO	N/A	Less than one year
Maryland	2,000	Estimated at 3,000	NO, starting in 2008	Plan to send letters to gather information and distribute safety info, and letter reminding them about licensing requirements	Approximately 3 months
Massachusetts	No data	No data	NO	N/A	6 months
Michigan	21,757 endorsements issued	No data	NO, in the process	N/A	No data
Minnesota	12,768	10,304	NO	N/A	6 months
Mississippi					
Missouri	No data	No data	NO	N/A	Unknown

Moving From a Motorcycle Permit to a License					
Table B-6 **Jurisdiction**	**In 2006, how many individuals moved from a permit to a full motorcycle license?**	**In 2006, how many individuals did not move from a permit to a full motorcycle license?**	**Do you follow-up with the individuals that do not move to a full motorcycle license?**	**If yes, what type of follow-up?**	**How long does it usually take for an individual to move from a permit to a full motorcycle license?**
Montana	1,200	55	NO	N/A	No data (if applying for motorcycle license as the same time as 1st license - 6 months, otherwise rider can get license as son as they complete skills test)
Nebraska	No data	No data	NO	N/A	It is up to the individual
Nevada	No data	No data	NO	N/A	No data
New Hampshire					
New Jersey	10,454	1,245	NO	N/A	GDL – 1.5 years Non-GDL 20 days minimum
New Mexico	No data	No data	NO	N/A	No data
New York					
North Carolina					
North Dakota	3,083	1,250	NO	N/A	Unknown
Ohio	No data	No data	NO	N/A	Varies
Oklahoma					
Oregon	3,900	2,500 (see note on next page)	NO	N/A	No data
Pennsylvania	27,949	No data	NO	N/A	Under 18 years are required to hold permit for at least 6 months prior to testing
Rhode Island					
South Carolina	4,966	6,871	NO	N/A	*
South Dakota	1,675	1,324	NO	N/A	No data
Tennessee					
Texas					
Utah	31,130	1,200	NO	N/A	Less than 6 months
Vermont	No data	No data	NO	N/A	No data
Virginia	No data	No data	NO	N/A	No data
Washington					
West Virginia	No data	No data	NO	N/A	No data
Wisconsin	No data	No data	NO	N/A	Less than 6 months
Wyoming	No data	No data	NO	N/A	Permit is for 90 days; however, they can renew it 3 times

Moving From a Motorcycle Permit to a License

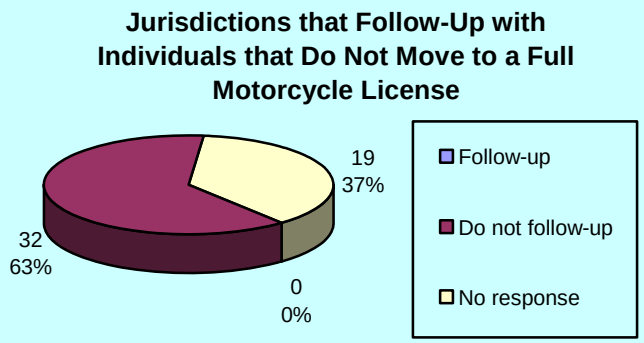
Table B-6 Jurisdiction	In 2006, how many individuals moved from a permit to a full motorcycle license?	In 2006, how many individuals did not move from a permit to a full motorcycle license?	Do you follow-up with the individuals that do not move to a full motorcycle license?	If yes, what type of follow-up?	How long does it usually take for an individual to move from a permit to a full motorcycle license?
District of Columbia					

Summary: Of the jurisdictions that responded to the survey an average of 8,566 individuals moved from a permit to a full motorcycle license in 2006. The number of individuals ranges from 678 to 27,949.

Of the jurisdictions that responded to the survey an average of 2,877 individuals did not move from a permit to a full motorcycle license in 2006. The number of individuals ranges from 55 to 6,781.

A majority of the jurisdictions that responded to the survey have had more individuals move from a permit to a full motorcycle license than individuals who have not moved from a permit to a full motorcycle license. There were many jurisdictions that did not have data to answer the questions.

Summary: Of the jurisdictions that responded to the survey all of them do not follow-up with the individuals that do not move to a full motorcycle license. None of the jurisdictions followed up with individuals that did not move to a full motorcycle license. Many of the jurisdictions did not respond to this question or did not have any data on this. There are a few jurisdictions who stated they would be starting to follow up with individuals in the near future.



Although there were many different answers to how long it usually takes for an individual to move from a permit to full motorcycle license. Of the jurisdictions that responded to the survey many stated it takes about 6 months.

Note: There are 2,500 individuals who did not move from a permit to a full motorcycle license in Oregon; however, this does not suggest that they are all riding motorcycles while improperly licensed. Some have moved out of State, some applied for and received another permit, and some now have suspended licenses and are not eligible to apply.

* Did not answer or respond to question

Motorcycle Licenses/Registrations							
Table B-7	**What is the number of registered motorcycles in your jurisdiction?**	**What is the number of registered automobiles in your jurisdiction?**	**What is the total number of licensed/ endorsed motorcycle riders in your jurisdiction?**	**What is the total number of licensed automobile drivers?**	**How many motorcycle licenses/ endorsements do you issue annually?**	**Fee for motorcycle license/ endorsement?**	**Validity period for license/ endorsement?**
Jurisdiction							
Alabama	*	*	*	4,578,917	*	$28	4 years
Alaska	22,631	625,197	34,802	500,248	*	$20	5 years
Arizona	125,085	3,298,870	218,992	3,928,457	*	$7	Age 65
Arkansas	134,652	2,142,964	126,571	2,005,028	*	$10 plus $5 for test	4 years of expiration of DL
California	641,905	21,699,936	1,055,380	22,158,072	226,139	$26	5 years
Colorado	145,939	4,463,786	300,00	3,200,000	64,000 (4,500 are new, rest renewals)	$2	5 years if over 21, until 21st birthday if under 21
Connecticut	*	*	182,622	2,483,995	*	*	*
Delaware	20,596	819,274	42,610	657,871	4,615 (in 2006, includes new, renewed and transfer)	$8	5 years
Florida	496,464	14,512,264	807,862	15,007,005	25,000	$5	4 or 6 years
Georgia	146,488	5,016,645	280,889	5,295,501	9,100	$20 - $35	5 – 10 years
Hawaii	24,874	1,028,586	44,378	856,163	1,959	$3	2, 4 or 6 yrs based on age
Idaho	60,000	1,300,000	50,000	985,000	1,000	$11.50	1, 3, 4, 8 years with DL
Illinois	289,692	15,373,283	588,935	8,524,976	*	$10	5 y (16-20) 4 y (21-80) 2 y (81-86) 1 yr (>86)
Indiana	160,878	3,452,724	255,000	4,031,180	28,506	E - $15 L - $21	6 years, 4 years if under 18, 3 years if over 75
Iowa	138,433	1,598,466	234,472	1,907,198	42,764	$1 per year	2 -5 years on birth date
Kansas							
Kentucky	82,952	2,025,738	126,206	2,860,729	31,000	$30	4 years
Louisiana	120,077	3,513,557	113,571	2,804,286	No data	$8	4 years
Maine	39,949	1,019,406	92,519	1,004,586	*	$10	6 years
Maryland	93,000	4,689,443	221,000	3,762,353	7,000	$45	5 years
Massachusetts	167,112	4,470,000	301,331	4,540,000	15,000	$40 license $15 endorse	5 years
Michigan	227,407	9,332,007	498,043	7,235,622	10,705	$13.50	4 years
Minnesota	174,195	4,000,000	346,169	3,800,000	18,000	$13	4 years
Mississippi	*	*	*	82,000	*	$5	4 years

Motorcycle Licenses/Registrations							
Table B-7	**What is the number of registered motorcycles in your jurisdiction?**	**What is the number of registered automobiles in your jurisdiction?**	**What is the total number of licensed/ endorsed motorcycle riders in your jurisdiction?**	**What is the total number of licensed automobile drivers?**	**How many motorcycle licenses/ endorsements do you issue annually?**	**Fee for motorcycle license/ endorsement?**	**Validity period for license/ endorsement?**
Jurisdiction							
Missouri	129,940	5,862,481	79,813	4,213,758	*	$7.50 or $15	3 years or 6 years
Montana	80,095	*	*	715,500	2,400	50 cents a year prorated to regular operators license expiration	Maximum 8 years
Nebraska	34,409	1,033,575	88,677	1,151,104	31,000	No fee	5 years
Nevada	53,108	1,828,338	105,784	1,657,696	*	$21.25	4 years
New Hampshire							
New Jersey	135,000	5,500,000	265,000	6,200,000	16,500	$10	4 years
New Mexico	54,625	1,626,075	86,666	1,719,536	22,197	$18 or $34	4 or 8 years
New York	272,779	8,735,508	593,268	11,071,911	49,400	Additional $1/year	Original – 5 years, Renewal – 8 years
North Carolina	180,557	5,414,623	295,750	6,521,312	*	License - $4/yr Endorsement - $1.75/yr	3 to 8 years
North Dakota	38,511	738,000	46,173	467,703	2,702	$10	4 years
Ohio	350,666	12,000,000	645,112	8,300,000	272,500	$23	4 years
Oklahoma	93,882	2,840,370	171,178	2,430,172	*	$4	4 years
Oregon	108,958	3,263,761	220,216	2,811,379	11,699	$102	8 years
Pennsylvania	335,720	7,701,845	806,000	8,500,000	34,184	$46	4 years
Rhode Island	32,798	693,167	70,133	1,372,900	2,900	$25	5 years
South Carolina	87,603	2,887,396	152,915	3,038,238	*	$25	10 years
South Dakota	46,383	800,000	49,718	557,000	*	$14	5 years
Tennessee	*	*	272,707	4,108,588	18,000	$20.50	5 year term
Texas	347,489	19,688,321	*	16,121,594	*	$15	6 years
Utah	43,271	1,758,361	137,446	1,805,471	31,130	$27.50 (under 21) $22.50 (over 21)	5 years
Vermont	46,927	556,405	55,910	554,717	Approx 10,000	$2/year	2 or 4 years
Virginia	153,702	5,136,642	298,567	5,401,061	*	$2/year	5 years
Washington	189,270	5,424,000	290,202	4,800,000	61,950	$25	5 years
West Virginia	*	1,270,879	48,388	1,329,106	*	$5	5 years

Motorcycle Licenses/Registrations							
Table B-7							
Jurisdiction	**What is the number of registered motorcycles in your jurisdiction?**	**What is the number of registered automobiles in your jurisdiction?**	**What is the total number of licensed/ endorsed motorcycle riders in your jurisdiction?**	**What is the total number of licensed automobile drivers?**	**How many motorcycle licenses/ endorsements do you issue annually?**	**Fee for motorcycle license/ endorsement?**	**Validity period for license/ endorsement?**
Wisconsin	303,000	2,400,000	420,000	4,000,000	50,000	$12 original, $8 renewal	8 years
Wyoming	*	70,000	54,274	404,245	11,000	$20	4 years
District of Columbia							

Summary: Of the 42 jurisdictions that responded the average number of registered motorcycles in a jurisdiction is 153,119. Of the 43 jurisdictions that responded the average number of registered automobiles in a jurisdiction is 4,688,649. In all jurisdictions that responded to the survey there are more automobiles registered in the jurisdiction then motorcycles.

Of the 44 jurisdictions that responded the average number of licensed/endorsed motorcycle riders in a jurisdiction is 242,039. Of the 48 jurisdictions that responded the average number of licensed automobile drivers in a jurisdiction is 4,197,129. In all jurisdictions that responded to the survey there are more automobile drivers licensed in the jurisdiction then motorcycle riders.

Of the jurisdictions that responded to the survey a majority of them have more motorcycle riders licensed/endorsed then registered motorcycles. Of the jurisdictions that responded to the survey more have a higher number of registered automobiles then licensed automobile drivers, but it is not a significant difference.

Of the 30 jurisdictions that responded the average number of motorcycle licenses/endorsements issued annually is 37,078.

Of the jurisdictions that responded to the survey most have a validity period of 4 to 5 years for a motorcycle license/endorsement. Some vary the validity period based on the age of the rider. See jurisdiction responses for more specific information.

* Did not answer or respond to question

Motorcycle Licenses/Laws				
Table B-8	**Do you accept motorcycle licenses/endorsements from other jurisdictions?**	**A motorcycle license is required for a motorcycle over what cc engine size?**	**What screening do you require before licensing?**	**Do you have a mandatory helmet law?**
Jurisdiction				
Alabama	YES	150	*	YES
Alaska	YES	50 cc or more	Written, road, vision and applicant must provide proof of identity	YES, for passengers and permit holders
Arizona	YES	50 cc	None	NO
Arkansas	YES	250 cc	Testing	YES
California	YES	MI – 2-wheeled motorcycle or motor driven cycle, M2 – motorized bike, moped, or bicycle w/attached motor	Written test and skill. Road test required for MC only license, road test waived if licensed for class A,B,C.	YES
Colorado	YES	Only motorized bicycles do not require a motorcycle endorsement	Moped operators must have a basic license	NO
Connecticut	YES	50 cc	Automobile license required	NO
Delaware	YES	*	None, operator of a moped must have at least a full Class D operators license	YES, has a helmet law; however, not a requirement to wear a helmet
Florida	YES, except Alabama	50 cc	Vision test	YES, under 21 only
Georgia	YES	50 cc	None	YES
Hawaii	YES, except Alabama	5 hp	Record checks, vision, knowledge & skills tests	YES, under 18 years of age
Idaho	YES	*	Vision	NO
Illinois	YES, written test required to keep license	51 cc or more	Application, ID authentication, knowledge and skills test, no screening for mopeds	NO
Indiana	YES, must not be expired for over one year, must pass written motorcycle exam	50	Written for permit, hold at least 30 days then skills test	YES, only for under 18 years of age
Iowa	YES	50 cc	Under 16 must pass moped safety course, vision test, operator knowledge test	NO

Motorcycle Licenses/Laws				
Table B-8	**Do you accept motorcycle licenses/endorsements from other jurisdictions?**	**A motorcycle license is required for a motorcycle over what cc engine size?**	**What screening do you require before licensing?**	**Do you have a mandatory helmet law?**
Jurisdiction				
Kansas				
Kentucky	YES	50 cc	Must be at least 16 and pass knowledge test	NO
Louisiana	YES	*	Vision and knowledge tests	YES
Maine	YES	50 cc	Vision, skill or road test	YES
Maryland	YES	50 cc	Proof or age, identity, residency, basic vision screening, knowledge & driving skills testing, applicant medical certifications	YES
Massachusetts	YES	50 cc	Vision, knowledge, skills	YES
Michigan	YES	49 cc	Vision and written	YES
Minnesota	YES	50 cc	Vision, knowledge and skills testing	NO
Mississippi	NO	Any	None	YES
Missouri	YES	50 cc	Vision, road sign, written/skills testing, proof or identity, residency and lawful presence	YES
Montana	YES	49	Knowledge and skills, vision if getting MC only drivers license	YES, under 18 only
Nebraska	YES	Over 49 cc	Vision, knowledge and skills testing	YES
Nevada	YES	*	Vision, knowledge and skills testing	YES
New Hampshire				
New Jersey	YES	49 cc	*	YES
New Mexico	YES	Any 2- or 3-wheeled vehicle when operated on the streets	Vision, knowledge and skills test	YES
New York	YES, for all States except Alabama, must have held license for at least 6 months	No cc engine, but to speed exceeding 30 mph	Application, ID authentication, vision, knowledge test and skills test for motorcycle, no screening for mopeds	YES
North Carolina	YES	50 cc	*	YES

Motorcycle Licenses/Laws				
Table B-8 **Jurisdiction**	**Do you accept motorcycle licenses/endorsements from other jurisdictions?**	**A motorcycle license is required for a motorcycle over what cc engine size?**	**What screening do you require before licensing?**	**Do you have a mandatory helmet law?**
North Dakota	YES	50 cc	Knowledge test and vision	YES, for under age 18
Ohio	YES	50 cc	Vision screening	YES (applicable to new motorcycle endorsements and temp. permit holders – 1 year, also under 18 yrs)
Oklahoma	YES	All cc engines if registered as a motorcycle	Vision and medical conditions	YES, for under age 18
Oregon	YES, except under 21 must complete TEAM OREGON Basic Rider Training	50 cc	Moped knowledge test, vision screening, and moped skills test	YES
Pennsylvania	YES	50 cc	Vision, knowledge, and skills testing	YES, for riders under 21 years old (riders over 21 may choose to wear or not wear helmets if they have held a Class M license for 2 years or completed an approved motorcycle training course
Rhode Island	YES	50 cc	No screening	YES, under 21 and 1st year mc license holders
South Carolina	YES	51 cc	Vision	YES, riders under 21
South Dakota	YES	50 cc	Moped operators must be licensed to operate an automobile	YES, only for those under 18
Tennessee	YES	50 cc	ID, citizenship, residency, eligibility, and parental consent if under age 18	YES
Texas	YES	50 cc	Vision, ID, SSN, testing knowledge	YES
Utah	YES	49 cc	Vision, physical, mental, knowledge, and skills	YES (for 17 and younger)
Vermont	YES	All	None	YES
Virginia	YES	50 cc	Vision, knowledge and road skills	YES

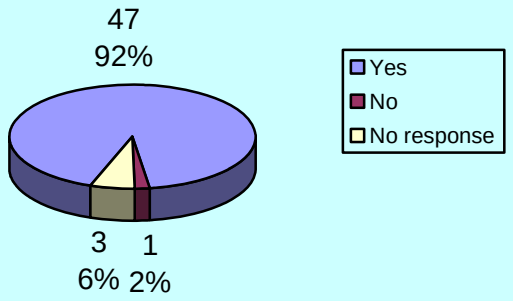
Motorcycle Licenses/Laws

Table B-8 Jurisdiction	Do you accept motorcycle licenses/endorsements from other jurisdictions?	A motorcycle license is required for a motorcycle over what cc engine size?	What screening do you require before licensing?	Do you have a mandatory helmet law?
Washington	YES	50 cc	Must have a driver's license	YES
West Virginia	YES	50 cc	Must meet all licensing requirements, proper ID, vision and eye testing	YES
Wisconsin	YES	50 cc	Must meet all licensing requirements, proper ID, vision and eye testing	NO
Wyoming	YES	No cc defined	None	NO
District of Columbia				

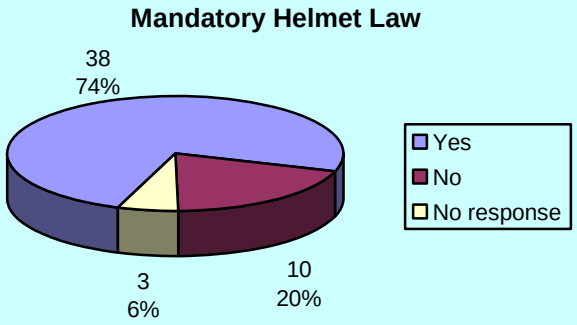
Summary: Of the jurisdictions that responded to the survey the majority accept motorcycle licenses/endorsements from other jurisdictions.

Of the jurisdictions that responded to the survey the majority require a motorcycle license for a motorcycle over an engine size of 50 cc.

Of the jurisdictions that responded the majority of the screening consists of vision and knowledge testing and that they have a basic driver's license and proof of identification.



Of the jurisdictions that responded to the survey a majority have a mandatory helmet law.



* Did not answer or respond to question

Vehicles Registered as Motorcycles			
Table B-9	**What types of vehicles are registered as a motorcycle in your jurisdiction?**	**Do you have specific testing for 3-wheeled vehicles/sidecars?**	**Do you restrict applicants to 3-wheeled vehicles/sidecars if used for testing?**
Jurisdiction			
Alabama	Motorcycles, sidecar motorcycles, motor scooters, trikes	NO	N/A
Alaska	Motorcycles, sidecar motorcycles, motor scooters, mopeds, trikes, modified 3-wheel	NO	YES
Arizona	Motorcycles, sidecar motorcycles, motor scooters, trikes, modified 3-wheel, mopeds (if modified)	NO	NO
Arkansas	Motorcycles, sidecar motorcycles, trikes, modified 3-wheel, 3-wheel (service vehicle), 4-wheel (service vehicle), all-terrain vehicles, golf carts	NO	N/A
California	Motorcycles, sidecar motorcycles, motor scooters	NO	YES
Colorado	Motorcycles, trikes, modified 3-wheel	YES	YES
Connecticut	Motorcycles, sidecar motorcycles, trikes, modified 3-wheel	NO	NO
Delaware	Motorcycles, sidecar motorcycles, trikes, modified 3-wheel, 3-wheel (service vehicle)	NO	NO (there is no special endorsement to operate a 3-wheeled vehicle
Florida	Motorcycles, sidecar motorcycles, motor scooters, trikes, modified 3-wheel, 3-wheel (service vehicle)	YES	YES
Georgia	Motorcycles, sidecar motorcycles, motor scooters, mopeds, trikes, modified 3-wheel, 3 wheel (service vehicle)	NO	NO
Hawaii	Motorcycles, sidecar motorcycles, motor scooters, trikes, modified 3-wheel, 3-wheel (service vehicle)	YES	YES
Idaho	Motorcycles, sidecar motorcycles, motor scooters, off-highway motorcycles, trikes, modified 3-wheel, all-terrain vehicles	YES	YES
Illinois	Motorcycles, sidecar motorcycles, mopeds, trikes, 3-wheel (service vehicle)	YES	YES
Indiana	Motorcycles, sidecar motorcycles, motor scooters (over 50 cc), trikes, modified 3-wheel	YES	YES
Iowa	Motorcycles, motor scooters if >50 cc, trikes	NO (modified skill test)	YES
Kansas			
Kentucky	Motorcycles, sidecar motorcycles	YES	NO
Louisiana	Motorcycles, trikes (3-wheel)	NO	NO
Maine	Motorcycles, sidecar motorcycles, motor scooters >50cc	NO	NO
Maryland	Motorcycles, sidecar motorcycles, motor scooters (over 50 cc), trikes	YES (test is modified, same exercises used)	YES
Massachusetts	Motorcycles, sidecar motorcycles, trikes	NO	NO
Michigan	Motorcycles, sidecar motorcycles, motor scooters, trikes, modified 3-wheel, 3 wheel (service vehicle)	YES	YES
Minnesota	Motorcycles, sidecar motorcycles, motor scooters, trikes, modified 3-wheel, 3-wheel (service vehicle)	YES	YES
Mississippi	Motorcycles, sidecar motorcycles, motor scooters, mini-bikes	NO	*
Missouri	Motorcycles, motor scooters, off-highway motorcycles, trikes	YES	YES

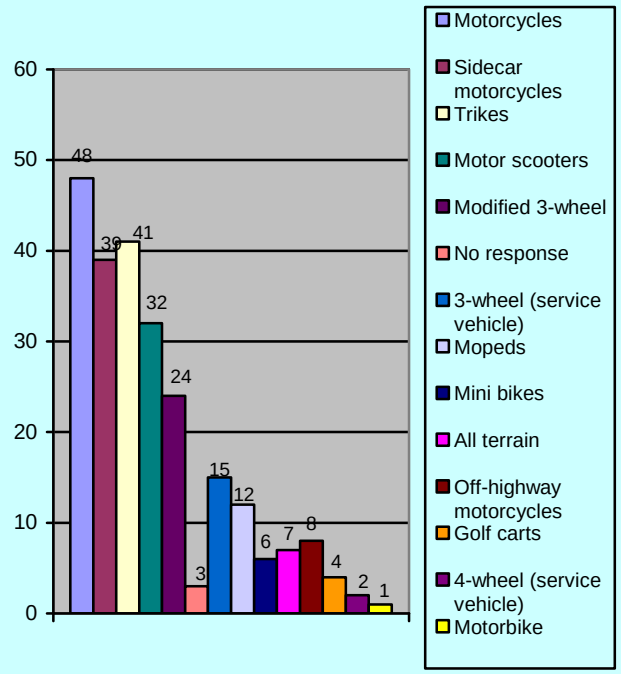
Vehicles Registered as Motorcycles			
Table B-9	**What types of vehicles are registered as a motorcycle in your jurisdiction?**	**Do you have specific testing for 3-wheeled vehicles/sidecars?**	**Do you restrict applicants to 3-wheeled vehicles/sidecars if used for testing?**
Jurisdiction			
Montana	Motorcycles, sidecar motorcycles, motor scooters (over 50 cc), mopeds (over 49 cc), trikes (3-wheel), modified 3-wheel, 3-wheel (service vehicle), off-highway motorcycles	NO	YES
Nebraska	Motorcycles, trikes	YES	YES
Nevada	Motorcycles, sidecar motorcycles, motor scooters (over 55 cc), mopeds (over 50 cc), trikes, modified 3-wheel, golf carts	NO	NO
New Hampshire			
New Jersey	Motorcycles, sidecar motorcycles, motor scooters, trikes, modified 3-wheel, 3-wheel (service vehicle)	YES	NO
New Mexico	Motorcycles, sidecar motorcycles, trikes (3-wheel), modified 3-wheel, 3-wheel (service vehicle)	NO	NO
New York	Motorcycles, sidecar motorcycles, motor scooters, trikes, modified 3-wheel, 3-wheel (service vehicle)	NO	YES
North Carolina	Motorcycles, sidecar motorcycles, motor scooters, motorbike	NO	NO
North Dakota	Motorcycles, sidecar motorcycles, motor scooters, mopeds, mini-bikes, trikes	YES	YES
Ohio	Motorcycles, sidecar motorcycles, motor scooters, trikes, modified 3-wheel	YES	YES
Oklahoma	Motorcycles, sidecar motorcycles, motor scooters, mopeds, mini-bikes, off-highway motorcycles, trikes, modified 3-wheel, 3-wheel (service vehicle), all terrain vehicles	NO	NO
Oregon	Motorcycles, sidecar motorcycles, off-highway motorcycles, trikes, modified 3-wheel	YES	YES
Pennsylvania	Motorcycles, sidecar motorcycles, trikes, modified 3-wheel	NO	NO
Rhode Island	Motorcycles	NO	NO
South Carolina	Motorcycles	NO	NO
South Dakota	Motorcycles, motor scooters, mopeds (if under 50 cc's), off-highway motorcycles (if up to standard/street legal), 4-wheel (service vehicle – if over 200 cc & brought up to standard), all-terrain vehicles (if over 200 cc & brought up to standard), golf carts (only those w/gas engines, over 200 cc and brought up to standard)	NO	NO
Tennessee	Motorcycles, sidecar motorcycles, motor scooters, mopeds, trikes, 3-wheel (service vehicle)	NO	NO
Texas	Motorcycles, sidecar motorcycles, motor scooters, mopeds, trikes	NO	NO
Utah	Motorcycles, sidecar motorcycles, motor scooters, mopeds, mini-bikes, trikes, all-terrain vehicles, golf carts	NO	YES

Vehicles Registered as Motorcycles

Table B-9 Jurisdiction	What types of vehicles are registered as a motorcycle in your jurisdiction?	Do you have specific testing for 3-wheeled vehicles/sidecars?	Do you restrict applicants to 3-wheeled vehicles/sidecars if used for testing?
Vermont	Motorcycles, sidecar motorcycles, motor scooters, trikes (3-wheel)	NO, given after passing knowledge test only, no road test required	YES
Virginia	Motorcycles, sidecar motorcycles, trikes, modified 3-wheel	NO	NO
Washington	Motorcycles, sidecar motorcycles, motor scooters (if street legal and/or over 50 cc or 30 mph), mini bikes (if street legal and over 50 cc and/or 30 mph), trikes, modified 3-wheel, 3-wheel (service vehicle)	YES	YES, if they test on 3-wheel only
West Virginia	Motorcycles, sidecar motorcycles, trikes	NO	YES
Wisconsin	Motorcycles, sidecar motorcycles, mopeds, trikes, modified 3-wheel	NO	YES
Wyoming	Motorcycles, sidecar motorcycles, motor scooters, off-highway motorcycles, trikes, all-terrain vehicles	NO	YES
District of Columbia			

Summary: Of the jurisdictions that responded to the survey all of them register motorcycles. Most register sidecar motorcycles, trikes, and motor scooters. Some register modified 3-wheels, 3-wheel (service vehicle) and mopeds.

Vehicles Registered as a Motorcycle

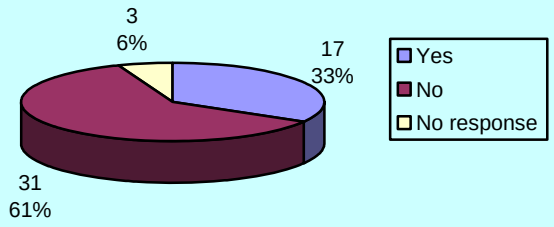


Vehicles Registered as Motorcycles

Table B-9 **Jurisdiction**	**What types of vehicles are registered as a motorcycle in your jurisdiction?**	**Do you have specific testing for 3-wheeled vehicles/sidecars?**	**Do you restrict applicants to 3-wheeled vehicles/sidecars if used for testing?**

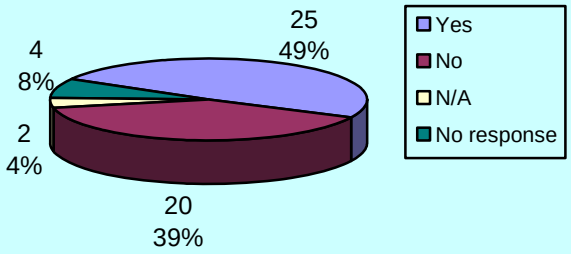
Of the jurisdictions that responded to the survey most do not have specific testing for 3-wheeled vehicles/sidecars.

Specific Testing for Three Wheeled Vehicles/Sidecars



Of the jurisdictions that responded to the survey most restrict applicants to 3-wheeled vehicles/sidecars if used for testing.

Restricting Applicants to Three Wheeled Vehicles/Sidecars if Used for Testing



* Did not answer or respond to question

Mopeds				
Table B-10 **Jurisdiction**	**Have you seen an increase in moped usage/registrations?**	**Do you test moped operators?**	**If yes, do you test moped operators on knowledge, skills or both?**	**Do you restrict moped operators to the use of mopeds only?**
Alabama	*	YES	Knowledge	YES
Alaska	NO	NO	N/A	N/A
Arizona	*	NO	N/A	YES
Arkansas	NO	YES	Both	YES
California	NO	YES	Both	YES
Colorado	YES	NO	N/A	NO
Connecticut	NO	NO	N/A	NO
Delaware	YES	NO	N/A	N/A
Florida	YES	NO	N/A	NO
Georgia	NO, not required to be registered	YES	N/A, Any class license or permit allows for moped operation	NO
Hawaii	YES	YES	Both	YES
Idaho	YES	NO	N/A	N/A
Illinois	YES	NO (only need a valid IL drivers license)	N/A	N/A
Indiana	NO	YES	Both	YES
Iowa	YES	NO	N/A	NO
Kansas				
Kentucky	NO	YES	Knowledge	NO
Louisiana	NO	NO	N/A	NO
Maine	*	YES	*	YES
Maryland	NO	YES	Knowledge	YES
Massachusetts	NO	NO	N/A	YES
Michigan	YES	YES	Knowledge	YES
Minnesota	NO	YES	Both	YES
Mississippi	YES	YES	Both	*
Missouri	*	NO	N/A	N/A
Montana	*	YES	Both	NO
Nebraska	YES	YES	Both	NO
Nevada	NO	YES	Both	YES, if used for testing
New Hampshire				
New Jersey	NO	YES	Both	YES
New Mexico	NO	NO	N/A	NO
New York	YES	NO	N/A	N/A
North Carolina	*	NO	N/A	N/A
North Dakota	NO	YES	Knowledge	YES
Ohio	NO	YES	Both	YES
Oklahoma	NO	YES	Both	NO
Oregon	YES	YES, a person w/a regular operators license can operate a moped w/out a moped license, do not undergo moped testing	Both	YES, if the person does not hold a regular operators license

Mopeds

Table B-10 Jurisdiction	Have you seen an increase in moped usage/registrations?			Do you test moped operators?			If yes, do you test moped operators on knowledge, skills or both?					Do you restrict moped operators to the use of mopeds only?			
Pennsylvania	NO			YES, a person with a non-commercial class C License can operate a moped			Both					NO, however, they can only operate a non-commercial class C vehicle or a moped			
Rhode Island	YES			NO			N/A					N/A			
South Carolina	NO			YES			Knowledge					YES			
South Dakota	YES			YES			Both					NO			
Tennessee	YES			YES			Both					NO			
Texas	YES			YES			Both					YES			
Utah	YES			YES			Both					YES, if less than 100cc			
Vermont	NO			NO			N/A					YES			
Virginia	NO			NO			N/A					NO			
Washington	*			NO			N/A					N/A			
West Virginia	YES			NO			N/A					N/A			
Wisconsin	*			NO			N/A					N/A			
Wyoming	NO			NO			N/A					N/A			
District of Columbia															
	Y	N	*	Y	N	*	K	S	B	*	N/A	Y	N	N/A	*
	18	22	11	26	22	3	6	0	18	4	23	20	15	12	4

Summary: Of the jurisdictions that responded to the survey more have not seen an increase in moped usage/registrations. Many did not respond to this question.

Of the jurisdictions that responded to the survey most test moped operators, but it is not a significant difference

Of the jurisdictions that responded to the survey most test moped operators on both knowledge and skills, however many do not test moped operators so it was not applicable to all.

Of the jurisdictions that responded to the survey most restrict moped operators to the use of mopeds only, however, many do not test moped operators so it was not applicable to all.

* Did not answer or respond to question

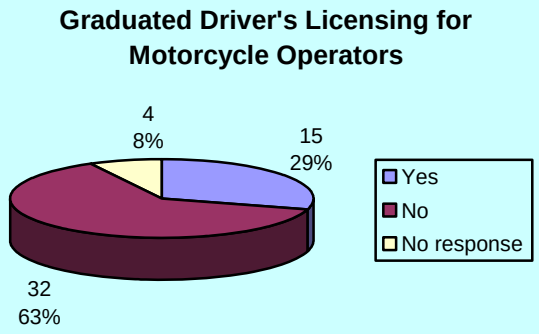
Motorcycle GDL and Licensing Systems					
Table B-11	**Do you have graduated driver's licensing for motorcycle operators?**	**If no, has your jurisdiction considered any form of GDL for motorcycle operators?**	**Do you have a tiered motorcycle licensing system?**	**Do you apply early intervention for motorcycle violations or at-fault crashes?**	**Do you apply driver improvement sanctions for motorcycle operator violations?**
Jurisdiction					
Alabama	NO	NO	YES, a person can be issued a motor-driven cycle license at age 14 (150 cc or less) and a motorcycle license at age 16	NO	YES
Alaska	NO	YES	NO	NO	YES
Arizona	YES	N/A	NO	NO	YES
Arkansas	NO	NO	YES, motor-driver cycle license for persons at least 14 years of age for 250cc and below, motorized bicycle for 10 years of age	NO	NO
California	NO	NO	NO	NO	NO
Colorado	YES	N/A	NO	NO	NO
Connecticut	NO	NO	YES, vision and knowledge tests for permit, appointment for skills test	NO	YES
Delaware	NO	NO	NO	YES, moving violations are not segregated by type of vehicle the operator is operating at the time of violation	YES, moving violations are not segregated by type of vehicle the operator is operating at the time of violation
Florida	NO	NO	NO	NO	YES
Georgia	NO	NO	NO	NO	YES
Hawaii	NO	NO	NO	NO	NO
Idaho	NO	NO	NO	NO	NO
Illinois	NO	NO	NO	NO	YES, moving violations are not segregated by type of vehicle the person is operating at the time of violation
Indiana	NO	YES	NO	NO	NO
Iowa	NO, under 18 riders follow regular GDL requirements	*	NO	NO	YES

Motorcycle GDL and Licensing Systems					
Table B-11	**Do you have graduated driver's licensing for motorcycle operators?**	**If no, has your jurisdiction considered any form of GDL for motorcycle operators?**	**Do you have a tiered motorcycle licensing system?**	**Do you apply early intervention for motorcycle violations or at-fault crashes?**	**Do you apply driver improvement sanctions for motorcycle operator violations?**
Jurisdiction					
Kansas					
Kentucky	YES	N/A	YES, must be at least 18 or have an operator license	NO	YES
Louisiana	NO	NO	NO	NO	NO
Maine	YES	N/A	NO	*	*
Maryland	YES	N/A	YES, graduated license process for all first time licenses, regardless of age	YES	YES
Massachusetts	NO	YES	NO	NO	YES
Michigan	NO	NO	NO	NO	YES
Minnesota	NO	NO	NO	NO	NO
Mississippi	*	*	NO	NO	NO
Missouri	YES	N/A	NO	NO	YES
Montana	NO	*	NO	NO	YES
Nebraska	YES	N/A	NO	NO	NO
Nevada	YES	N/A	NO	NO	NO
New Hampshire					
New Jersey	YES	N/A	NO	NO	NO
New Mexico	NO	NO	YES, Y=under 50 cc, X=50 to 100 cc, W=over 100 cc	NO	NO
New York	NO	NO	NO	*	YES
North Carolina	NO	YES	*	NO	YES
North Dakota	NO	NO	NO	NO	NO
Ohio	YES	N/A	NO	NO	NO
Oklahoma	NO	NO	NO	NO	NO
Oregon	NO	NO	NO	NO	YES
Pennsylvania	NO	NO	YES	NO	YES
Rhode Island	YES	N/A	NO	*	NO
South Carolina	YES	N/A	*	NO	YES
South Dakota	YES	N/A	NO	NO	YES
Tennessee	NO	NO	YES, M-limited for riders 14-16 and limited to bikes not larger than 125cc, M-permit for riders 15 limited to bike size of 650cc, M-license for riders 16 and over as long as bike is larger than 125cc	NO	YES
Texas	YES	N/A	YES, age for 250 cc displacement	NO	YES
Utah	NO	NO	NO	NO	YES

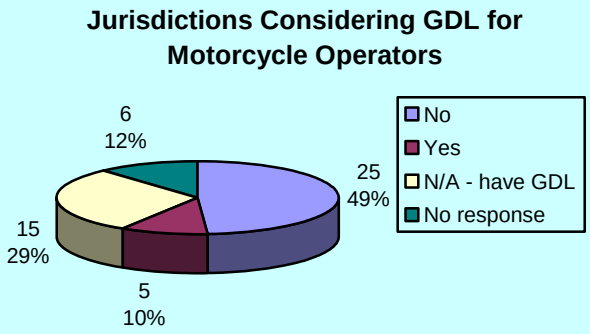
Motorcycle GDL and Licensing Systems

Table B-11 Jurisdiction	Do you have graduated driver's licensing for motorcycle operators?	If no, has your jurisdiction considered any form of GDL for motorcycle operators?	Do you have a tiered motorcycle licensing system?	Do you apply early intervention for motorcycle violations or at-fault crashes?	Do you apply driver improvement sanctions for motorcycle operator violations?
Vermont	NO	NO	NO	NO	NO
Virginia	NO	NO	NO	NO	YES
Washington	NO	YES	NO	NO	NO
West Virginia	NO	NO	NO	NO	NO
Wisconsin	NO	NO	NO	NO	NO
Wyoming	YES	N/A	NO	NO	NO
District of Columbia					

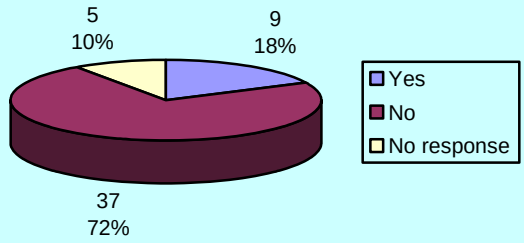
Summary: Of the jurisdictions that responded to the survey the majority do not have GDL for motorcycle operators.



Most of the jurisdictions that responded to the survey and stated they did not have graduated driver's licensing for motorcycle operators have not considered any form of GDL for motorcycle operators.



Of the jurisdictions that responded to the survey the majority do not have a tiered motorcycle licensing system.

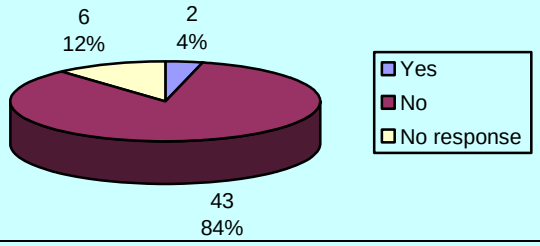


Motorcycle GDL and Licensing Systems

Table B-11 Jurisdiction	Do you have graduated driver's licensing for motorcycle operators?	If no, has your jurisdiction considered any form of GDL for motorcycle operators?	Do you have a tiered motorcycle licensing system?	Do you apply early intervention for motorcycle violations or at-fault crashes?	Do you apply driver improvement sanctions for motorcycle operator violations?

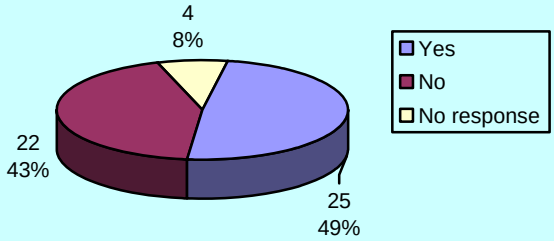
Of the jurisdictions that responded to the survey the majority do not apply early intervention for motorcycle violations or at-fault crashes.

Applying Early Intervention for Motorcycle Violations or At-Fault Crashes



Of the jurisdictions that responded to the survey most apply driver improvement sanctions for motorcycle operator violations.

Applying Driver Improvement Sanctions for Motorcycle Operator Violations



* Did not answer or respond to question

Testing Agencies				
Table B-12	**What agency is responsible for administering the motorcycle license knowledge test?**	**What agency is responsible for administering the motorcycle license skills/road test?**	**What agency is responsible for issuing the motorcycle license/endorsement?**	**Do you allow third-party testing for a motorcycle license/endorsement?**
Jurisdiction				
Alabama	Alabama DPS	N/A	Alabama DPS	NO
Alaska	DMV or commissioned agents	DMV or third party	DMV or commissioned agents	YES
Arizona	MVD	MVD	MVD	YES
Arkansas	Arkansas State Police	Arkansas State Police	State Revenue Offices	NO
California	DMV	DMV	DMV	NO
Colorado	DMV	DMV and MSF	DMV	YES
Connecticut	DMV	DMV	DMV	NO
Delaware	DMV	DMV	DMV	NO
Florida	DOHS	DOHS	DOHS	YES
Georgia	DODS	DODS	DODS	NO
Hawaii	County Examiner of Drivers	County Examiner of Drivers	County Examiner of Drivers	NO
Idaho	County sheriff	Third-party testers under contract with the Idaho Transportation Department	County sheriff	YES
Illinois	SOS	SOS	SOS	NO
Indiana	BMV	BMV, contracting to ABATE of Indiana (third party)	BMV	YES
Iowa	DOT	DOT	DOT	NO
Kansas				
Kentucky	Kentucky State Police	Kentucky State Police	Circuit Court Clerks	NO
Louisiana	Office of Motor Vehicles	Office of Motor Vehicles	Office of Motor Vehicles	NO
Maine	BMV	BMV	BMV	YES
Maryland	MVA	MVA	MVA	YES, MVA-approved training centers
Massachusetts	Registry of Motor Vehicles	State Police/motorcycle schools certified through MSF	Registry of Motor Vehicles	YES
Michigan	DOS	Third-party testing organizations regulated by the DOS	DOS	YES
Minnesota	DPS	DPS	DPS	YES
Mississippi	DPS	DPS	DPS	NO
Missouri	Missouri SHP	Missouri SHP	DOR	YES
Montana	Department of Justice MVD	Department of Justice MVD and MSF	Department of Justice MVD	NO
Nebraska	DMV	DMV	DMV – testing, County Treasurer – issues licenses	NO
Nevada	DMV, unless course w/MSF	DMV, unless course w/MSF	DMV	NO

Testing Agencies

Table B-12 Jurisdiction	What agency is responsible for administering the motorcycle license knowledge test?	What agency is responsible for administering the motorcycle license skills/road test?	What agency is responsible for issuing the motorcycle license/endorsement?	Do you allow third-party testing for a motorcycle license/endorsement?
New Hampshire				
New Jersey	Driver Testing	Driver Testing	Agencies	NO
New Mexico	MVD	MVD	MVD	YES
New York	DMV	DMV	DMV	NO
North Carolina	DVS	DVS	DVS	YES
North Dakota	North Dakota DOT, DL&TSD	North Dakota DOT, DL&TSD	North Dakota DOT, DL&TSD	NO
Ohio	DPS	DPS	DPS	YES
Oklahoma	DPS	DPS	DPS	NO
Oregon	DMV	DMV	DMV	YES
Pennsylvania	DOT	DOT	DOT	YES
Rhode Island	DOE	DOE	DMV	NO
South Carolina	DMV	DMV	DMV	YES
South Dakota	Driver Licensing	Driver Licensing	Driver Licensing	NO
Tennessee	Driver License Issuance Division or third party	Driver License Issuance Division or third party	Driver License Issuance Division	YES
Texas	DPS	DPS	DPS	NO
Utah	DPS	DPS	DPS	NO
Vermont	DMV	DMV	DMV	YES
Virginia	DMV	DMV	DMV	NO
Washington	DOL	DOL	DOL	NO
West Virginia	DMV	DMV	DMV	YES
Wisconsin	DOT	DOT	DOT	NO
Wyoming	DMV	DMV	DMV	NO
District of Columbia				

Summary: Of the jurisdictions that responded to this survey, most use the Division of Motor Vehicles as the agency responsible for administering the motorcycle license knowledge test. Other agencies commonly used are the Department of Public Safety, Department of Transportation, and State Police.

Of the jurisdictions that responded to this survey, most use the same agency for administering both the knowledge and skills/road test. The most common agency for the skills/road test was again the Division of Motor Vehicles, but more use third-party testers for the skills test than for the knowledge test.

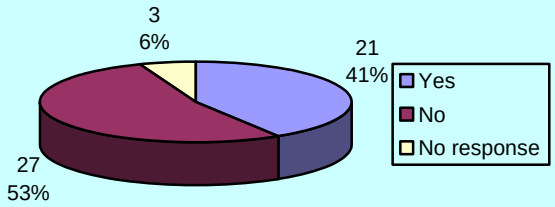
Of the jurisdictions that responded to this survey, most use the same agency for administering the knowledge and skills/road test as well as issuing the motorcycle license/endorsement. The most common agency for the skills/road test was again the Division of Motor Vehicles.

Of the jurisdictions that responded to this survey, most do not allow third-party testing for a motorcycle license/endorsement, but it is not a significant difference.

Testing Agencies

Table B-12 Jurisdiction	What agency is responsible for administering the motorcycle license knowledge test?	What agency is responsible for administering the motorcycle license skills/road test?	What agency is responsible for issuing the motorcycle license/endorsement?	Do you allow third-party testing for a motorcycle license/endorsement?

Third Party Testing for a Motorcycle License/Endorsement



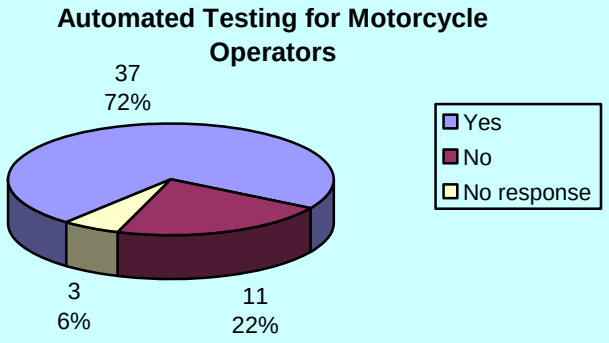
* Did not answer or respond to question

Testing				
Table B-13 **Jurisdiction**	**Do you use automated testing?**	**What motorcycle knowledge test do you use?**	**What handbook do you use?**	**What skills or road test do you use?**
Alabama	YES	*	MSF with Alabama information inserted	N/A
Alaska	YES	High Tides	MOM from MSF	Alternate Most from MSF
Arizona	NO	MSF	MSF	MSF
Arkansas	NO	*	*	*
California	NO	DMV developed	DMV developed w/portions developed by MSF	"Lollipop"
Colorado	NO	*	MSF	MSF
Connecticut	YES	MSF	MSF	Alternate Most from MSF
Delaware	YES	MSF	MSF	Alternate Most from MSF
Florida	YES	MSF	MOM from MSF w/State specific information	Alternate Most from MSF
Georgia	YES	MSF	MSF	Motorcycle Licensing Skill Test (MLST)
Hawaii	NO	MSF	MSF	Alternate Most from MSF
Idaho	NO	MSF, phased-in automated testing to begin October 2006	Idaho MOM	Alternate Most from MSF
Illinois	YES	MSF	MSF with Illinois-specific information added	Alternate Most from MSF
Indiana	NO	MSF	MOM from MSF	Alternate Most from MSF
Iowa	YES	MSF	MSF	Alternate Most from MSF
Kansas				
Kentucky	YES	State-developed	State-developed	State-developed
Louisiana	YES	*	MSF	Just ride around parking lot
Maine	NO	*	*	*
Maryland	YES	MSF	MSF	Maryland test created by MSF in 1978
Massachusetts	YES	State-developed	State-developed	State-developed
Michigan	NO	Michigan DOS	Michigan MOM	Alternate Most from MSF
Minnesota	YES	MSF MOM and State specific	MOM from MSF	Alternate Most from MSF
Mississippi	YES	Local	MS Driver Manual	M/C in traffic
Missouri	YES	*	*	*
Montana	YES	Based on MT MSF Manual	MSF 12th Revision	Alternate Most from MSF
Nebraska	YES	MSF	MSF	MSF
Nevada	YES	MSF	MSF	MSF
New Hampshire				
New Jersey	YES	NJ-specific	NJ-specific	Alternate Most from MSF
New Mexico	YES	State-developed	State-developed	State-developed
New York	YES	MSF w/NY-specific questions	MSF w/NY-specific info added	*
North Carolina	YES	MSF	MSF	MSF
North Dakota	YES	MSF	MOM	Alternate Most from MSF
Ohio	YES, knowledge only	MSF	Digest of Ohio Motor Vehicle Laws/MSF Motorcycle Manual	Alternate Most from MSF

Testing

Table B-13 Jurisdiction	Do you use automated testing?	What motorcycle knowledge test do you use?	What handbook do you use?	What skills or road test do you use?
Oklahoma	YES	MSF	MSF	AAMVA
Oregon	YES	MSF w/State-specific	MOM	Alternate Most from MSF
Pennsylvania	YES	Random 25-question computerized test	PA MOM	Closed-course skills test
Rhode Island	NO	MSF	MSF	MSF
South Carolina	YES	In-house	In-house	Modified MSF test to accommodate test courses
South Dakota	YES	MSF	MSF	MSF
Tennessee	YES, only knowledge test	MSF	MSF	Only third-party use standardized testing courses
Texas	YES	State-developed	MOM - MSF	State-developed
Utah	YES	MOM – MSF	MOM – MSF	Alternate Most from MSF
Vermont	YES	MSF	MSF MOM	Alternate Most from MSF
Virginia	YES	MSF	MSF	MSF and DMV
Washington	YES	MSF	MOM	Alternate Most from MSF
West Virginia	YES	MSF	MSF	Alternate Most from MSF – Motorcycle in Traffic
Wisconsin	YES	Wisconsin-specific knowledge test	Wisconsin Motorcyclist Handbook	MIT or Basic Motorcycle Rider Course
Wyoming	NO	MSF	MSF	MSF
District of Columbia				

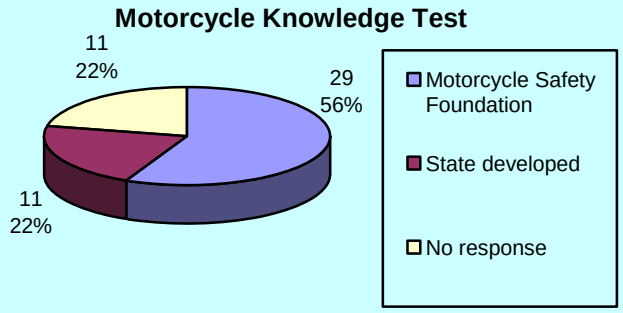
Summary: Of the jurisdictions that responded to the survey the majority use automated testing for motorcycle operators.



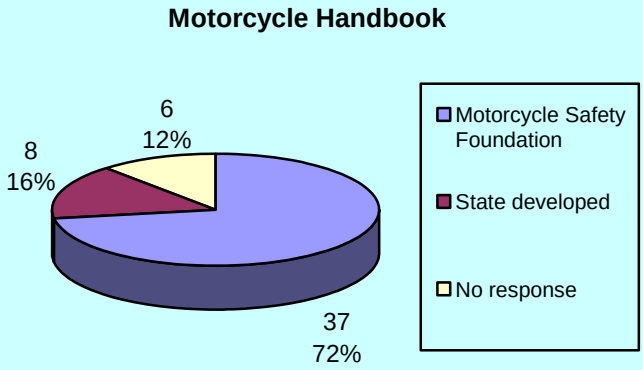
Testing

Table B-13 Jurisdiction	Do you use automated testing?	What motorcycle knowledge test do you use?	What handbook do you use?	What skills or road test do you use?

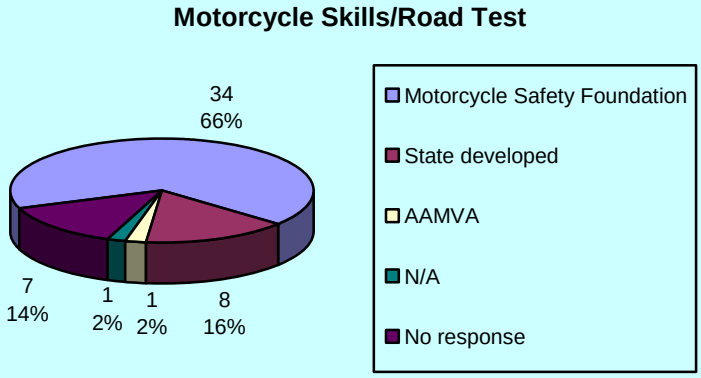
Of the jurisdictions that responded to the survey the majority use the Motorcycle Safety Foundation knowledge test.



Of the jurisdictions that responded to the survey the majority use the Motorcycle Safety Foundation handbook.



Of the jurisdictions that responded to the survey the majority use the Alternate Most from the Motorcycle Safety Foundation for the skills or road test.



* Did not answer or respond to question

Knowledge and Skills Tests							
Table B-14	**What is your passing rate for the knowledge test?**	**What is your passing rate for the skill test?**	**How many times may an applicant take the knowledge test on a permit?**	**How many times may an applicant take the skill test on a permit?**	**Do you require any training after an individual fails the skill test so many times?**	**If yes, what kind of training?**	**If yes, when does the training take place?**
Jurisdiction							
Alabama							
Alaska	No data	No data	No limit	No limit	NO	N/A	N/A
Arizona	80%	80-85%	3 times	3 times	NO	N/A	N/A
Arkansas	96%	95%	3 times	3 times	NO	N/A	N/A
California	53.4%	No data	3 times	3 times	NO	N/A	N/A
Colorado	80%	80%	Twice a day unless they miss half or more questions	Once per day	YES	After 5 times must complete and pass State-approved motorcycle operator training course	When convenient for applicant, they makes those arrangements
Connecticut							
Delaware	47%	50%	*	Up to 5 times on a 60 day permit	NO, but given info on safety course	N/A	N/A
Florida							
Georgia							
Hawaii	55%	74%	No limit	No limit	NO	N/A	N/A
Idaho	65%	85%	Unlimited	Unlimited	NO	N/A	N/A
Illinois	No data	No data	3 times, after 3rd attempt may apply again	3 times, after 3rd attempt may apply again	NO	N/A	N/A
Indiana	70%	85%	As many as necessary	3	NO	N/A	N/A
Iowa							
Kansas	No data	No data	4 times	4 times	NO	N/A	N/A
Kentucky	N/A	97%	6 times, then must wait 6 months	6 times, then must wait 6 months	NO	N/A	N/A
Louisiana	*	*	*	*	NO	N/A	N/A
Maine	86%	83%	Unlimited	6 times	YES	Retake a motorcycle training course	Between February and October
Maryland	54%	52%	No limit	No limit	NO	N/A	N/A

Knowledge and Skills Tests							
Table B-14	**What is your passing rate for the knowledge test?**	**What is your passing rate for the skill test?**	**How many times may an applicant take the knowledge test on a permit?**	**How many times may an applicant take the skill test on a permit?**	**Do you require any training after an individual fails the skill test so many times?**	**If yes, what kind of training?**	**If yes, when does the training take place?**
Jurisdiction							
Massachusetts	No data	BRC – 93%, ERC – 95%	No limit	2 times	YES, after 2 times	MSF training course	March - November
Michigan	No data (applicant must get 80% to pass)	87%	Not restricted	2 times	YES	Must complete MSF Basic Rider Course after 2nd failure	March - October
Minnesota	81%	78%	Unlimited	7 times	YES	After failing 4 skills tests, take at least 6 hrs of rider education from an approved training program	At the individuals convenience, after 4th skills test failure
Mississippi							
Missouri	52%	76%	2 times/day until passing score is obtained	3 times	YES	DOR determines the training on case-by-case basis	After applicant submits form to the DOR
Montana	78%	92%	Three times	3 times	NO	N/A	N/A
Nebraska	54%	81%	8	Not required	NO	N/A	N/A
Nevada	52%	70%	No limit	No limit	NO	N/A	N/A
New Hampshire							
New Jersey	63%	86%	No limit (7 day wait pd)	No limit (14 day wait pd)	NO	N/A	N/A
New Mexico	70%	70%	3 times in a 6 month period	No limit	NO	N/A	N/A
New York							
North Carolina							
North Dakota	66%	86%	Unlimited	Unlimited	YES	Motorcycle safety training course	Depends on when courses are offered

Knowledge and Skills Tests							
Table B-14	**What is your passing rate for the knowledge test?**	**What is your passing rate for the skill test?**	**How many times may an applicant take the knowledge test on a permit?**	**How many times may an applicant take the skill test on a permit?**	**Do you require any training after an individual fails the skill test so many times?**	**If yes, what kind of training?**	**If yes, when does the training take place?**
Jurisdiction							
Ohio	65%	80-85%	4 times	4 times	NO	N/A	N/A
Oklahoma							
Oregon	80%	90%	No limit, but after 4th test must wait at least 28 days	5 times within a 12 month pd., < 21 required to take BRT and waives tests	NO	N/A	N/A
Pennsylvania	58% passed	87% passed	N/A, must pass knowledge test prior to issuing permit	3 times	NO	N/A	N/A
Rhode Island							
South Carolina	*	*	No limit	No limit	NO	N/A	N/A
South Dakota	80%	*	No limit	No limit	NO	N/A	N/A
Tennessee							
Texas							
Utah	85%	80%	3	3	NO	N/A	N/A
Vermont	75%	75%	Unlimited	Unlimited	NO	N/A	N/A
Virginia	80%	80%	No limit	2 times	YES	MSF course	When the individual registers for the course
Washington							
West Virginia	63%	72%	No limit	3 times	NO	N/A	N/A
Wisconsin	80%	86.5%	5 times in a one year period, knowledge test required to obtain permit	2 times	YES	Required to complete a Basic Motorcycle Rider Course	Training required before a motorcycle endorsement can be obtained

Knowledge and Skills Tests

Table B-14 Jurisdiction	What is your passing rate for the knowledge test?	What is your passing rate for the skill test?	How many times may an applicant take the knowledge test on a permit?	How many times may an applicant take the skill test on a permit?	Do you require any training after an individual fails the skill test so many times?	If yes, what kind of training?	If yes, when does the training take place?
Wyoming	80%	<12 missed	Unlimited, but only twice a day, if miss too many instructed to study and return in a week	Once a day until they pass, if make too many mistakes instructed to come back in a week or two	NO, just practice	N/A	N/A
District of Columbia							

Summary: Of the jurisdictions that responded to the survey most of them have a passing rate for the knowledge test of 80 percent, but it ranges anywhere from 47 percent to 96 percent.

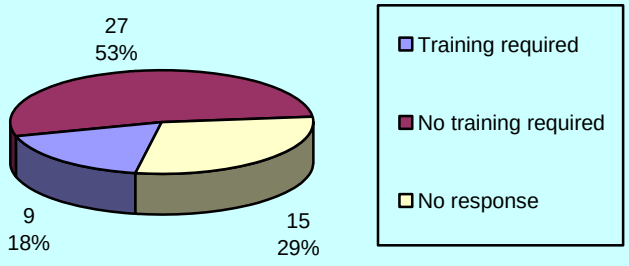
Of the jurisdictions that responded to the survey most of them have a passing rate for the skill test of 80%, but it ranges anywhere from 50 percent to 95 percent.

Of the jurisdictions that responded to the survey, most of them allow an unlimited number of times that an applicant may take the knowledge test. A few jurisdictions allow an applicant to take the knowledge test only three times.

Of the jurisdictions that responded to the survey, most of them allow an applicant to take the skill test an unlimited number of times. A few jurisdictions allow an applicant to take the skill test only three times.

Of the jurisdictions that responded to the survey, most of them do not require any training after an individual fails the skill test so many times. Of the jurisdictions who do require training, it most likely requires the applicant to take an approved motorcycle safety course or a MSF training course.

Training if Applicant Fails Skills Test



* Did not answer or respond to question

Examiners				
Table B-15	**What is the total number of motorcycle examiners for your jurisdiction?**	**How many are jurisdictional examiners?**	**How many are third-party examiners?**	**How many skills test sites?**
Jurisdiction				
Alabama	*	*	*	*
Alaska	40	36	4	11
Arizona	*	*	*	*
Arkansas	52	52	0	88
California	*	*	0	168
Colorado	172	99	73	41
Connecticut	22	22	0	6
Delaware	21	21	0	3
Florida	300	250	50	65
Georgia	210	210	0	35
Hawaii	48	48	0	7
Idaho	40	0	40	32
Illinois	638	638	0	101
Indiana	90	45 (not used)	45	18
Iowa	189	189	0	76
Kansas				
Kentucky	75	75	0	120
Louisiana	*	*	*	*
Maine	*	33	*	*
Maryland	185	167	18	18
Massachusetts	164	64	100	45
Michigan	169	0	169	134
Minnesota	276	126	150	102
Mississippi	60	60	0	60
Missouri	205	205	0	136
Montana	39	39	0	47
Nebraska	79	79	0	96
Nevada	90	90	0	17
New Hampshire				
New Jersey	90	90	0	*
New Mexico	Any agent of MVD can give the skills test	*	*	*
New York	175	175	0	110
North Carolina	802	512	290	164 (119 jurisdictional, 35 community college, 6 Harley Davidson riders, 4 military sites)
North Dakota	40	40	0	38
Ohio	467	222	245	95
Oklahoma	116	116	0	61
Oregon	190	190	0	32
Pennsylvania	676	140	536	134
Rhode Island	18	*	*	*
South Carolina	165	139	26	51
South Dakota	45	45	0	52
Tennessee	338	240	98	46

Examiners				
Table B-15	**What is the total number of motorcycle examiners for your jurisdiction?**	**How many are jurisdictional examiners?**	**How many are third-party examiners?**	**How many skills test sites?**
Jurisdiction				
Texas	395	395	0	322
Utah	175	175	0	19
Vermont	48	13	35	6
Virginia	723	723	0	67
Washington	348	160	188	61
West Virginia	122	50	72	22
Wisconsin	375	375	0	36
Wyoming	52	52	0	29
District of Columbia				

Summary: Of the 42 jurisdictions that responded to this survey the average number of motorcycle examiners for a jurisdiction is 203. The number of examiners ranges from 18 to 802.

Of the 42 jurisdictions that responded to this survey the average number of jurisdictional motorcycle examiners is 152. The number of jurisdictional examiners ranges from 0 to 676.

Of the 42 jurisdictions that responded to this survey the average number of third-party examiners is 51. The number of third-party examiners ranges from 0 to 513. A majority of the jurisdictions have more jurisdictional examiners then third-party examiners.

Of the 41jurisdictions that responded to this survey the average number of skills test sites are 67. The number of skills test sites ranges from 3 to 322.

* Did not answer or respond to question

Examiner Training/Certification Oversight							
Table B-16 **Jurisdiction**	**Do you provide training for your motorcycle examiners?**	**Number of classroom hours?**	**Number of skills hours?**	**Do you have a quality assurance program in place for motorcycle examiners?**	**Do you participate in the AAMVA Motorcycle Examiner Certification Program?**	**If no, have you considered participation?**	**If no, are you interested in receiving information?**
Alabama	YES	80 hour initial basic training, covers all classes of licenses	N/A	YES, examiners administer all classes of tests and attend 2 days of in-service training/yr, integrity checks are used	NO	NO	YES
Alaska	YES	4 hours	12 hours	NO	NO	YES	NO
Arizona	YES	6 hours	0 hours	NO	NO	NO	NO
Arkansas	NO	N/A	N/A	NO	NO	YES	NO
California	YES	2 hours	2 hours	NO	NO	NO	YES
Colorado	YES	8 hours total	*	YES, we audit testers on a limited basis	NO	YES	YES
Connecticut	YES	On the job training	On the job training	NO	NO	NO	YES
Delaware	YES	8 hours	3 hours	YES	NO	NO	YES
Florida	YES	4 hours	4 hours	YES, site visits and refresher training	YES	N/A	N/A
Georgia	YES	4 hours	4 hours	YES	YES	N/A	N/A
Hawaii	NO	N/A	N/A	NO	NO	YES	YES
Idaho	YES	6 hours	6 hours	NO	NO	NO, do not qualify	NO
Illinois	YES	2 hours	2 hours	YES, re-certification	NO	NO	YES
Indiana	YES	3 hours	3 hours	NO	NO	NO	YES
Iowa	YES	5 hours	10 hours	YES, drive test observations	YES	N/A	N/A
Kansas							
Kentucky	YES	40 hours	10 hours	YES, 10 hrs total in-service annually	NO	YES	*
Louisiana	NO	N/A	N/A	NO	NO	*	*
Maine	YES	2 hours	Several	YES	NO	*	*
Maryland	YES	4 hours	10 hours	YES	NO	YES	YES
Massachusetts	YES	8 hours	8 hours	YES	NO	YES	YES

Examiner Training/Certification Oversight							
Table B-16 **Jurisdiction**	**Do you provide training for your motorcycle examiners?**	**Number of classroom hours?**	**Number of skills hours?**	**Do you have a quality assurance program in place for motorcycle examiners?**	**Do you participate in the AAMVA Motorcycle Examiner Certification Program?**	**If no, have you considered participation?**	**If no, are you interested in receiving information?**
Michigan	YES	4 hours	8 hours	YES, continuing education every 2-3 years (typically 4 hours)	NO	NO	YES
Minnesota	YES	8 hours	8 hours	YES, each examiner is observed administering the skills test in addition to auditing third-party examiners annually	YES	N/A	N/A
Mississippi	NO	N/A	N/A	NO	NO	YES	NO
Missouri	YES	4 hours	8 hours	YES	NO	NO	NO
Montana	YES	6 hours	6 hours	NO	YES	N/A	N/A
Nebraska	YES	8 hours	10 hours	NO	NO	YES	YES
Nevada	YES	5 hours	3 hours	YES	YES	N/A	N/A
New Hampshire							
New Jersey	YES	As needed	As needed	NO	NO	YES	YES
New Mexico	NO	N/A	N/A	NO	NO	YES	YES
New York	YES	Varies, supervisors directly train and oversee examiners until they are satisfied that the examiner can adequately administer a motorcycle test	Varies, supervisors directly train and oversee examiners until they are satisfied that the examiner can adequately administer a motorcycle test	YES, examiners are supervised by our supervising examiners for all types of tests	NO	*	*

Examiner Training/Certification Oversight							
Table B-16 **Jurisdiction**	**Do you provide training for your motorcycle examiners?**	**Number of classroom hours?**	**Number of skills hours?**	**Do you have a quality assurance program in place for motorcycle examiners?**	**Do you participate in the AAMVA Motorcycle Examiner Certification Program?**	**If no, have you considered participation?**	**If no, are you interested in receiving information?**
North Carolina	YES	4 hours	4 hours	YES, assessments are conducted jurisdictional, third-party examiners are audited several times/year	NO	YES	YES
North Dakota	YES	80 hours, general licensing/testing,, required to attend basic rider course in addition to training	12 hours motorcycle-specific	YES, supervisor monitoring	YES	N/A	N/A
Ohio	YES	8 hours	16 hours	YES	NO	*	*
Oklahoma	YES	4 hours	4 hours	NO	NO	YES	NO
Oregon	YES	8 hour	4 hours	YES, required to complete 1 supervised drive test w/in first 6 mo after training, examiner tested once/yr	NO	YES	NO
Pennsylvania	YES	Drivers license examiners receive on-the-job training, motorcycle safety program ridercoaches receive 45 hrs of training	Motorcycle safety program ridercoaches receive over 40 hours of training on the range	YES, audits are conducted quarterly	NO	NO	YES

Examiner Training/Certification Oversight							
Table B-16 **Jurisdiction**	**Do you provide training for your motorcycle examiners?**	**Number of classroom hours?**	**Number of skills hours?**	**Do you have a quality assurance program in place for motorcycle examiners?**	**Do you participate in the AAMVA Motorcycle Examiner Certification Program?**	**If no, have you considered participation?**	**If no, are you interested in receiving information?**
Rhode Island	YES	70 hours	30 hours	YES, performance evaluations, professional development and yearly updates	NO	NO	NO
South Carolina	YES	4 hours	8 hours	YES, required to be retested every few years to maintain certification	NO	YES	YES
South Dakota	YES	On the job training	*	NO	NO	YES	NO
Tennessee	NO	*	*	NO	NO	No, do not have separate motorcycle examiners	NO
Texas	YES	40 hours (bi-annually)	Supervisor checks rides	YES, performance observations	NO	YES	YES
Utah	YES	4 hours	4 hours	YES, supervisors of the driver license office ensure quality of examiners	NO	NO	NO
Vermont	YES	2	2	YES	NO	YES	YES
Virginia	YES	16	16	YES	YES	N/A	N/A
Washington	YES	4 hours	4 hours	YES	NO	YES	YES
West Virginia	YES	20 hours	20 hours	YES	YES	N/A	N/A
Wisconsin	YES	4 hours	Varies	YES	NO	NO	NO
Wyoming	YES	8 hours	12 hours	NO	NO	YES	YES
District of Columbia							

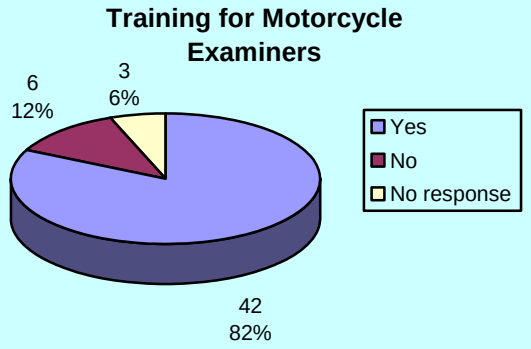
Examiner Training/Certification Oversight

Table B-16 Jurisdiction	Do you provide training for your motorcycle examiners?	Number of classroom hours?	Number of skills hours?	Do you have a quality assurance program in place for motorcycle examiners?	Do you participate in the AAMVA Motorcycle Examiner Certification Program?	If no, have you considered participation?	If no, are you interested in receiving information?

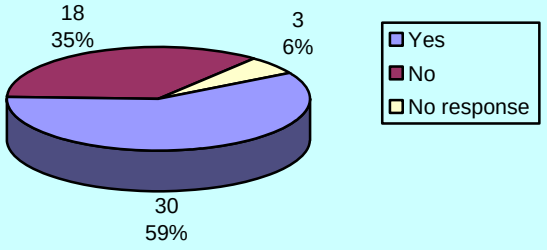
Summary: Of the jurisdictions that responded to the survey the majority provide training for their motorcycle examiners.

Of the jurisdictions that responded to the survey most provide 4 hours of classroom instruction for motorcycle examiners. Two provide 80 hours of instruction, which also consists of basic licensing in general and all classes of licensing. A few only provide on the job training.

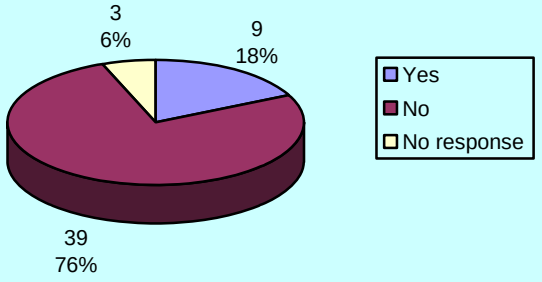
Of the jurisdictions that responded to the survey, they provide anywhere from 2 to 40 hours of skills training. The most common is 4 or 8 hours of skills training.



Of the jurisdictions that responded to the survey most have a quality assurance program in place for motorcycle examiners.



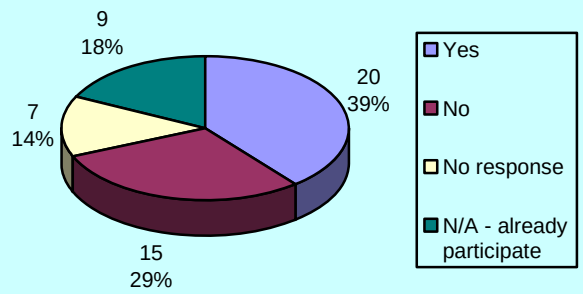
Of the jurisdictions that responded to the survey most do not participate in the AAMVA Motorcycle Examiner Certification Program.



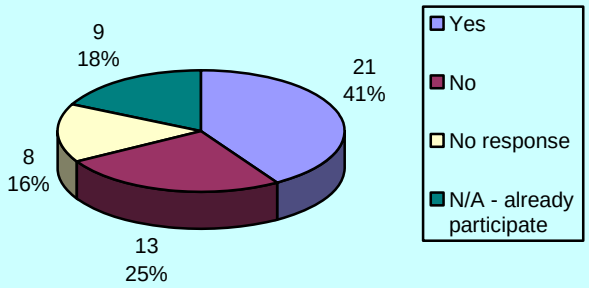
Examiner Training/Certification Oversight

Table B-16 Jurisdiction	Do you provide training for your motorcycle examiners?	Number of classroom hours?	Number of skills hours?	Do you have a quality assurance program in place for motorcycle examiners?	Do you participate in the AAMVA Motorcycle Examiner Certification Program?	If no, have you considered participation?	If no, are you interested in receiving information?

Of the jurisdictions that responded to the survey most are interested in participating in the AAMVA Motorcycle Examiner Certification Program.



Of the jurisdictions that responded to the survey most are interested in receiving information about the AAMVA Motorcycle Examiner Certification Program.



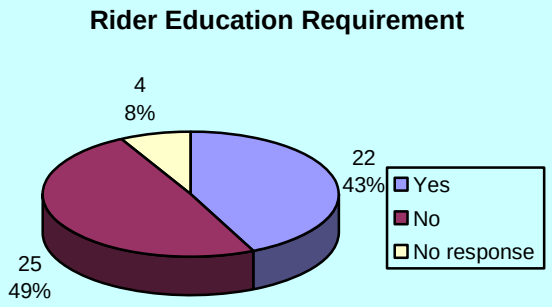
* Did not answer or respond to question

Rider Education Requirements					
Table B-17 **Jurisdiction**	**Do you have a rider education requirement?**	**Under 16 only?**	**Under 18 only?**	**Under 21 only?**	**All riders**
Alabama	NO	N/A	N/A	N/A	N/A
Alaska	NO	N/A	N/A	N/A	N/A
Arizona	NO	N/A	N/A	N/A	N/A
Arkansas	NO	N/A	N/A	N/A	N/A
California	YES	N/A	N/A	YES	N/A
Colorado	YES	N/A	YES	N/A	N/A
Connecticut	YES	N/A	YES	N/A	N/A
Delaware	YES	N/A	YES	N/A	N/A
Florida	YES	N/A	N/A	YES	N/A
Georgia	NO	N/A	N/A	N/A	N/A
Hawaii	NO	N/A	N/A	N/A	N/A
Idaho	YES	N/A	N/A	YES	N/A
Illinois	NO	N/A	N/A	N/A	N/A
Indiana	NO	N/A	N/A	N/A	N/A
Iowa	YES	N/A	YES	N/A	N/A
Kansas					
Kentucky	NO	N/A	N/A	N/A	N/A
Louisiana	NO	N/A	N/A	N/A	N/A
Maine	YES	N/A	N/A	N/A	YES
Maryland	YES	N/A	YES	N/A	N/A
Massachusetts	YES	N/A	N/A	N/A	YES
Michigan	YES	N/A	YES	N/A	N/A
Minnesota	YES	N/A	YES	N/A	N/A
Mississippi	NO	N/A	N/A	N/A	N/A
Missouri	YES	YES	N/A	N/A	N/A
Montana	NO	N/A	N/A	N/A	N/A
Nebraska	NO	N/A	N/A	N/A	N/A
Nevada	NO	N/A	N/A	N/A	N/A
New Hampshire					
New Jersey	NO	N/A	N/A	N/A	N/A
New Mexico	YES	N/A	YES	N/A	N/A
New York	NO	N/A	N/A	N/A	N/A
North Carolina	NO	N/A	N/A	N/A	N/A
North Dakota	YES	YES	N/A	N/A	N/A
Ohio	YES	N/A	YES	N/A	N/A
Oklahoma	NO	N/A	N/A	N/A	N/A
Oregon	YES	N/A	N/A	YES	N/A
Pennsylvania	NO	N/A	N/A	N/A	N/A
Rhode Island	YES	N/A	N/A	N/A	YES
South Carolina	NO	N/A	N/A	N/A	N/A
South Dakota	NO	N/A	N/A	N/A	N/A
Tennessee	NO	N/A	N/A	N/A	N/A
Texas	YES	N/A	YES	N/A	N/A
Utah	NO	N/A	N/A	N/A	N/A
Vermont	NO	N/A	N/A	N/A	N/A

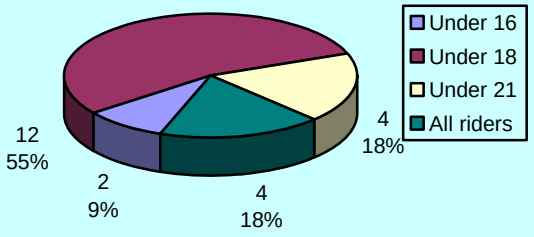
Rider Education Requirements

Table B-17 Jurisdiction	Do you have a rider education requirement?	Under 16 only?	Under 18 only?	Under 21 only?	All riders
Virginia	YES, anyone failing the motorcycle skills test twice will be required to take the MSF course	N/A	N/A	N/A	YES
Washington	YES	N/A	YES	N/A	N/A
West Virginia	NO	N/A	N/A	N/A	N/A
Wisconsin	YES	N/A	YES	N/A	N/A
Wyoming	*	*	*	*	*
District of Columbia					

Summary: Of the jurisdictions that responded to the survey most of them do not have a rider education requirement.



Of the jurisdictions that have a rider education requirement, the most common requirement used is for motorcycle operators under 18.



* Did not answer or respond to question

Rider Education and Validity							
Table B-18	**Do you waive the skills test for applicants with a rider education course completion card from your jurisdiction?**	**If yes, knowledge or skills?**	**Do you waive the skills test for applicants with a rider education course completion card from another jurisdiction?**	**If yes, knowledge or skills?**	**Do you waive the skills test for applicants with a rider education course completion card from the armed services?**	**If yes, knowledge or skills?**	**Do you in any way verify the validity of the course completion card/holder?**
Jurisdiction							
Alabama	NO	N/A	NO	N/A	NO	N/A	N/A
Alaska	YES	Skills	YES	Skills	YES	Skills	YES, check card for name of holder, instructor name and certificate # signing card with MSF
Arizona	YES	Skills	YES	Skills	NO	N/A	NO
Arkansas	YES	Skills	NO	N/A	NO	N/A	NO
California	YES	Skills	NO	N/A	NO	N/A	YES, inspect cert for authenticity, verify the identity of the applicant
Colorado	YES	Both	YES	Both	NO	N/A	NO
Connecticut	YES	Skills	NO	N/A	NO	N/A	NO
Delaware	YES	Both	YES	Both	YES	Both	YES, must be an MSF certification card w/in 6 mths of completion date
Florida	YES	Both	YES	Both	YES	Both	YES
Georgia	YES	Both	NO	N/A	NO	N/A	*
Hawaii	YES	Skills	NO	N/A	NO	N/A	YES, only State DOT certified instructors may complete the course cert, signatures are checked
Idaho	YES	Skills	YES	Skills	YES	Skills	NO
Illinois	YES, for 18 and over only	Both	NO	N/A	NO	N//A	YES, SOS office verifies the instructors #
Indiana	YES	Skills	NO; however, the card can be converted to an Indiana completion card and we will honor it	N/A	NO, unless converted to an Indiana completion card	N/A	YES, through the Indiana DOE

Rider Education and Validity							
Table B-18 **Jurisdiction**	**Do you waive the skills test for applicants with a rider education course completion card from your jurisdiction?**	**If yes, knowledge or skills?**	**Do you waive the skills test for applicants with a rider education course completion card from another jurisdiction?**	**If yes, knowledge or skills?**	**Do you waive the skills test for applicants with a rider education course completion card from the armed services?**	**If yes, knowledge or skills?**	**Do you in any way verify the validity of the course completion card/holder?**
Iowa	YES	Skills, unless riders coach requests skill	NO	N/A	YES	Skills	YES, must provide course content from out-of-State to an Iowa sponsor, if course meets requirement an Iowa Completion cert is issued, military exempt all testing
Kansas							
Kentucky	YES	Skills	YES, if MSF course	Skills	YES, if MSF course	Skills	YES, applicant must have a completion card
Louisiana	YES	Skills	NO	N/A	NO	N/A	NO
Maine	YES	Both	NO	N/A	NO	N/A	YES, additional identification
Maryland	YES	Both	NO	N/A	NO	N/A	NO
Massachusetts	YES	Skills	YES	Skills	YES	Both	YES, receive email from school verifying completion or request copy of test score
Michigan	YES	Skills	YES	Skills	NO	N/A	NO
Minnesota	YES	Skills	NO	N/A	YES	Skills	YES, through audits of third-party testing, MSF courses on military bases needs in-depth explanation of skills test administered
Mississippi	YES	Skills	YES	Skills	YES	Skills	*
Missouri	YES	Skills	NO	N/A	NO	N/A	YES
Montana	YES	*	NO	N/A	NO	N/A	NO
Nebraska	YES	Both	NO	N/A	NO	N/A	YES
Nevada	YES	Both	YES	Both	NO	N/A	NO
New Hampshire							
New Jersey	YES	Skills	NO	N/A	NO	N/A	YES, numbered waivers returned to us along w/course logs, match up w/applicants

Rider Education and Validity							
Table B-18 **Jurisdiction**	**Do you waive the skills test for applicants with a rider education course completion card from your jurisdiction?**	**If yes, knowledge or skills?**	**Do you waive the skills test for applicants with a rider education course completion card from another jurisdiction?**	**If yes, knowledge or skills?**	**Do you waive the skills test for applicants with a rider education course completion card from the armed services?**	**If yes, knowledge or skills?**	**Do you in any way verify the validity of the course completion card/holder?**
New Mexico	YES	Both	YES	Both	YES	Both	NO
New York	YES	Skills	NO	N/A	YES	Knowledge	YES, see below
North Carolina	YES	Skills	NO	N/A	NO	N/A	YES, motorcycle foundation completion card
North Dakota	YES	Skills	YES	Skills	YES	Skills, if MSF course	NO; however, call instructor if question card
Ohio	YES	Skills	YES	Skills	YES	Skills	YES, request cop of certification of completion and determine if curriculum meets Ohio standards
Oklahoma	YES	Skills	YES	Skills	NO	N/A	NO
Oregon	YES	Both	YES	Skills	YES, if it is an MSF BRC card	Skills	NO
Pennsylvania	YES	Skills	NO	N/A	YES	Both	YES, see below
Rhode Island	NO	N/A	NO	N/A	YES	Both	YES, must show military license with motorcycle endorsement
South Carolina	YES	Skills	NO	N/A	NO	N/A	YES, maintain listing of certified instructors eligible
South Dakota	YES	Both	YES	Both	YES	Both	NO
Tennessee	YES	Both	YES	Skills	YES, only applies to active duty stationed outside the State	Both	NO
Texas	YES	Skills	YES	Skills	YES	Skills	YES, contact DPS or MSF with questionable document
Utah	YES	Skills	YES	Skills	YES	Skills	YES, card must be issued by MSF certified school & receive within 6 mo of completion of course
Vermont	YES	Both	YES	Skills	YES	Skills	NO

Rider Education and Validity

Table B-18 Jurisdiction	Do you waive the skills test for applicants with a rider education course completion card from your jurisdiction?	If yes, knowledge or skills?	Do you waive the skills test for applicants with a rider education course completion card from another jurisdiction?	If yes, knowledge or skills?	Do you waive the skills test for applicants with a rider education course completion card from the armed services?	If yes, knowledge or skills?	Do you in any way verify the validity of the course completion card/holder?
Virginia	YES	Both	NO	N/A	NO	N/A	YES, the customer has to provide a completion card for the MSF course
Washington	YES	Both	YES	Both	YES	Both	YES, they must submit a copy of drivers license, military ID card, course completion card & provide a paper w/signature in 4 locations
West Virginia	YES	Skills	YES	Skills	YES	Skills	YES, only MSF completion cards accepted
Wisconsin	YES	Skills	YES	Skills	YES	Skills	YES, slips have a log control # that must be entered, for other jurisdiction/military we look for the MSF card
Wyoming	YES	Skills	NO	N/A	YES	Skills	NO
District of Columbia							

New York – Do you in any way verify the validity of the course completion cardholder?
NYS DMV only recognizes the course card issued by the State contractor administering the rider education program, the Motorcycle Association of New York State, Inc. (MANYS). The MANYS card is centrally processed with certain fraud deterrent features and providing an audit trail not available with the MSF card.
MANYS will issue the State recognized course completion card for military personnel completing the MSF BRC within the military program. In addition to a copy of the MSF course completion card, military personnel must submit to MANYS a copy of the skill evaluation scoring sheet as signed by the Rider Coach and documentation of their military station.

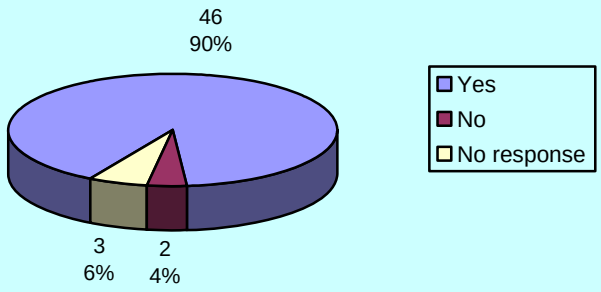
Pennsylvania – Do you in any way verify the validity of the course completion cardholder?
PA Motorcycle Safety Program Administrative staff applies the passing skills test results to the permit holders driving record, and a Class M, Motorcycle license is automatically produced. Military personnel self-certify and submit the application to add the Class M to the driver's license.

Rider Education and Validity

Table B-18 Jurisdiction	Do you waive the skills test for applicants with a rider education course completion card from your jurisdiction?	If yes, knowledge or skills?	Do you waive the skills test for applicants with a rider education course completion card from another jurisdiction?	If yes, knowledge or skills?	Do you waive the skills test for applicants with a rider education course completion card from the armed services?	If yes, knowledge or skills?	Do you in any way verify the validity of the course completion card/holder?

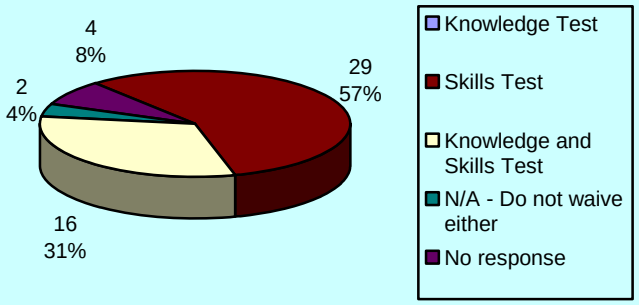
Summary: Of the jurisdictions that responded to the survey all but two waive the skills test for applicants with a rider education course completion card from their jurisdiction.

Skills Test Waiver for Applicants with a Rider Education Course Completion Card from the Jurisdiction



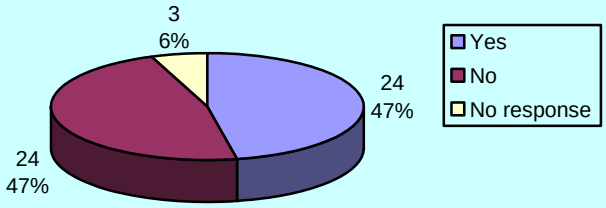
Of the jurisdictions that waive a rider education completion card from their jurisdiction most waive only the skills test. Some waive both the skills and knowledge test and none waive only the knowledge test.

Type of Test Waived by Jurisdiction



Of the jurisdictions that responded to the survey most waive tests for applicants with a rider education course from another jurisdiction, but it is not a significant difference.

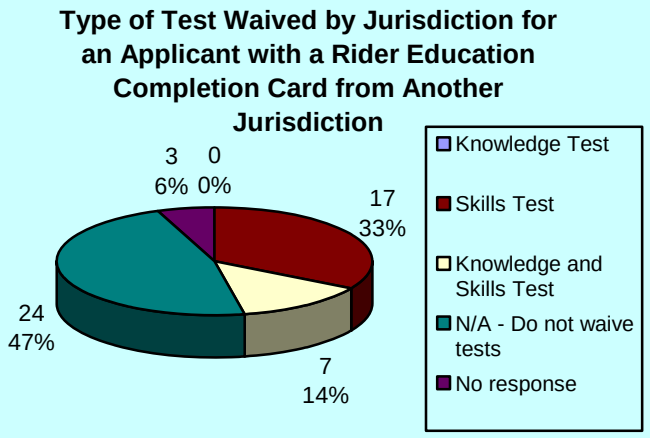
Skills Test Waiver for Applicants with a Rider Education Course from Another Jurisdiction



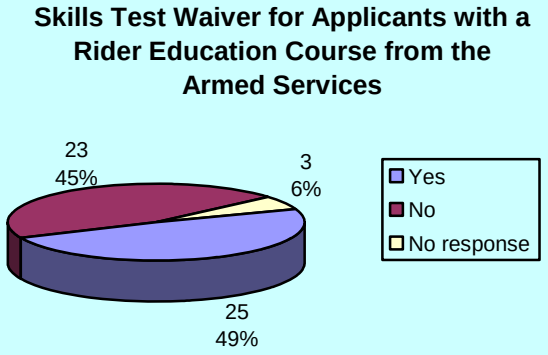
Rider Education and Validity

Table B-18 Jurisdiction	Do you waive the skills test for applicants with a rider education course completion card from your jurisdiction?	If yes, knowledge or skills?	Do you waive the skills test for applicants with a rider education course completion card from another jurisdiction?	If yes, knowledge or skills?	Do you waive the skills test for applicants with a rider education course completion card from the armed services?	If yes, knowledge or skills?	Do you in any way verify the validity of the course completion card/holder?

Of the jurisdictions that waive a rider education completion card from another jurisdiction most waive only the skills test. Some waive both the knowledge and skills test and none waive only the knowledge test. The majority of them do not waive any tests for an applicant with a rider education completion card from another jurisdiction.



Of the jurisdictions that responded to the survey most waive tests for an applicant with a rider education course completion card from the armed services, but it is not a significant difference.

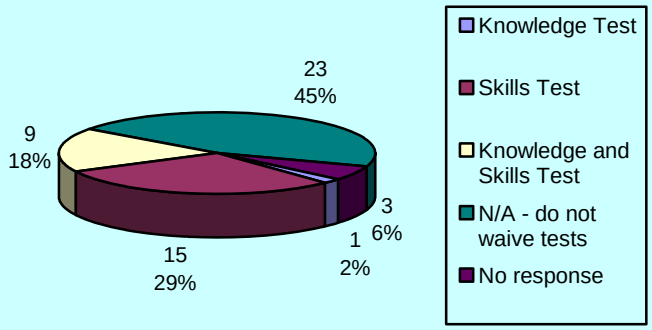


Rider Education and Validity

Table B-18 Jurisdiction	Do you waive the skills test for applicants with a rider education course completion card from your jurisdiction?	If yes, knowledge or skills?	Do you waive the skills test for applicants with a rider education course completion card from another jurisdiction?	If yes, knowledge or skills?	Do you waive the skills test for applicants with a rider education course completion card from the armed services?	If yes, knowledge or skills?	Do you in any way verify the validity of the course completion card/holder?

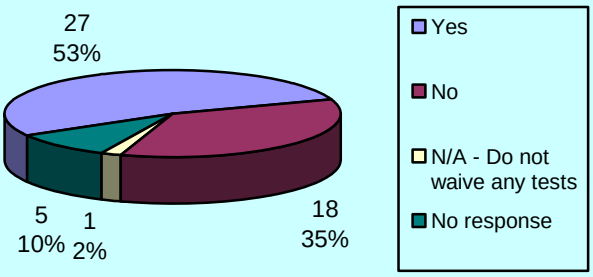
Of the jurisdictions that waive tests for an applicant with a rider education course completion card from the armed services most waive only the skills test. A few waive both the knowledge and the skills test and one waives only the knowledge test.

Type of Test Jurisdictions Waive for Applicants with a Rider Education Course Completion Card from the Armed Services



Of the jurisdictions that responded to the survey most verify the validity of the course completion cardholder; a few do not verify the validity and one does not waive any tests for an applicant with a rider education course completion card.

Verifying the Validity of the Course Completion Cardholder



* Did not answer or respond to question

Interagency Cooperation					
Table B-19	**What agencies/organizations do you work cooperatively with on the reduction of motorcycle crashes and fatalities?**	**Is motorcycle safety and licensing a part of your Governor's Highway Safety Plan?**	**Does your rider education program fall under the responsibility of the driver license division?**	**If yes, do you have monitoring and oversight responsibility of the rider education program?**	**Do you use public awareness campaigns to educate motorcycle riders on motorcycle safety and licensing issues?**
Jurisdiction					
Alabama	*	YES	*	*	YES
Alaska	HSO, REP, LMD, LRC	YES	YES	NO	NO
Arizona	HSO	YES	NO	*	YES
Arkansas	DMV, DOT, HSO, LE	NO	NO	N/A	NO
California	DMV, DOT, LE, CA Motorcyclist Safety Program administered by the CA Highway Patrol	YES	NO	NO	YES
Colorado	DMV, DOT, LE, FG	YES	NO	N/A	YES
Connecticut	DMV, DOT, REP, C/J, LMD, FG	YES	NO	N/A	YES
Delaware	DMV, DOT, HSO, REP, LMD	YES	YES	YES	YES
Florida	DOT, HSO, REP, LE, C/J, LMD, LRC	YES	YES	YES	YES
Georgia	DMV, DOT, HSO, REP, LE, C/J, MM, LMD, LRC, FG	YES	YES	YES	YES
Hawaii	DOT, HSO, REP, LE, C/J, LMD, LRC, FG	YES	NO	N/A	NO
Idaho	DMV, DOT, HSO, REP, LE, C/J, LMD, FG	YES	NO	N/A	YES
Illinois	DMV, DOT, HSO, REP, LE, C/J, LMD, LRC, FG	YES	NO, DOT monitors program	N/A	YES
Indiana	REP, LMD (Harley), LRC (ABATE), DOE	YES	YES	YES	NO; however, ABATE is based around rider ed. programs
Iowa	DMV, DOT, HSO, REP, LE, LMD, LRC	NO, although has a Safety Management Systems working group that deals w/motorcycle safety issues	YES	YES	YES
Kansas					
Kentucky	DMV, DOT, REP, LE, C/J	YES	NO	N/A	YES
Louisiana	HSO	*	NO	N/A	NO

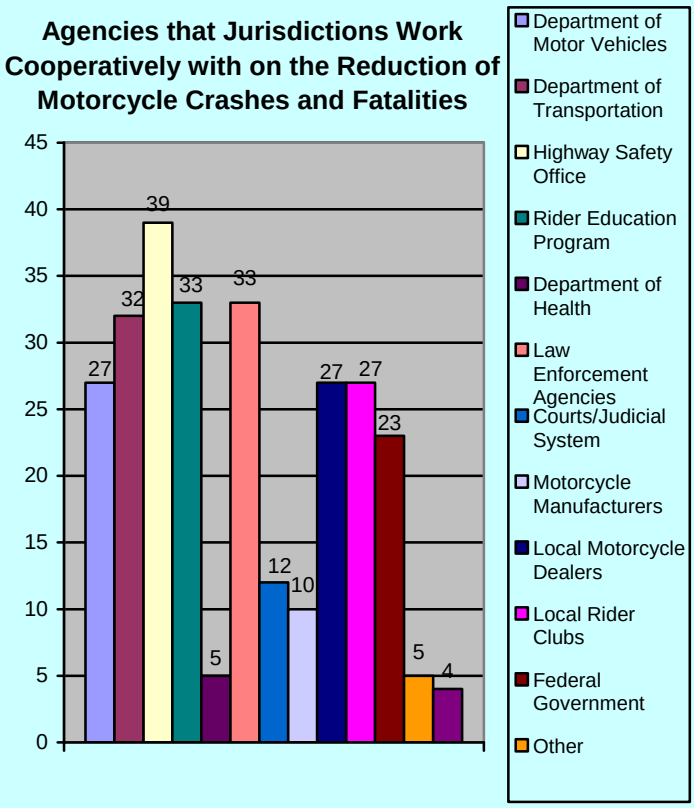
Interagency Cooperation					
Table B-19	**What agencies/organizations do you work cooperatively with on the reduction of motorcycle crashes and fatalities?**	**Is motorcycle safety and licensing a part of your Governor's Highway Safety Plan?**	**Does your rider education program fall under the responsibility of the driver license division?**	**If yes, do you have monitoring and oversight responsibility of the rider education program?**	**Do you use public awareness campaigns to educate motorcycle riders on motorcycle safety and licensing issues?**
Jurisdiction					
Maine	DMV, HSO, REP, MSF	*	YES	YES	YES
Maryland	DMV, DOT, HSO, REP, LE, C/J, FG	YES	YES	YES	YES
Massachusetts	DOT, HSO, DOH, LE, LMD, LRC, FG, MA Motorcycle Association	YES	YES	YES	YES
Michigan	DOT, HSO, LE, MM, LMD, LRC, FG	YES	YES	YES	YES
Minnesota	DOT, HSO, REP, LE, MM, LMD, LRC, FG	YES	YES	YES	YES
Mississippi	HSO, LRC, LE	NO	NO	NO	YES
Missouri	REP, LE	*	NO	NO	YES
Montana	DOT, LRC	Not sure	N/A	N/A	YES
Nebraska	DMV, HSO, FG	YES	NO	N/A	YES
Nevada	DMV, HSO	YES	NO	N/A	YES
New Hampshire					
New Jersey	HSO, REP	YES	YES	YES	NO
New Mexico	DMV, DOT, DOH, LE, LMD, LRC, FG	YES	NO	N/A	NO
New York	DMV, DOT, HSO, REP, FG	YES	NO	N/A	YES
North Carolina	DMV, DOT, HSO, REP, MM, LMD, LRC	YES	NO	YES	YES
North Dakota	DMV, DOT, HSO, REP, LE, LMD, LRC, FG	YES	YES	YES	YES
Ohio	DMV, DOT, HSO, REP, LE, MM, LMD, LRC, FG	YES	NO	N/A	YES
Oklahoma	HSO, REP, LE, C/J, LMD, LRC	YES	YES	YES	YES
Oregon	DMV, DOT, HSO, REP, LE, C/J, MM, LMD, LRC, FG	YES	NO	N/A	YES
Pennsylvania	DOT, HSO, REP, LE, MM, LMD, LRC, FG	YES	YES	YES	YES
Rhode Island	DMV, REP, LE	NO	NO	YES	NO
South Carolina	DOT, HSO, REP, LE, MM, LMD, LRC, FG	YES	YES	YES	YES
South Dakota	HSO, REP	YES	NO	N/A	YES

Interagency Cooperation					
Table B-19	**What agencies/organizations do you work cooperatively with on the reduction of motorcycle crashes and fatalities?**	**Is motorcycle safety and licensing a part of your Governor's Highway Safety Plan?**	**Does your rider education program fall under the responsibility of the driver license division?**	**If yes, do you have monitoring and oversight responsibility of the rider education program?**	**Do you use public awareness campaigns to educate motorcycle riders on motorcycle safety and licensing issues?**
Jurisdiction					
Tennessee	HSO, REP, LE, LMD, LRC, FG	YES	NO	N/A	YES
Texas	DOT, HSO, REP, LE, C/J	YES	NO	N/A	YES
Utah	HSO, LE, LMD, LRC, course instructors, riders	YES	YES	YES	YES
Vermont	DMV, DOT, HSO,REP	YES	YES	YES	NO
Virginia	DMV, DOT, HSO, REP, LE, LMD, LRC, FG	YES	YES	YES	YES
Washington	DMV, DOT, HSO, REP, DOH, LE, C/J, MM, LMD, LRC, FG	YES	YES	YES	YES
West Virginia	DOT, HSO, REP, DOH, LE, LMD, LRC	YES	NO	YES	YES
Wisconsin	DMV, DOT, HSO, REP, LE, MM, LMD, LRC, FG	YES	NO	N/A	YES
Wyoming	DOT, HSO, REP	YES	NO	N/A	YES
District of Columbia					

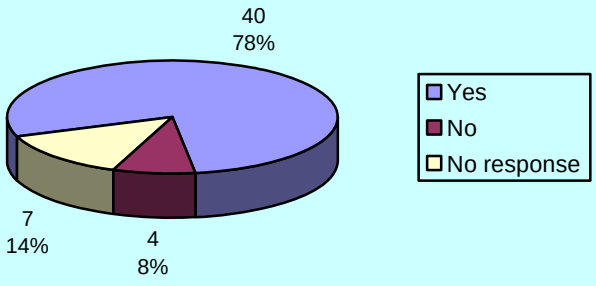
Interagency Cooperation

Table B-19 Jurisdiction	What agencies/organizations do you work cooperatively with on the reduction of motorcycle crashes and fatalities?	Is motorcycle safety and licensing a part of your Governor's Highway Safety Plan?	Does your rider education program fall under the responsibility of the driver license division?	If yes, do you have monitoring and oversight responsibility of the rider education program?	Do you use public awareness campaigns to educate motorcycle riders on motorcycle safety and licensing issues?

Of the jurisdictions that responded to the survey, the most common agencies that they work cooperatively with on the reduction of motorcycle crashes and fatalities are the jurisdictions' Highway Safety Office, Rider Education Programs, Law Enforcement Agencies, Department of Transportation, Department of Motor Vehicles, local motorcycle dealers and local rider clubs. Some jurisdictions work cooperatively with Federal Government, courts/judicial system and motorcycle manufacturers. A few jurisdictions work cooperatively with the Department of Health.



Summary: Of the jurisdictions that responded to the survey most have motorcycle safety and licensing as a part of their Governor's Highway Safety Plan.

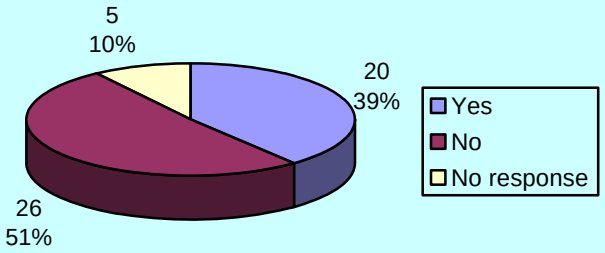


Interagency Cooperation

Table B-19 Jurisdiction	What agencies/organizations do you work cooperatively with on the reduction of motorcycle crashes and fatalities?	Is motorcycle safety and licensing a part of your Governor's Highway Safety Plan?	Does your rider education program fall under the responsibility of the driver license division?	If yes, do you have monitoring and oversight responsibility of the rider education program?	Do you use public awareness campaigns to educate motorcycle riders on motorcycle safety and licensing issues?

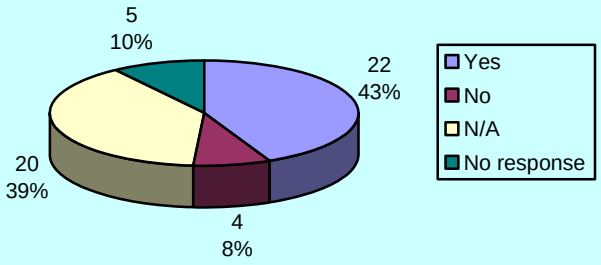
Of the jurisdictions that responded to the survey most do not have rider education programs that fall under the responsibility of the driver license division.

Rider Education Programs Under the Responsibility of the Driver License Division



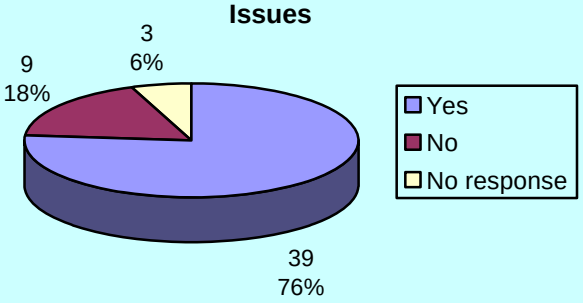
Of the jurisdictions that responded to the survey most have monitoring and oversight responsibility of the rider education programs.

Monitoring and Oversight Responsibility of the Rider Education Program



Of the jurisdictions that responded to the survey the majority do use public awareness campaigns to educate motorcycle riders on motorcycle safety and licensing issues.

Public Awareness Campaigns to Educate Motorcycle Riders on Motorcycle Safety and Licensing Issues



* Did not answer or respond to question

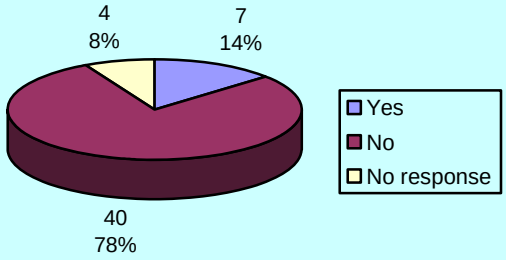
Unlicensed Riders				
Table B-20	**Has your jurisdiction been able to estimate the unlicensed rider population in your jurisdiction?**	**If yes, how many unlicensed riders?**	**Do you provide waivers for the Experience Rider Course or other type of course for riders who have been riding but have not completed the licensing process?**	**Do you provide motorcycle testing after hours (evenings/weekends)?**
Jurisdiction				
Alabama	NO	N/A	NO	NO
Alaska	NO	N/A	YES	NO
Arizona	NO	N/A	NO	NO
Arkansas	NO	N/A	NO	NO
California	NO	N/A	NO	NO
Colorado	NO	N/A	NO	NO
Connecticut	NO	N/A	NO	NO
Delaware	YES	4,173	NO	NO
Florida	NO	N/A	YES	YES
Georgia	NO	N/A	NO	YES
Hawaii	NO	N/A	NO	NO
Idaho	NO	N/A	NO	YES
Illinois	NO	N/A	NO	NO, normal Sunday hours
Indiana	*	N/A	YES	YES
Iowa	NO	N/A	YES	NO, stations open on Saturday
Kansas				
Kentucky	NO	N/A	YES	NO
Louisiana	NO	N/A	NO	NO
Maine	NO	N/A	YES	NO
Maryland	YES	8,000	NO	YES
Massachusetts	NO	N/A	YES	YES
Michigan	NO	N/A	YES	YES
Minnesota	NO	N/A	NO	YES
Mississippi	NO	N/A	NO	NO
Missouri	NO	N/A	NO	NO
Montana	NO	N/A	NO	NO
Nebraska	NO	N/A	YES	NO
Nevada	NO	N/A	NO	NO
New Hampshire				
New Jersey	NO	N/A	NO	NO
New Mexico	NO	N/A	NO	NO
New York	YES	20% of the motorcycle registrants do not have motorcycle licenses	NO	NO
North Carolina	NO	N/A	NO	NO
North Dakota	NO	N/A	NO	NO
Ohio	YES	15,000	NO	NO
Oklahoma	NO	N/A	NO	NO
Oregon	NO	N/A	YES	YES
Pennsylvania	NO	N/A	YES	YES
Rhode Island	NO	N/A	NO	YES
South Carolina	NO	N/A	NO	YES, weekends

Unlicensed Riders

Table B-20 Jurisdiction	Has your jurisdiction been able to estimate the unlicensed rider population in your jurisdiction?	If yes, how many unlicensed riders?	Do you provide waivers for the Experience Rider Course or other type of course for riders who have been riding but have not completed the licensing process?	Do you provide motorcycle testing after hours (evenings/weekends)?
South Dakota	NO	N/A	NO	NO
Tennessee	NO	N/A	YES	NO
Texas	NO	N/A	NO	YES
Utah	NO	N/A	YES	YES
Vermont	NO	N/A	YES	NO
Virginia	NO	N/A	NO	YES, normal Saturday hours
Washington	YES	70,000	YES	YES
West Virginia	YES	3,000	YES	YES
Wisconsin	YES	16%	YES	YES
Wyoming	NO	N/A	NO	NO
District of Columbia				

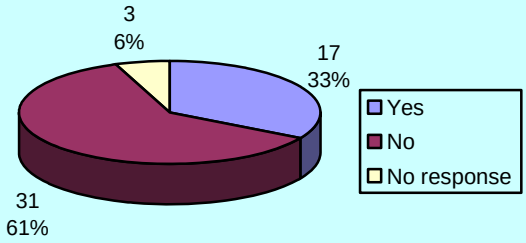
Summary: Of the jurisdictions that responded to the survey the majority have not been able to estimate the unlicensed rider population in their jurisdictions.

Estimating the Unlicensed Rider Population in Jurisdictions



Of the jurisdictions that responded to the survey most do not provide waivers for the experienced rider courses or other types of courses for riders who have been riding but have not completed the licensing process.

Providing Waivers for the Experience Rider Course

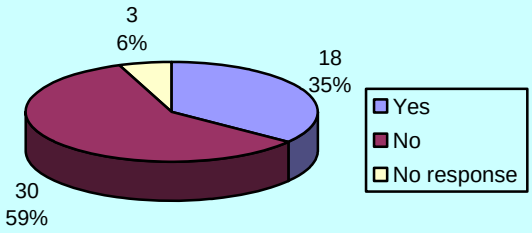


Unlicensed Riders

Table B-20 Jurisdiction	Has your jurisdiction been able to estimate the unlicensed rider population in your jurisdiction?	If yes, how many unlicensed riders?	Do you provide waivers for the Experience Rider Course or other type of course for riders who have been riding but have not completed the licensing process?	Do you provide motorcycle testing after hours (evenings/weekends)?

Of the jurisdictions that responded to the survey the majority do not provide motorcycle testing after hours (evenings/weekends), but many jurisdictions do provide testing after hours.

Providing Motorcycle Testing After Hours (Evenings/Weekends)



* Did not answer question or respond to question

Programs for Unlicensed Drivers				
Table B-21	**Has your jurisdiction implemented any programs to assist in reducing the unlicensed rider population?**	**If yes, please explain**	**Have you been able to measure any reduction in motorcycle crashes and fatalities as a result of the program implemented?**	**If yes, please explain**
Jurisdiction				
Alabama	NO	N/A	N/A	N/A
Alaska	NO	N/A	N/A	N/A
Arizona	NO	N/A	N/A	N/A
Arkansas	NO	N/A	N/A	N/A
California	NO	N/A	N/A	N/A
Colorado	YES	Colorado DOT manages the MOST program, which provides tuition reimbursement to motorcycle students and is funded by fees on endorsements and registrations, also educates motorcyclists regarding dangers of drinking & driving	NO	N/A
Connecticut	NO	N/A	N/A	N/A
Delaware	YES	Mailing flyers to the motorcycle owners who are not endorsed.	NO	The program is too new to determine the results.
Florida	YES	*	NO	N/A
Georgia	NO	N/A	N/A	N/A
Hawaii	NO	N/A	N/A	N/A
Idaho	NO	N/A	N/A	N/A
Illinois	NO	N/A	N/A	N/A
Indiana	YES	Making the skills testing more convenient as well as having more motorcycle education courses available	NO	N/A
Iowa	YES	Waiver for experienced rider course to encourage unlicensed riders to take the course and waive the skills test	NO	N/A
Kansas				
Kentucky	NO	N/A	N/A	N/A
Louisiana	NO	N/A	N/A	N/A
Maine	NO	N/A	N/A	N/A
Maryland	YES	Mail letters to registered owners w/out licenses and try to encourage participation in rider education courses or licensing process	YES	Approximately 8-17% depending when effort was completed.

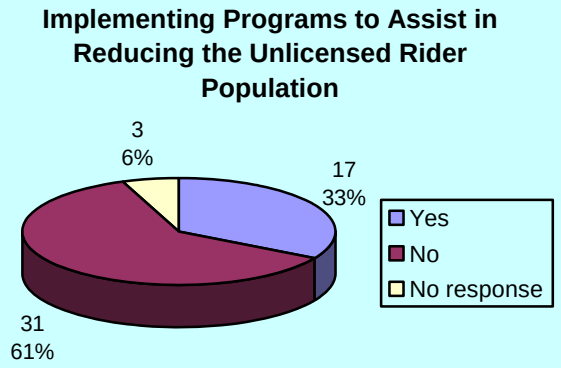
Programs for Unlicensed Drivers				
Table B-21	**Has your jurisdiction implemented any programs to assist in reducing the unlicensed rider population?**	**If yes, please explain**	**Have you been able to measure any reduction in motorcycle crashes and fatalities as a result of the program implemented?**	**If yes, please explain**
Jurisdiction				
Massachusetts	NO	N/A	N/A	N/A
Michigan	NO	N/A	N/A	N/A
Minnesota	NO	N/A	N/A	N/A
Mississippi	NO	N/A	N/A	N/A
Missouri	NO	N/A	N/A	N/A
Montana	NO	N/A	N/A	N/A
Nebraska	NO	N/A	N/A	N/A
Nevada	YES	MSF license waiver course, posters placed in motorcycle dealerships informing drivers of program	NO	N/A
New Hampshire				
New Jersey	NO	N/A	N/A	N/A
New Mexico	NO	N/A	N/A	N/A
New York	YES	Identified all motorcycle registrants who were licensed but had no motorcycle endorsement, sent a letter (35,000) to remind them that a license is required and provided information about road test waiver option through rider ed program	NO	N/A
North Carolina	YES	By offering the MRF course	NO	N/A
North Dakota	NO	N/A	N/A	N/A
Ohio	YES	Motorcycle course offered to under age 18 at no cost, ongoing public campaign encouraging proper MC licensing, “Ride Smart” Plan	NO	N/A
Oklahoma	YES	Law enforcement is encouraged to impound the motorcycles of riders who are not licensed properly	NO	N/A

Programs for Unlicensed Drivers				
Table B-21	**Has your jurisdiction implemented any programs to assist in reducing the unlicensed rider population?**	**If yes, please explain**	**Have you been able to measure any reduction in motorcycle crashes and fatalities as a result of the program implemented?**	**If yes, please explain**
Jurisdiction				
Oregon	YES	During Oregon's annual motorcycle safety awareness day customers could take their motorcycles test without scheduling	NO	N/A
Pennsylvania	YES	Mailing campaign to all of registered motorcycle customers and to those who have permits that recently expired or would be w/in 3 months, advised of importance of being licensed and steps to obtain or renew permit	NO	N/A
Rhode Island	NO	N/A	N/A	N/A
South Carolina	YES	Updated our skills test to MSF standards and are currently recertifying examiners to administer the skills test.	NO	N/A
South Dakota	NO	N/A	N/A	N/A
Tennessee	NO	N/A	N/A	N/A
Texas	NO	N/A	N/A	N/A
Utah	NO	N/A	N/A	N/A
Vermont	NO	N/A	N/A	N/A
Virginia	NO	N/A	N/A	N/A
Washington	YES	Strengthen legislation to allow for impounding of vehicles when the operator is not licensed or endorsed for the vehicle in operation, postcard mail out to all nonendorsed owners, requiring proof on endorsement before renewing plates	NO	N/A
West Virginia	YES	Billboards, radio ads, public service announcements	*	N/A
Wisconsin	YES	Information campaign with posters & brochures	NO	N/A
Wyoming	NO	N/A	N/A	N/A

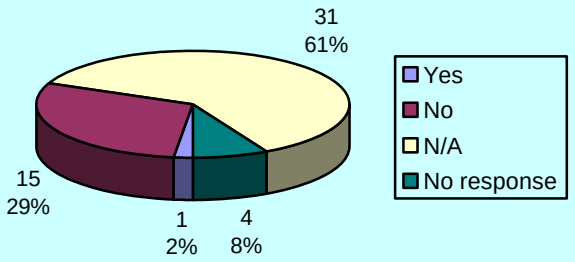
Programs for Unlicensed Drivers

Table B-21 Jurisdiction	Has your jurisdiction implemented any programs to assist in reducing the unlicensed rider population?	If yes, please explain	Have you been able to measure any reduction in motorcycle crashes and fatalities as a result of the program implemented?	If yes, please explain
District of Columbia				

Summary: Of the jurisdictions that responded to the survey most have not implemented any programs to assist in reducing the unlicensed rider population



Of the jurisdictions that implemented programs to assist in reducing the unlicensed rider population the majority have not been able to measure any reduction in motorcycle crashes and fatalities as a result of the program implemented.



* Did not answer or respond to question

Motorcycle Safety and Licensing Programs			
Table B-22	**Has your jurisdiction implemented any unique programs for motorcycle safety and licensing? If yes, explain.**	**Have you been able to measure any reduction in motorcycle crashes and fatalities as a result of the program implemented?**	**Has your jurisdiction taken steps on enforcing motorcycle licensing laws? If yes, explain.**
Jurisdiction			
Alabama	NO	NO	The DPS enforces all traffic laws.
Alaska	NO	NO	NO
Arizona	NO	NO	*
Arkansas	NO	NO	Basic enforcement of existing laws
California	YES, riders under 21 must complete a CHP-sanctioned motorcycle safety course. DMV waives skills test for those who take basic rider course and experienced rider course for riders 21 and older.	NO	NO
Colorado	YES, Colorado DOT manages the MOST program, which provides tuition reimbursement to motorcycle students and is funded by fees on endorsements and registrations, also educates motorcyclists regarding dangers of drinking & driving	NO	NO
Connecticut	NO	N/A	*
Delaware	YES, enhanced patrols by LE for aggressive driving, DUI check points, as well as billboards and flyers.	NO, the program is too new to determine the results.	NO
Florida	NO	N/A	YES, through local LE agencies and judicial systems.
Georgia	NO	N/A	NO
Hawaii	NO	N/A	*
Idaho	NO	NO	Law enforcement traffic stops.
Illinois	YES, Motorcycle Rider Safety Training waiver program	NO	Enforce licensing laws during peak periods through various traffic programs through the State. One way is through our Saturated Traffic Accident Reduction Program. Another is through various roadblocks initiated through the State.
Indiana	NO	N/A	NO
Iowa	YES, motorcycle task group gets info out on motorcycle safety and sharing the road, hosts a yearly motorcycle safety forum	NO	Suspend those who are convicted of not having a proper endorsement for motorcycles

Motorcycle Safety and Licensing Programs			
Table B-22	**Has your jurisdiction implemented any unique programs for motorcycle safety and licensing? If yes, explain.**	**Have you been able to measure any reduction in motorcycle crashes and fatalities as a result of the program implemented?**	**Has your jurisdiction taken steps on enforcing motorcycle licensing laws? If yes, explain.**
Jurisdiction			
Kansas			
Kentucky	NO	NO	NO
Louisiana	NO	N/A	*
Maine	YES, Maine Motorcycle Safety Education Course, 8-hr classroom-based, developed in cooperation w/MSF, MSF Basic Rider Course	NO	*
Maryland	YES, in-traffic rider education	NO	YES, sending letters to registered owners w/out a class M license
Massachusetts	YES, commercials, safety days at dealerships, booths at motorcycle expos	NO	YES, noise reduction by local law enforcement, aggressive use of helmet law
Michigan	NO	N/A	NO
Minnesota	YES, encouraged the completion of safe rider training by including the skills test waiver with successful completion of the course	NO	*
Mississippi	NO	NO	NO
Missouri	NO	N/A	*
Montana	NO	N/A	YES, law enforcement issues citations
Nebraska	NO	N/A	LE is being trained on legal vs. costume helmets
Nevada	NO	N/A	NO
New Hampshire			
New Jersey	NO	N/A	NO
New Mexico	NO	N/A	NO
New York	YES, governor traffic safety committee sponsored a statewide motorcycle awareness initiative, the TV media campaign featured 15- and 30-sec announcements focusing on driver inattentiveness to motorcycles and failure to yield, ads distributed statewide	NO	YES, with local and Federal funding several local police agencies have conducted dedicated enforcement efforts aimed at unlicensed operation and proper motorcycle registration and equipment
North Carolina	YES, skills waiver program	NO	*
North Dakota	NO	NO	There has not been a special campaign but local LE has been diligent enforcing motorcycle licensing laws.

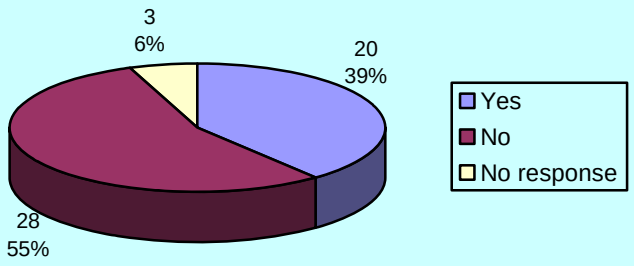
Motorcycle Safety and Licensing Programs			
Table B-22	**Has your jurisdiction implemented any unique programs for motorcycle safety and licensing? If yes, explain.**	**Have you been able to measure any reduction in motorcycle crashes and fatalities as a result of the program implemented?**	**Has your jurisdiction taken steps on enforcing motorcycle licensing laws? If yes, explain.**
Jurisdiction			
Ohio	YES, Ohio MC Strategic Plan and "Ride Smart" Plan	NO	Law authorities and courts have become more aware of MC related violations and are imposing more stringent penalties
Oklahoma	NO	N/A	NO
Oregon	YES, State approved motorcycle safety program (TEAM OREGON) has designed a beginning course to get riders endorsed, completion of course includes knowledge & skills testing, also an intermediate course so a person 21 or older w/motorcycle permit can complete course and go to DMV to get endorsement, designed to get students trained & properly licensed	NO	NO
Pennsylvania	YES, changed learner's permit process to require applicants to pass a motorcycle knowledge test prior to receiving permit, did a mass mailing to motorcycle owners, increased funding for the free motorcycle safety training, distributed "sharing the road" and "drive aware we're out there" info to vehicle owners and license holders up for renewal	NO	YES, LE agencies patrol and enforce PA motor vehicle laws
Rhode Island	YES, mandatory education program	NO	*
South Carolina	YES, upgrading our courses, examiner training, manuals and tests and enacting legislation, the State's highway safety plan will include all cross-agency efforts to reduce motorcycle crashes, including public information programs and stricter enforcement	YES	YES, the State's highway safety plan will include all cross-agency efforts to reduce motorcycle crashes including public information programs and stricter enforcement
South Dakota	NO	N/A	NO

Motorcycle Safety and Licensing Programs

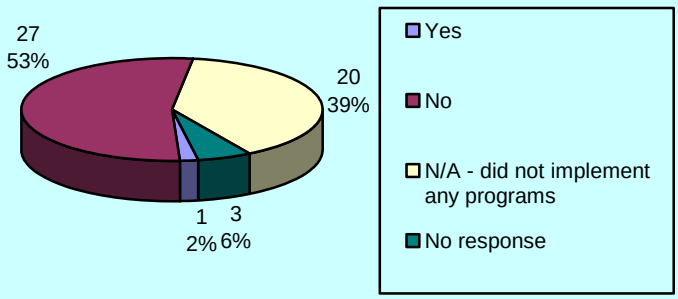
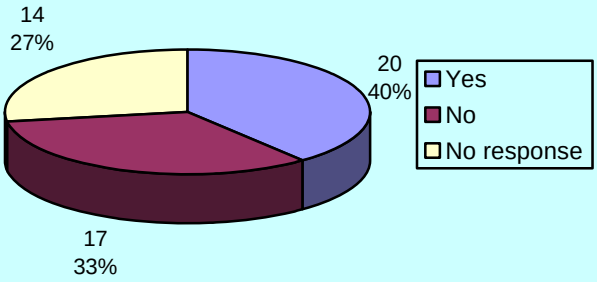
Table B-22 Jurisdiction	Has your jurisdiction implemented any unique programs for motorcycle safety and licensing? If yes, explain.	Have you been able to measure any reduction in motorcycle crashes and fatalities as a result of the program implemented?	Has your jurisdiction taken steps on enforcing motorcycle licensing laws? If yes, explain.
Tennessee	YES, implementing in-school awareness and education program aimed at teen riders, implementing motorcycle awareness program in conjunction w/Governor's Highway Safety Office	NO	YES, when stopped unlicensed riders are cited, we have awareness campaigns, motorcycle manuals for public, etc.
Texas	YES, mandatory helmet usage	NO	YES, Highway patrol and driver license division traffic enforcement
Utah	NO	N/A	NO
Vermont	NO	N/A	NO
Virginia	NO	N/A	*
Washington	YES, 3-wheel operator licensing & training	NO	YES, impoundment of non-endorsed riders motorcycle
West Virginia	NO	N/A	YES, partnership w/the State police for enforcement of endorsement, helmet and safety laws, conducted seminars during State police in service
Wisconsin	NO	N/A	YES, riders may be cited for operating w/out a license and may be subject to penalty if they cause an accident (applies to all drivers, not just motorcycles)
Wyoming	YES, MSF course	NO	*
District of Columbia			

Summary: Of the jurisdictions that responded to the survey most have not implemented any unique programs for motorcycle safety and licensing.

Implementing Unique Programs for Motorcycle Safety and Licensing



Motorcycle Safety and Licensing Programs

Table B-22 Jurisdiction	Has your jurisdiction implemented any unique programs for motorcycle safety and licensing? If yes, explain.	Have you been able to measure any reduction in motorcycle crashes and fatalities as a result of the program implemented?	Has your jurisdiction taken steps on enforcing motorcycle licensing laws? If yes, explain.
Of the jurisdictions that responded to the survey a majority have not been able to measure any reduction in motorcycle crashes and fatalities as a result of the program implemented. Many did not implement any programs; therefore, this question was not applicable to them.			
Of the jurisdictions that responded to the survey most have taken steps on enforcing motorcycle licensing laws, but it is not a significant difference. Many did not respond to this question.			

* Did not answer or respond to question

Appendix C
Examples of Integrated Motorcycle Rider Education Programs and Licensing and Graduated Rider Licensing Requirements

Maryland Motorcycle Safety and Licensing Program
Integration of the Licensing Process With
Motorcycle Rider Education

- The Maryland Motorcycle Safety Program is located in the Motor Vehicle Administration, Driver Instructional Services Division. Rider education programs are the responsibility of the Motorcycle Safety Program and the motorcycle operator license testing "waiver" is controlled by the Driver Services Division.

- The Maryland Motorcycle Safety Program offers the license waiver for individuals who complete either the:

    - Basic Rider Course (BRC); or
    - Alternate Basic Rider Course (BRCII).

- Under Maryland Vehicle Law TR, Section 16-603(f), the Class M Learner's permit requirement is waived.

- Under the same section the Knowledge Test and Riding Skills Test offered in the approved courses is accepted as the equivalent of the State tests.

- The Knowledge Test used in the BRC is the MSF's 50-question test. We have replaced five questions on the test with similar questions based on Maryland Motorcycle Law.

- The Riding Skills Test used in the BRC is the original test developed by the MSF for the BRC curriculum issued in 2000. Maryland has modified the scoring criteria creating curriculum and licensing standards. The MSF's recommended passing score is no more than 20 total penalty points overall and no more than 10 points may be assessed in any single evaluation.

- For our curriculum standard a student my not accumulate more than 15 penalty points overall. The no more than 10 points per evaluation criteria still applies.

- For our licensing standard a student, in addition to the criteria for the curriculum standard, may not accumulate anymore than 9 penalty points in any single exercise.

- The Knowledge Test used in the BRCII is the MSF's 20-question test taken from its ERC suite.

- The Riding Skills Test used in the BRCII is the skills test provided in the MSF ERC suite and we use our licensing standard criteria for scoring it.

- Students passing the licensing standard in the BRC or BRCII are issued a completion certificate, commonly referred to as the “license waiver.” This certificate has a “top” and “bottom” section. Both sections are identical and contain the following information:

    - Student’s name as it appears on the driver’s license;
    - Student’s driver’s license (soundex) number;
    - Training center where the student took the course;
    - Certificate issue date; and
    - Expiration date.

- Both halves of the certificate are signed by the:

- Instructor who administered the Skills Test;
- The training center manager; and
- The student.

- On the bottom section we apply an embossed seal over the signatures. The bottom half is given to the student to take to the MVA to get the Class M license.

- The completion certificate is valid only for six months from the date it is issued, which is the course completion date. This is the same amount of time as a Type 2 learner’s permit.

Washington Motorcycle Safety and Licensing Program
Integration of the Licensing Process With
Motorcycle Rider Education

- The Washington Motorcycle Safety Program is located in the Department of Licensing, Drivers Service Division, Planning and Performance Section. Rider education programs and motorcycle operator license testing are the responsibility of the motorcycle program manager.

- The Washington Motorcycle Safety Program offers the testing waiver for individuals who complete either the:

    - Basic rider Course or
    - Experienced RiderCourse License Waiver Course.

- Under Washington law RCW 46.20.515 knowledge and skill testing may be waived upon completion of an approved rider education training course.

- Rider education is mandatory in Washington for riders 16 and 17 years old and must be completed before a motorcycle endorsement may be issued.

- The Washington motorcycle training program uses the knowledge and skills tests that are provided as part of each of the above curriculums at the completion of each course.

- Upon completion of the training course a Washington-specific Course Completion Card is issued to the student with the student's name on the face of the card as well as the instructor's name, instructor ID number, and date of completion.

- This card is serialized and issued to the training sites by the serial number. The card has background printing to aid in security from unauthorized changes being made to the card.

- The student takes this Course Completion Card to the local Licensing Service Office upon successful completion of the training course and presents it for a waiver of further knowledge and skills testing. A motorcycle endorsement will then be added to the basic license upon payment of a $5 application and $20 licensing fee.

- This card is valid for a waiver of testing for a period of six months. If the customer fails to obtain the endorsement within six months of course completion, both the knowledge and skills tests will be required at the Licensing Service Office and the course must be retaken.

- Due to the voluntary nature of the Washington motorcycle training program, customers may bypass the training course and go directly to a Licensing Service Office to obtain their endorsements.

- Licensing Service Offices use a modified version of the knowledge tests originally developed by NHTSA and that are now maintained by the MSF.

- The skill test used by Washington licensing offices is the Alternate MOST that is derived from the Motorcycle Operators Skill Test II (MOST II).

Ontario Graduated Licensing Requirements for Motorcycle Riders

- New drivers in Ontario who are applying for their first motorcycle licenses need to enter Ontario's graduated licensing system. Riders earn full driving privileges in two stages.

Class M1

- After a rider passes a vision test and a motorcycle knowledge test, they get a Class M1 license and information package for new riders. A Class M1 license is a learner's permit and is designed to allow the rider to start practicing riding.

- New motorcycle riders with a Class M1 license learn to ride under these conditions:

    - blood alcohol concentration must be zero;
    - must ride only during daylight hours (half hour before sunrise to half hour after sunset);
    - must not ride on highways with speed limits of more than 80 km/h except highways 11, 17, 61, 69, 71, 101, 102, 144, 655;
    - cannot carry passengers.

- A rider must spend a minimum of 60 days with a Class M1 license, which is valid for 90 days. After 90 days, if the rider has not graduated to M2, M1 expires and the rider must start over by retaking the knowledge test. After 60 days, but before 90 days, the rider will take a road test on a closed course.

- Motorcycle riders who successfully complete an approved motorcycle safety course that includes a road test with an M1 license are exempt from taking the ministry's M1 road test and can move to an M2 license after 60 days. If the rider completes an approved safety course in either level, they can reduce the time that they must hold an M2 license from 22 to 18 months. While the motorcycle safety course certificate is valid for two years from its issue date, it may only be used for the M1 road test exemption within six months of its issue date.

- With a Class M1 license, an operator can drive a moped, limited-speed motorcycle, and a motorcycle.

Class M2

- Riders must pass a M1 road test or complete an approved motorcycle safety course before receiving a Class M2 license. A Class M2 license is a probationary driver's license and removes most restrictions. Riders must have a Class M2 license for a minimum of 22 months. If a rider completes an approved motorcycle safety course, they can reduce this time requirement by four months.

With an M2 license, the rider gains more privileges – they may ride at night, on any road and may now carry a passenger. However, at this level:

- o blood alcohol concentration must be zero;
- o eligible to take a Class M road test after they have completed the time required with an M2 license;
- o must pass the test to get a Class M license.

- A Class M2 license expires after 5 years. If a rider does not upgrade to full M by then, the rider will have to take another road test or motorcycle safety course and start again.

- After the rider holds the M2 license for a minimum of 22 months or 18 months, if the rider took an approved motorcycle safety course, the rider must take another road test. The M2 road test is a full road test, taken on-street.

- With a Class M2 license, the operator can drive a moped, limited-speed motorcycle and a motorcycle. **Note:** Class M2 and Class M license holders may also drive Class G (noncommercial) vehicles under the conditions that apply to a Class G1 license holder.

- Once riders receive their full M licenses, they may drive with no special restrictions beyond the normal laws and the M does not expire as long as they keep it renewed each year.

Drivers of limited-speed motorcycles and mopeds

- A restricted class M license is for drivers who operate limited-speed motorcycles or mopeds. A limited-speed motorcycle is a motorcycle that has a maximum speed of 70 km/h. Applicants for the restricted class M license are required to take both M1 and M2 road tests.

- Like standard motorcycle drivers, new drivers applying for their limited-speed motorcycle or moped licenses will enter Ontario's graduated licensing system. You must be at least 16 years old and pass a vision test and a test of their knowledge of the rules of the road and traffic signs. After they pass these tests, they will enter Level One and get M1 licenses. They must pass two road tests to become fully licensed on limited-speed motorcycles or mopeds. Passing the first road test lets them move to Level Two (class M2 with L condition). Passing the second road test gives them restricted class M driving privileges. With this license, they can drive mopeds and limited-speed motorcycles only; they will not be able to operate a full-powered motorcycle.

Ontario Motorcycle (Class M) Skills Test

- The Ontario skills test was modeled after the Commercial Driver License Test.

- Off-road exercises (variations of some in the MOST test):

    - **Obstacle avoidance** – the rider would have to turn aside and avoid a simulated obstacle after approaching to within 9 meters of the obstacle at a speed of 20 kph.

    - **Brake and avoid** – the rider would have to brake and make a sharp turn to go around a simulated obstacle after approaching to within a short distance of the obstacle at a speed of 20 kph.

    - **Turn and stop** – from a speed of 20 kph, the rider must turn 45 degrees and come to a quick stop.

- The rider rides a predetermined route, as the examiner follows the rider in a car driven by an assistant and scores the rider on the following maneuvers:

    - four right turns,
    - four left turns,
    - two stop intersections,
    - two through intersections,
    - two roadside stops,
    - two curves,
    - two business straight sections,
    - two expressway sections, and
    - two residential or rural sections.

Test Maneuver Specifications

- **Left and right turns** – includes turns at traffic lights, stop signs, and uncontrolled intersections. Aim at including a mix of two-lane and four-lane road intersections. Turns should range from easy to somewhat difficult. Avoid locations with complicated road junctions that might be likely to confuse anyone not already familiar with the location

- **Intersections** – the intersections can be at traffic lights; however, keep in mind that if you use traffic light intersections, you will need enough of them on the route to be sure of getting at least two red lights and two green lights. Do not locate scored intersections on the business or residential straight sections.

- **Curves** – select one curve to the left and one to the right. For each curve, look for one that is at least a 45-degree change in direction from the direction of the road leading to it. Choose a curve that is tight enough to require slowing down

from the normal speed a rider would be riding at, on the road approaching the curve. Avoid curves that change radius (become tighter or wider) as the rider goes around the curve. Try to get curves that are at least 200 meters long.

- **Business Sections** – should be about one kilometer long. A business section should contain a series of intersections and variety of other traffic situations. The business section requires the following sections and locations:

    - three locations with roadside hazards where you can see if the rider looks at each hazard;
    - a section that will take at least 10 seconds to pass through where you see if the rider checks the mirrors;
    - a section where the rider can change lanes to the left and back to the right; and
    - riding along a section where you can observe the rider's general space management and speed control.

- **Expressway Sections** – should be a four-lane controlled-access highway. The section should start with a conventional ramp entrance and end with a conventional ramp exit. The section should be long enough to allow two lane changes during the section: one lane change to the left and one back to the right.

- **Residential Sections** – should be a lightly traveled two-lane road with a variety of intersections and entrances to such things as residences, schools, or small businesses. A residential section should be a straight section of residential street about 1 kilometer long. The residential section requires the following sections and locations:

    - three locations with roadside hazards where you can see if the rider looks at each hazard;
    - a section that will take at least 10 seconds to pass through where you see if the rider checks his or her mirrors; and
    - riding along a section where you can observe the rider's general space management and speed control.

- **Roadside Stop** – pick locations where the rider can pull off the traveled portion of the road and stop for a minute. For each stop, choose a location on a straight section of road where the traffic is not busy and where there is a good off-road surface for stopping. Make sure the location has enough sight distance in front and behind to allow the rider to get off and on the road safely.

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