



# Annual Report

## State Fiscal Year 2013

Colorado Department of Transportation  
Office of Transportation Safety  
Highway Safety Office



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# Introduction

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The Motorcycle Operator Safety Training Program was created in 1991 by Colorado Statute for the Colorado Department of Transportation (CDOT) to establish a motorcycle operator safety training program which includes courses to develop the knowledge, attitudes, habits, and skills necessary for the safe operation of a motorcycle. The motorcycle operator safety training program includes instruction relating to the effects of alcohol and drugs on the operation of motorcycles, and a course to train instructors. CDOT sets standards for the certification of courses in the program and contracts with vendors for the purpose of providing the motorcycle operator safety training program.

CDOT's motorcycle operator safety training program also promotes motorcycle safety awareness.

Students who are licensed Colorado residents, or who are active duty military personnel, are eligible for reduced tuition when they take MOST courses. The tuition reduction comes from funds raised by fees attached to Colorado motorcycle registrations and license endorsements.

The MOST program sets standards for certification of training courses and for vendors who contract with the State yearly to offer basic, advanced, and instructor training courses.

The MOST program has grown significantly since 1991. Since 2009, there have been 42,297 students trained. In FY 2013, the 17 certified training vendors offered 1,429 courses. Both the number of students and the number of courses continue to increase yearly. The 12,554 students trained in FY 2013 represents a 28% increase over the number trained in 2009.

One of the most significant impacts of MOST training is found in the fatality and crash data tracked by the Colorado Department of Transportation. Overall, Colorado motorcycle crash fatalities have dropped from 88 to 79 over the past four years. While 28 motorcycle operators involved in accidents were cited for Driving Under the Influence in 2012, there were no MOST students involved in crashes who were cited for DUI's that year.

In addition, when MOST students were involved in crashes, they were much more likely to be wearing helmets. Among crashes involving operators and passengers in 2012, MOST students were helmeted 80% of the time, while all riders only had helmets 55% of the time.

With the number of motorcycle registrations rising yearly, it becomes increasingly important to train motorcyclists to ride safely. The following report details the ways in which the MOST program is achieving that goal.

# Effectiveness of the Motorcycle Operator Safety Training Program

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Colorado Revised Statute CRS 43-5-502 states:

**43-5-502. Motorcycle operator safety training program - rules.**

(1) (a) (I) The office shall establish a motorcycle operator safety training program that promotes motorcycle safety, awareness, and supports courses to teach students to safely operate a motorcycle and train instructors. To be eligible under the program, a course must include instruction on the effects of alcohol and drugs on the operation of motorcycles. The office shall set standards for the certification of courses in the program, ensure that program training follows these standards, and ensure that courses are offered safely, consistent with best practices. The office shall contract with MOST vendors for the purpose of providing the program.

The Colorado Department of Transportation (CDOT) administers the Motorcycle Operator Training Program (MOST) through the Office of Transportation Safety, Highway Safety Office.

## Promoting Motorcycle Safety

The program supports motorcycle safety awareness through CDOT's motorcycle safety website: Motorcycle Safety/Live to Ride.

<http://www.coloradodot.info/programs/live-to-ride>

The website has readily accessible information about:

- CDOT's *Live to Ride* Campaign
- Motorcycle operator training
- Motorcycle Operator Safety Training providers, including cost of training
- Sober riding
- Protective gear
- Resources for riders
- Information for motorists to increase and promote awareness of motorcyclists
- Campaign materials available to partners and stakeholders
- Federal funding for motorcycle safety grants
- Motorcycle Operator Safety Training Annual Reports

## Effectiveness of the Motorcycle Operator Safety Training Program

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### **Courses to Teach Students to Safely Operate a Motorcycle and Train Instructors**

The MOST program supports, establishes standards, and approves curricula for Basic Rider Courses that instill in the student the knowledge, attitudes, habits and skills necessary for the safe operation of a motorcycle. Basic Rider Courses also include instruction relating to the effects of alcohol and drugs on the operation of motorcycles.

The content and organization of the Basic Rider Course is based upon documented research and have been shown to be effective in providing safety training in accordance with the Model National Standards for Entry-Level Motorcycle Rider Training in effect as of August 2011.

CDOT maintains a certified copy of the complete text of certified course materials. Any person or entity may obtain information concerning how the certified material may be examined or copied by contacting the MOST program office.

The MOST program supports, establishes standards, and approves curricula for Motorcycle Operator Safety Training instructors. MOST Instructor Training Courses are approved courses that prepare an individual to teach MOST courses.

Approved courses for Basic Rider Courses and Instructor courses include information and instruction on the effects of alcohol and drugs on the operation of motorcycles.

CDOT has standards for the certification of courses in the program. Certification of courses and quality assurances of the delivery of the program courses are governed by:

**Rules Governing the Motorcycle Operator Safety Training (MOST) Program**, which are located in the Code of Colorado Regulations - 2 CCR 601-23:

<http://www.sos.state.co.us/CCR>

CDOT contracted with 17 MOST vendors to provide the training program.

# Annual Motorcycle Accidents or Fatalities

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Motorcycle crash fatality data were obtained from CDOT's Fatality Analysis Reporting System (FARS). FARS contains data on motor vehicle crashes that involve public roadways, and that result in the death of an occupant of a vehicle or a non-occupant within 30 days of the crash.

The FARS data presented for 2012 is preliminary and will not be finalized until December 31, 2013.

Data pertaining to all motorcycle crashes (accidents) were acquired from CDOT's Traffic and Safety Engineering Branch. CDOT MOST staff compared crash records for accidents involving MOST students to overall motorcycle crash records.

MOST students used for this analysis are from MOST 2008-2012 student data bases.

## Motorcyclist Fatalities

79 operators and passengers were killed in motorcycle crashes in 2012 (75 operators, 4 passengers).

- Motorcyclist fatalities represented 17% of Colorado's total traffic fatalities (79 of 472)
- Motorcyclist fatalities increased by one from 2011 (78 fatalities), but are 20% lower than the record high of 98 fatalities in 2008
- The slight increase in motorcyclist deaths corresponds with trends in overall traffic fatalities, which increased by 4% in 2012
- 28 (37%) of motorcycle operators killed did not have a motorcycle endorsement on their drivers license
- 54 (68%) of motorcycle operators involved in fatal crashes were determined to be "at fault"
- 35 (44%) of fatal crashes involved only the motorcycle and no other vehicle
- 21 (28%) of motorcycle operators killed had a BAC  $\geq 0.08$
- 52 (69%) of motorcycle operators killed were not wearing a helmet
- 4 (100%) of motorcycle passengers killed were not wearing a helmet

## Annual Motorcycle Fatalities

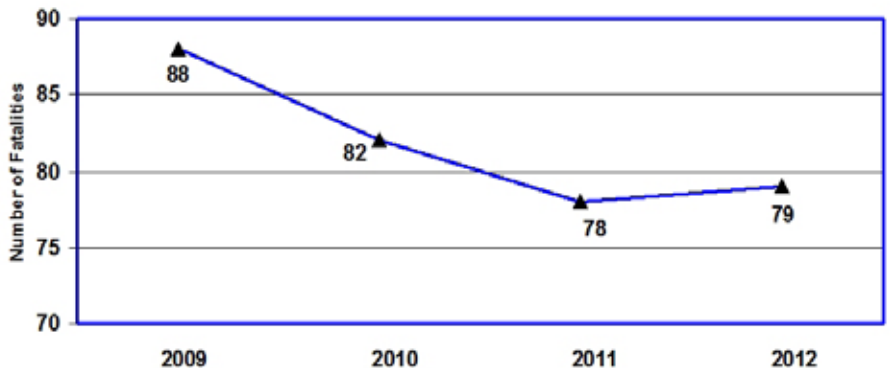
Fatalities by County	2009	2010	2011	2012	Total by County
Adams	7	6	5	3	21
Alamosa		2	1		3
Arapahoe	7		7	6	20
Archuleta			1		1
Bent		1			1
Boulder	6	5	1	7	19
Broomfield	1				1
Chaffee				2	2
Cheyenne				1	1
Conejos			1		1
Custer	2	1	1		4
Delta	1		1	2	4
Denver	3	9	6	3	21
Dolores		3			3
Douglas	3	2	2	2	9
El Paso	11	8	15	11	45
Elbert	1			2	3
Freemont	1			1	2
Garfield	2	4			6
Grand	2		1		3
Gunnison	2	2	1	1	6

Fatalities by County	2009	2010	2011	2012	Total by County
Hinsdale			1		1
Jefferson	7	8	6	9	30
Kit Carson			1		1
La Plata	4	3		4	11
Lake		1	1		2
Larimer	13	5	2	3	23
Mesa	1	1	5	2	9
Moffat		1	1	1	3
Montezuma			3		3
Montrose	1	1	3		5
Morgan		1		2	3
Ouray	1				1
Park		1	1	1	3
Pitkin		1			1
Prowers	1				1
Pueblo	2	8	4	4	18
Saguache	1				1
San Juan	1				1
San Miguel			1	1	2
Summit	1	1	3		5
Weld	6	7	4	11	28
<b>Total</b>	<b>88</b>	<b>82</b>	<b>78</b>	<b>79</b>	<b>328</b>

The following counties had no motorcycle fatalities from 2009-2012:

- |             |            |
|-------------|------------|
| Baca        | Logan      |
| Clear Creek | Mineral    |
| Costilla    | Otero      |
| Crowley     | Phillips   |
| Eagle       | Rio Blanco |
| Gilpin      | Rio Grande |
| Huerfano    | Routt      |
| Jackson     | Sedgewick  |
| Kiowa       | Teller     |
| Las Animas  | Washington |
| Lincoln     | Yuma       |

**Motorcyclist Fatalities In Colorado 2009 - 2012**



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## Annual Motorcycle Accidents or Fatalities

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### Motorcycle Fatalities by Age Group

Age/Year	2009	2010	2011	2012
Under 20	3	1	3	1
20's	19	13	17	15
30's	9	11	7	11
40's	17	25	13	14
50's	25	21	25	26
60's	12	7	10	10
70's	3	4	3	2
<b>Total</b>	<b>88</b>	<b>82</b>	<b>78</b>	<b>79</b>

Motorcycle fatalities age 40 and over represented 65% of fatalities in 2009, 70% in 2010, 65% in 2011, and 66% in 2012.

### Motorcycle Crashes

Statewide in 2012, there were 101,636 total vehicle crashes and 2,552 (2.5%) of those crashes involved motorcycles.

- Though motorcyclists were involved in less than 3% of all crashes, when they did crash, 64% of the time (1,633/2,552) the motorcyclist was at fault.
- MOST students were involved in 213 crashes in 2012 and were at fault in 47% of the crashes (101/213).
- In 2012, alcohol or drugs were suspected to be involved in a total of 263 crashes that involved a motorcycle. Alcohol use by the motorcycle operator was suspected in 212 crashes and drug use was suspected in 24 crashes. The other vehicle driver was suspected for alcohol or drug use in the remaining crashes. MOST students (2008-2013) were involved in seven alcohol-suspected crashes and one drug-suspected crash.
- In 2012, overall, motorcycle operators were wearing helmets in 55% of crashes. However, 80% of MOST operators in crashes were wearing helmets.



## Annual Motorcycle Accidents

<b>Top 10 Most Prevalent Citations to Motorcycle Riders in Crashes, 2012</b>			
<b>Ranking</b>	<b>Citation</b>	<b>All Motorcycle Operators</b>	<b>MOST Students</b>
1	Careless Driving	587 (59%)	62 (65%)
2	Unidentified Violations	79 (8%)	1 (1%)
3	Following Too Closely	55 (6%)	3 (3%)
4	Reckless Driving	49 (5%)	1 (1%)
5	Drove Vehicle Without Valid Driver License	48 (5%)	0 (0%)
6	Aiding and Abetting Speed Contests	46 (5%)	5 (5%)
7	Person on Motorcycle Clung to Another Vehicle	43 (4%)	7 (7%)
7	Drove Vehicle Improperly	43 (4%)	4 (4%)
9	Drove Vehicle While Under the Influence	28 (3%)	0 (0%)
10	Improper Display of License Plates	13 (1%)	0 (0%)
<b>Total Citations</b>		<b>1,078 (100%)</b>	<b>96 (100%)</b>

<b>Top 10 First Harmful Event – Prevalence in Motorcycle Crashes, 2012</b>			
<b>Ranking</b>	<b>Event</b>	<b>All Motorcycle Operators</b>	<b>MOST Students</b>
1	Overtaking	519 (48%)	41 (51%)
2	Front to Side	101 (9%)	4 (5%)
3	Other Non-Collision	91 (8%)	4 (5%)
4	Curb	64 (6%)	8 (10%)
4	Side to Side – Same Direction	64 (6%)	2 (3%)
6	Front to Rear	33 (3%)	2 (3%)
7	Front to Front	25 (2%)	0 (0%)
8	Guard Rail	23 (2%)	6 (8%)
9	Other Object	21 (2%)	1 (1%)
10	Side to Side – Opposite Direction	18 (2%)	1 (1%)
<b>Total First Harmful Events</b>		<b>1,078 (100%)</b>	<b>80 (100%)</b>

## Annual Motorcycle Accidents

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Motorcycle Involved Crash – License Endorsement Compliance, 2012		
Endorsement Status	All Motorcycle Operators	MOST Students
No Driving Endorsements (vehicle does not need endorsement, i.e. scooter)	480	35
Endorsement Required and Complied With	1,616	156
Endorsement Required and NOT Complied With	363	17
Endorsement Required and Compliance Not Known	45	2

Helmet Use Among Motorcycle Operators and Passengers in Crashes, 2012		
Protective Equipment in Operators	All	MOST
Helmet Used	1301 (55%)	142 (80%)
No Helmet Used	1050 (45%)	35 (20%)
<b>Total Operators</b>	<b>2,351 (100%)</b>	<b>177 (100%)</b>

Protective Equipment in Passengers	All	MOST
Helmet Used	102 (42%)	6 (60%)
No Helmet Used	140 (58%)	4 (40%)
<b>Total Passengers</b>	<b>242 (100%)</b>	<b>10 (100%)</b>

## Annual Motorcycle Accidents

2012 Motorcycle Crashes by Road Description, Road Conditions, and Weather Conditions		
	All Motorcycle Crashes (n=2,552)	MOST Students (n=213)
<b>Road Description</b>		
At Intersection	703 (28%)	59 (28%)
At Driveway Exit	213 (8%)	15 (7%)
Intersection Related	295 (12%)	30 (14%)
Non-Intersection	1,225 (48%)	101 (47%)
Alley Related	9 (0%)	0 (0%)
Roundabout	26 (1%)	2 (1%)
Ramp	68 (3%)	5 (2%)
Parking Lot	13 (1%)	1 (0%)
Unknown	0 (0%)	0 (0%)
<b>Road Conditions</b>		
Dry	2,438 (96%)	202 (95%)
Wet	67 (3%)	6 (3%)
Muddy	1 (0%)	0 (0%)
Snowy	2 (0%)	0 (0%)
Icy	4 (0%)	0 (0%)
Slushy	2 (0%)	1 (0%)
Foreign Material	30 (1%)	3 (1%)
With Icy Road Treatment	5 (0%)	1 (0%)
Unknown	3 (0%)	0 (0%)
<b>Weather Conditions</b>		
None	2,275 (89%)	191 (90%)
Rain	50 (2%)	5 (2%)
Snow/Sleet/Hail	5 (0%)	1 (0%)
Fog	1 (0%)	0 (0%)
Dust	0 (0%)	0 (0%)
Wind	27 (1%)	1 (0%)
Unknown	194 (8%)	15 (7%)

# Availability of Training Throughout the State

In State Fiscal Year (SFY) 2013 there were 1,429 MOST courses offered in 17 counties. The counties where the training is offered account for 77% of the Colorado's registered motorcycles. Colorado motorcycle registration, based on data from the Colorado Department of Revenue, shows a total registration of 184,174 during 2012 (the most current registration information available).

SFY 2013 Motorcycle Training Courses Offered by County and Month													
	2012						2013						TOTAL
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	
<b>COUNTY</b>													
Adams	69	49	34	35	30	19	18	25	50	48	48	60	485
Arapahoe	29	17	23	16	3	12	2	9	13	24	26	31	205
Boulder	4	3	4	2	0	0	0	0	0	6	1	7	27
Chaffee	1	0	1	0	0	0	0	0	0	0	0	0	2
El Paso	32	27	27	12	13	0	7	9	16	25	50	59	277
Garfield	1	1	1	0	0	0	0	0	0	1	4	7	15
Jefferson	32	30	26	17	4	3	4	6	19	28	34	42	245
La Plata	0	0	0	0	0	0	0	0	1	2	2	2	7
Larimer	11	8	7	6	2	0	2	2	6	6	11	10	71
Logan	0	2	0	0	0	0	0	0	0	2	1	0	5
Mesa	2	2	1	2	0	0	0	0	2	2	1	0	12
Moffat	0	1	0	0	0	0	0	0	0	0	1	0	2
Morgan	2	1	0	0	0	0	0	0	0	1	1	1	6
Otero	1	1	0	0	0	0	0	0	0	0	0	0	2
Pueblo	5	2	2	2	1	1	0	1	0	2	2	4	22
Summit	3	2	0	0	0	0	0	0	0	0	0	4	9
Weld	1	0	1	0	0	0	0	0	0	0	0	0	2
<b>Total Courses Conducted</b>	<b>199</b>	<b>151</b>	<b>132</b>	<b>96</b>	<b>54</b>	<b>36</b>	<b>34</b>	<b>54</b>	<b>111</b>	<b>147</b>	<b>185</b>	<b>230</b>	<b>1,429</b>

**In SFY 2013:**

17 MOST Vendors located in 17 counties utilized 250 MOST Instructor Trainers. They provided motorcycle training to 12,554 students from throughout Colorado. This reflects the highest number of students trained in any fiscal year since the MOST program began.

MOST courses were offered at 41 locations, with many of those training sites utilizing multiple training ranges.

# Historic and Current Training Costs

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Motorcycle Operator Safety Training courses are offered year round; however, peak training times are spring, summer, and fall.

MOST vendors charge a competitive fee for their services and may change these rates at any point throughout the training season.

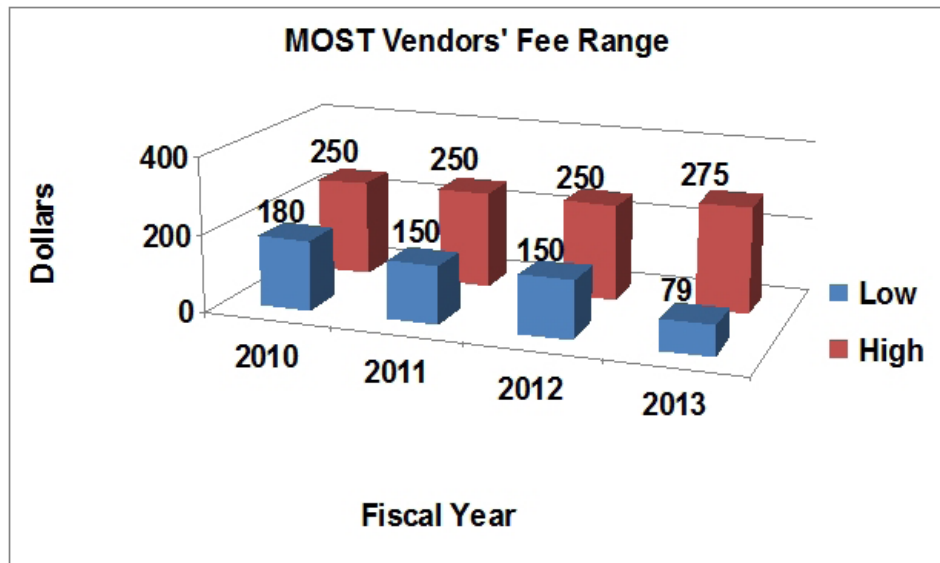
The fee ranges below are the historical training costs by State Fiscal Year. These rates were reported directly from vendors' websites on the same day. These amounts are what the student paid for the training and do not reflect the MOST tuition benefit, which is paid directly to the vendor who passes on the benefit to the student in the form of lower training costs.

FY 2010 - fees ranged from \$180.00 to \$250.00

FY 2011 - fees ranged from \$150.00 to \$250.00

FY 2012 - fees ranged from \$150.00 to \$250.00

FY 2013 - fees ranged from \$79.00 to \$275.00



# Additional Performance Measures

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## **MOST Rules**

All MOST vendors are subject to MOST Rules and Regulations as defined in 2 CCR 601-23. The MOST Rules can be found at the following link:

<http://www.sos.state.co.us/CCR>

In FY 2013, CDOT held three stakeholder's meetings to discuss changes and modifications to MOST Rules. The current MOST rules became effective March 17, 2013.

## **FY 2013 MOST Program Funding**

The MOST program is funded by a \$2.00 surcharge for motorcycle endorsements on a drivers license or provisional drivers license, and a \$4.00 surcharge on a motorcycle registration.

Moneys are credited to the MOST Fund and used by CDOT to implement and administer the program. In FY 2013, \$830,962 was credited to the MOST Fund.

CDOT is permitted to retain up to 15% of annual MOST revenues for administrative purposes. The remainder is distributed to private sector training providers. Moneys in the MOST Fund are continuously appropriated, and unspent moneys remain in the fund for use in a future fiscal year.

The MOST Program office utilizes funds allocated to implement and administer the MOST Program in accordance with the Department of Personnel and Administration state fiscal rules.

## **The MOST program distributes funding in the following areas:**

### **MOST Administrative Expenses**

The MOST Program Office may use MOST Program funds for reasonable and necessary administrative expenses. The MOST shall not expend more than 15% of the total cost of the program for administrative costs.

The 15% MOST administrative fee is calculated using the total collected registration and endorsement fees for the Fiscal Year before any carry forward is added to the SFY budget.

Administrative costs for the program are outlined in the MOST Rules and Regulations, Section 12, paragraph A, subsection 1:

“The administrative costs directly related to the MOST program, including personal services costs, operating costs, capital equipment costs and travel costs in accordance with applicable state law and fiscal rules, but in no event shall the office expend more than fifteen percent of the total cost of the program for administrative costs.”

## Additional Performance Measures

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### Allowable Expenses as Defined in 2CCR 601 - 23 Include:

#### 11.00 Administrative and Contract Expenses for the MOST Program

11.01 The MOST Program Office shall utilize funds allocated pursuant to § 43-5-504, C.R.S., to implement and administer the MOST Program in accordance with the Department of Personnel and Administration state fiscal rules.

11.02 Administrative Expenses. In no event shall the MOST Program office expend more than the amount set forth in § 43-5-503(1)(c), C.R.S., for administrative costs. The MOST Program Office may use MOST Program funds for reasonable and necessary Administrative Expenses as defined herein.

11.03 Contract Expenses. Reasonable and necessary Contract Expenses include:

11.03.1 Expenses incurred to promote the MOST Program, including public relations expenses, banners, advertising, and MOST promotional materials ordered by CDOT staff.

11.03.2 Contract Expenses will include those expenses related to MOST Program evaluation, meetings involving external stakeholders and partners, and those related to MOST Program awareness.

11.04 Vendor Reimbursements shall include:

11.04.1 Expenses directly related to a contract or purchase order issued to a MOST Program Vendor or third party for the purchase of goods and/or services and related approved travel expenses for vendors;

11.04.2 The Tuition Benefit passed on to the Eligible Student in the form of reduced costs for completion of the Basic Rider Course, the Instructor Training Course, or the Instructor Professional Development Workshops if:

11.04.2.1 The documentation provided by the Vendor is complete and accurate and sufficiently meets the requirements of these Rules;

11.04.2.2 The Vendor provides a receipt as required by these Rules establishing that the Tuition Benefit was passed on to the Eligible Student.

11.04.3 Those courses for which CDOT has agreed to pay the Tuition Benefit under existing contracts will continue to be funded, if adequate documentation is provided under these Rules, up to and including June 30, 2013. CDOT will retain its discretion to determine whether, as a component of the MOST Program, the Tuition Benefit will be retained, eliminated or reinstated based upon yearly program performance measures.

## Additional Performance Measures

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In SFY 2013, CDOT reimbursed the MOST program vendors \$70.00 for each student in the Basic Rider Course, \$50.00 for each student in the BRC 2 Course, \$200.00 for each student in the RiderCoach Preparation Course and \$50.00 for each student in the RiderCoach Instructor updates. These reimbursements are passed on by each MOST Program Vendor to each student who is a Colorado resident or active duty military student, in the form of lower training fees.

In SFY 2013, MOST vendors are required to clearly post on their websites the availability of the tuition benefit for the Basic Rider Courses. MOST program vendors' websites in FY 2013 were required to show the Resident the tuition benefit was passed on to Colorado residents. MOST program vendors are required to provide to each student a receipt which indicates the total cost of the course, the amount the student pays for the training and the amount of the tuition benefit provided to the MOST program vendor to lower student costs.

### FY 2013 MOST Program Budget

REVENUES		
Revenue from motorcycle registration and license endorsement fees		\$830,962.00
Available for Administration	\$121,644.00	
Available for Tuition Benefit	\$706,318.00	
Subtotal	\$830,962.00	
Carry Forward From SFY 2012		\$433,009.00
Total Revenue and Carry Over		\$1,263,971.00
ACTUAL EXPENDITURES		
Total Expenditures		(\$948,345.53)
Training Subsidies	(\$846,660.37)	
Administration	(\$101,685.16)	
Subtotal	(\$948,345.53)	
Carry Forward to SFY 2014		\$315,625.47



## Additional Performance Measures

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FY 2010 – 2013 Students Trained by MOST Program Vendors				
	2010	2011	2012	2013
<b>Vendor</b>				
ABATE of Colorado	3,738	3,322	3,847	3,284
T3RG International	1,272	1,321	1,334	840
Motorcycle Training Academy	1,268	1,280	2,021	1,943
White Buffalo (formerly Iron Buffalo)	838	784	959	521
Wheels in Motion	375	377	255	179
Motorcycle Rider Training Center	529	551	571	467
SW CO Motorcycle Safety Training	250	211	205	0
Black B.A.G. LLC	368	376	444	549
Rocky Mountain Motorcycle Training	162	210	258	231
CO Northwest Rider Training	101	131	179	133
Ricky Orlando Motorcycle School	232	381	215	143
Cronk's PRS (Bad Axe)	15	0	0	0
Full Throttle Motorcycle Academy	0	84	564	2,354
Bluecreek Motorcycle Training	0	114	224	256
A Better Ability Motorcycle Academy	0	93	74	0
G-Force Powersports	0	0	0	819
Iron Buffalo	0	0	0	549
Two Old Guys	0	0	0	45
Iride Pikes Peak Motorcycle Training	0	0	173	213
Sleeping Giant Motorsports	0	11	26	28
<b>Total</b>	<b>9,148</b>	<b>9,246</b>	<b>11,349</b>	<b>12,554</b>

## Additional Performance Measures

FY 2013 MOST Training Contractors/Sponsors			
MOST SPONSORS	FY 2013 Funding	Balance	# Trained
1. ABATE of Colorado <a href="http://www.abateofcolo.org">www.abateofcolo.org</a>	\$235,000.00	\$6,906.82	3,284
2. T3RG International <a href="http://www.t3rg.com">www.t3rg.com</a>	\$100,000.00	\$44,590.00	840
3. Motorcycle Training Academy <a href="http://www.motorcycletrainingacademy.com">www.motorcycletrainingacademy.com</a>	\$137,000.00	\$8,490.00	1,943
4. White Buffalo <a href="http://www.mcsafety.com">www.mcsafety.com</a>	\$55,000.00	\$13,500.64	521
5. Motorcycle Rider Training Center <a href="http://www.mrtcridered.com">www.mrtcridered.com</a>	\$44,000.00	\$13,430.00	467
6. Wheels in Motion <a href="http://www.wheelsinmotion.com">www.wheelsinmotion.com</a>	\$22,000.00	\$8,675.00	179
7. Black B.A.G. LLC <a href="http://www.bbmct.com">www.bbmct.com</a>	\$25,000.00	\$3,900.00	549
8. G-Force Powersports <a href="http://www.gforceridertraining.com/">www.gforceridertraining.com/</a>	\$40,000.00	\$40,000.00	819
9. Ricky Orlando Motorcycle School <a href="http://www.rickyorlando.com">www.rickyorlando.com</a>	\$19,000.00	\$9,230.00	143
10. Rocky Mountain Motorcycle Training <a href="http://www.motorcyclesafetyswco.homestead.com">www.motorcyclesafetyswco.homestead.com</a>	\$20,720.00	\$4,620.00	231
11. CO Northwest Rider Training <a href="http://www.mcridersafety.com">www.mcridersafety.com</a>	\$18,249.00	\$4,380.00	133
12. Full Throttle Motorcycle Academy <a href="http://www.fullthrottleacademy.com">www.fullthrottleacademy.com</a>	\$183,860.00	\$23,040.00	2,354
13. Bluecreek Motorcycle Training <a href="http://www.bluecreekmotorcycletraining.com">www.bluecreekmotorcycletraining.com</a>	\$16,140.00	\$0.00	256
14. Iron Buffalo <a href="http://www.ironbuff.org/">www.ironbuff.org/</a>	\$50,000.00	\$15,650.00	549
15. Iride Pikes Peak Motorcycle Training <a href="http://www.pikespeakharleydavidson.com">www.pikespeakharleydavidson.com</a>	\$10,000.00	\$0.00	213
16. Sleeping Giant Motorsports <a href="http://www.home.earthlink.net/~sleepinggiantmotos">www.home.earthlink.net/~sleepinggiantmotos</a>	\$4,000.00	\$1,605.00	28
17. Two Old Guys MC Rider Training <a href="http://www.togmrt.com">www.togmrt.com</a>	\$7,000.00	\$3,870.00	45
<b>TOTAL</b>	<b>\$986,969.00</b>	<b>\$201,887.46</b>	<b>12,554</b>

## Additional Performance Measures

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### Most Public Awareness

In SFY 2013, the CDOT Public Relations Office (PRO) utilized MOST funds to promote awareness through the development and distribution of a MOST graduate kit. The kit included an individualized certificate, patch, sticker, and graduate fact sheet. The graduate fact sheet welcomed MOST trainees to motorcycling, thanked them for taking training, included facts about motorcycling, and asked that they take an online survey about their training experience. Those students who took the online survey were given the option to receive a MOST Graduate pin in consideration for their time.

The PRO continued the printing and distribution of Colorado Motorcycle Skills Rating Maps. The reverse side of the maps does not have public advertising but contains safety messages regarding training, riding sober, etc. Over 30,000 maps were distributed through a variety of MOST trainers and motorcycle dealerships.

The PRO used MOST funds for researching and developing strategies to elevate awareness and engagement with the MOST program. For SFY 2013, a total of \$50,752.95 was spent by the Public Relations Office for the promotion of the MOST program.

## Additional Performance Measures

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### Motorcycle Registrations by County\*

County	2008	2009	2010	2011	Total
Adams	12,783	12,992	13,443	14,189	53,407
Alamosa	497	534	524	530	2,085
Arapahoe	14,547	14,437	14,779	15,453	59,216
Archuleta	605	642	624	661	2,532
Baca	117	140	141	149	547
Bent	130	134	150	127	541
Boulder	9,963	9,974	10,061	10,580	40,578
Broomfield	1,725	1,811	1,864	2,019	7,419
Chaffee	1,017	1,083	1,106	1,118	4,324
Cheyenne	84	85	88	89	346
Clear Creek	665	663	673	695	2,696
Conejos	297	327	323	323	1,270
Costilla	170	161	166	165	662
Crowley	99	100	104	98	401
Custer	274	290	287	285	1136
Delta	1,265	1,273	1,258	1,300	5,096
Denver	11,124	11,355	11,591	12,341	46,411
Dolores	114	121	112	124	471
Douglas	9,602	9,795	10,040	10,339	39,776
Eagle	2,071	2,104	2,026	2,116	8,317
El Paso	22,653	22,480	22,514	23,555	91,202
Elbert	1,305	1,269	1,289	1,340	5,203
Freemont	2,441	2,376	2,406	2,432	9,655
Garfield	2,423	2,435	2,349	2,290	9,497
Gilpin	456	476	489	502	1,923
Grand	771	772	755	765	3,063
Gunnison	847	903	898	876	3,524
Hinsdale	68	75	75	81	299
Huerfano	256	264	247	269	1,036
Jackson	55	62	55	62	234
Jefferson	21,358	21,621	21,845	22,654	87,478
Kiowa	34	36	36	42	148
Kit Carson	293	304	301	303	1201
La Plata	2,793	2,759	2,783	2,855	11,190

## Additional Performance Measures

County	2008	2009	2010	2011	Total
Lake	257	266	267	276	1,066
Larimer	12,616	12,719	12,627	13,295	51,257
Las Animas	631	648	610	631	2,520
Lincoln	191	189	188	199	767
Logan	728	763	786	858	3,135
Mesa	5,594	5,734	5,712	5,983	23,023
Mineral	62	61	58	67	248
Moffat	578	602	622	583	2,385
Montezuma	1,006	988	1,014	1,049	4,057
Montrose	1,553	1,609	1,606	1,564	6,332
Morgan	994	1,028	1,047	1,094	4,163
Otero	697	716	704	709	2,826
Ouray	375	398	387	408	1,568
Park	1,352	1,294	1,317	1,304	5,267
Phillips	225	234	232	223	914
Pitkin	1,199	1,237	1,186	1,217	4,839
Prowers	410	423	411	445	1,689
Pueblo	5,761	5,760	5,781	5,824	23,126
Rio Blanco	251	273	282	277	1,083
Rio Grande	461	507	489	497	1,954
Routt	1,357	1,309	1,261	1,319	5,246
Saguache	265	258	267	264	1,054
San Juan	71	71	71	74	287
San Miguel	642	595	591	618	2,446
Sedgwick	69	73	77	92	311
Summit	1,246	1,288	1,323	1,336	5,193
Teller	1,540	1,524	1,572	1,586	6,222
Washington	210	226	213	221	870
Weld	9,608	9,570	9,965	10,512	39,655
Yuma	393	420	440	455	1,708
State Issued	273	279	377	467	1,396
<b>Total</b>	<b>173,517</b>	<b>174,915</b>	<b>176,885</b>	<b>184,174</b>	<b>709,491</b>

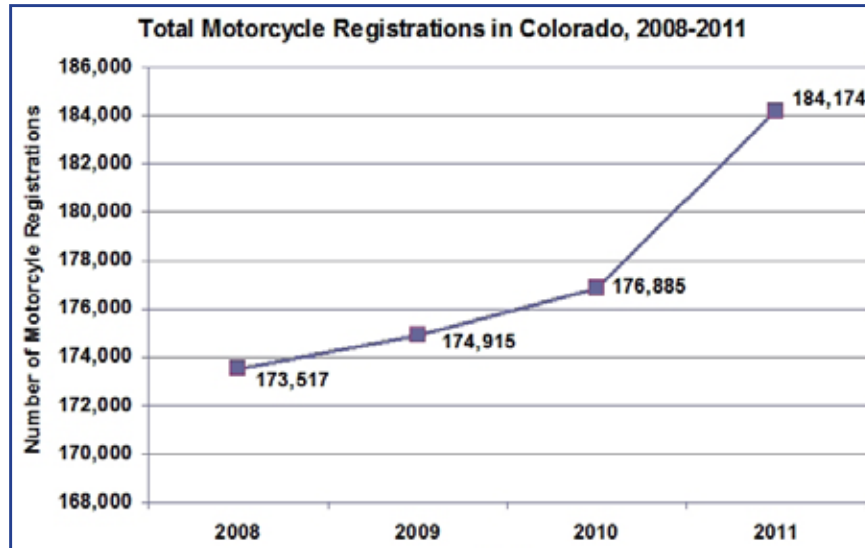
\*At the time of publication the number of motorcycle registrations for calendar year 2012 was not available.

## Additional Performance Measures

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### Annual Motorcycle Registrations

Motorcycle registrations have increased every year since 2008.



# Changes to MOST Statute

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In the First General Session of the Sixty-ninth General Assembly changes were made to: Colorado Revised Statutes CRS 43-5-501 through 43-5-507 concerning the Motorcycle Operator Safety Training program.

[http://www.leg.state.co.us/CLICS/CLICS2013A/csl.nsf/fsbillcont3/4151F3D7AF42CB9187257AEE0057E27B?Open&file=1083\\_enr.pdf](http://www.leg.state.co.us/CLICS/CLICS2013A/csl.nsf/fsbillcont3/4151F3D7AF42CB9187257AEE0057E27B?Open&file=1083_enr.pdf)

Significant changes were made to the Motorcycle Operator Training program as a result of the passage of the bill. These included:

1. The Colorado Department of Transportation, Office of Transportation Safety is to set standards for the motorcycle operator safety training program for students and instructors.
2. The Colorado Department of Transportation, Office of Transportation Safety is to establish a system to record program data, including accidents.
3. A person who is eligible for a drivers license with a motorcycle endorsement from another state and is now a Colorado resident will be eligible for the program.
4. Repeals a requirement that a program course charge be the same for all students.
5. Prohibits expending MOST funds on MOST program vendor operating expenses except for mobile training expenses.

Another significant change to the Statute calls for creation of a Motorcycle Operator Safety Advisory Board consisting of twelve members who shall meet to:

- Develop a vision and mission consistent with the program
- Recommend training methods to increase safety and reduce motorcycle crashes and injuries
- Recommend training methods to increase program effectiveness
- Recommend improvements to the program and training
- Make recommendations on expenditures of fund moneys

## Changes to MOST Statute

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### **The Motorcycle Advisory Board is comprised of:**

- The Director of the Department of Transportation or Designee
- The Executive Director of the Department of Revenue or Designee
- The Chief of the Colorado State Patrol or Designee
- Nine members appointed by the Executive Director of the Department of Transportation:
  - ◆ Two members who represent MOST vendors
  - ◆ One member who represents retail motorcycle dealers
  - ◆ One member who represents third party testers
  - ◆ One member who represents instructor training specialists
  - ◆ One member who represents the motorcycle riding community
  - ◆ One member who represents motorcycle training providers not affiliated with the program
  - ◆ One member who represents law enforcement agencies
  - ◆ One member who represents motorcycle insurance providers

All Board positions have been appointed and the first meeting was held on August 9, 2013.



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**For more information, contact:**

Emiliano Barela  
MOST Project Administrator  
Colorado Department of Transportation  
Office of Transportation Safety  
4201 East Arkansas Avenue, 3rd floor  
Denver, Colorado 80222  
Phone (303) 757-9383  
FAX (303) 757-9078  
Email: [Emiliano.Barela@state.co.us](mailto:Emiliano.Barela@state.co.us)

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970-667-4202

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970-689-1980

Colorado Department of Transportation  
Office of Transportation Safety  
Highway Safety Office



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