



Annual Report

Motorcycle Operator Safety Training

State Fiscal Year 2015



COLORADO
Department of
Transportation

Office of Transportation Safety / Highway Safety Office



Table of Contents

Introduction	1
Effectiveness of the Motorcycle Operator Safety Training Program	2
Annual Motorcycle Crashes and Fatalities	4
Availability of Training Throughout the State	12
Historic and Current Training Costs	13
Additional Performance Measures	14
Motorcycle Operator Safety Advisory Board	23
Contact Information	25



Introduction

The Motorcycle Operator Safety Training (MOST) program was created in 1991 by Colorado Statute. It mandates that the Colorado Department of Transportation (CDOT) establish a motorcycle operator safety training program that promotes motorcycle safety awareness and supports courses to develop the knowledge, attitudes, habits, and skills necessary for the safe operation of a motorcycle. The MOST 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 MOST program classes.

Students who are licensed Colorado residents, are active-duty military personnel, and adults who hold valid driver's licenses and are eligible for a motorcycle license in the same state, are eligible for tuition benefit when they take and complete MOST courses. The MOST tuition benefit is paid directly to the vendor who passes the benefit on to the student in the form of lower training costs. MOST vendors are paid by CDOT for each student who has received the training, after verification by the MOST Program Coordinator.

In State Fiscal Year (SFY) 2015 MOST courses were offered in 16 counties. These counties account for 71% of Colorado's registered motorcycles.

One of the objectives of MOST training is to reduce the number of motorcycle fatalities and crashes. This data is tracked by CDOT. Colorado motorcycle crash fatalities decreased from 98 in 2008 to 78 in 2011. Since 2011, the number of motorcyclist fatalities rose, increasing to 94 in 2014.

When MOST students were involved in motorcycle crashes, they were more likely to be wearing helmets. Among crashes involving operators and passengers in 2014, MOST students were helmeted 73% of the time, while riders overall wore helmets only 59% of the time.

With the number of motorcycle fatalities rising, 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

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:

- Motorcycle operator training
- CDOT's *Live to Ride* and *Ride Wise* campaigns
- Motorcycle Operator Safety Training providers, including cost of training
- Riding sober
- Protective gear
- Motorcycle laws and resources for riders
- Motorist tips including information for motorists to increase and promote awareness of motorcycles
- Campaign materials available to partners and stakeholders
- Federal funding for motorcycle safety grants
- Motorcycle Operator Safety Training Annual Reports
- 2014 MOST Participant Survey Report

Effectiveness of the Motorcycle Operator Safety Training Program (continued)

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.

The content and organization of the Basic Rider Course is based upon documented research and has 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 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 Program, which are located in the Code of Colorado Regulations - 2 CCR 601-23:

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

In SFY 2015, CDOT contracted with 12 MOST vendors to provide the training programs.



Annual Motorcycle Crashes and Fatalities

Motorcycle crash fatality data was obtained from CDOT's Fatality Analysis Reporting System (FARS). FARS contains data on motor vehicle crashes that involve public roadways, which 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 2014 is preliminary and will not be finalized until December 31, 2015.

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

MOST students used for this analysis are from MOST 2012-2015 student data bases.

Motorcyclist Fatalities

94 operators were killed in motorcycle crashes in 2014

- Motorcyclist fatalities represented 19% of Colorado's total traffic fatalities (94 of 488)
- Motorcyclist fatalities increased from 87 fatalities in 2013 to 94 in 2014, an 8% increase
- The 8% increase in motorcyclist fatalities is a larger change than observed for overall traffic fatalities, which increased by 1% in 2014
- 23 (24%) motorcycle operators killed did not have a motorcycle endorsement on their driver's license
- 74 (68%) motorcycle operators involved in fatal crashes were determined to be "at fault"
- 44 (79%) fatal crashes involved only the motorcycle and no other vehicle
- 26 (28%) motorcycle operators killed had a blood alcohol content (BAC) equal to or greater than 0.08
- 60 (63%) motorcycle operators killed were not wearing a helmet

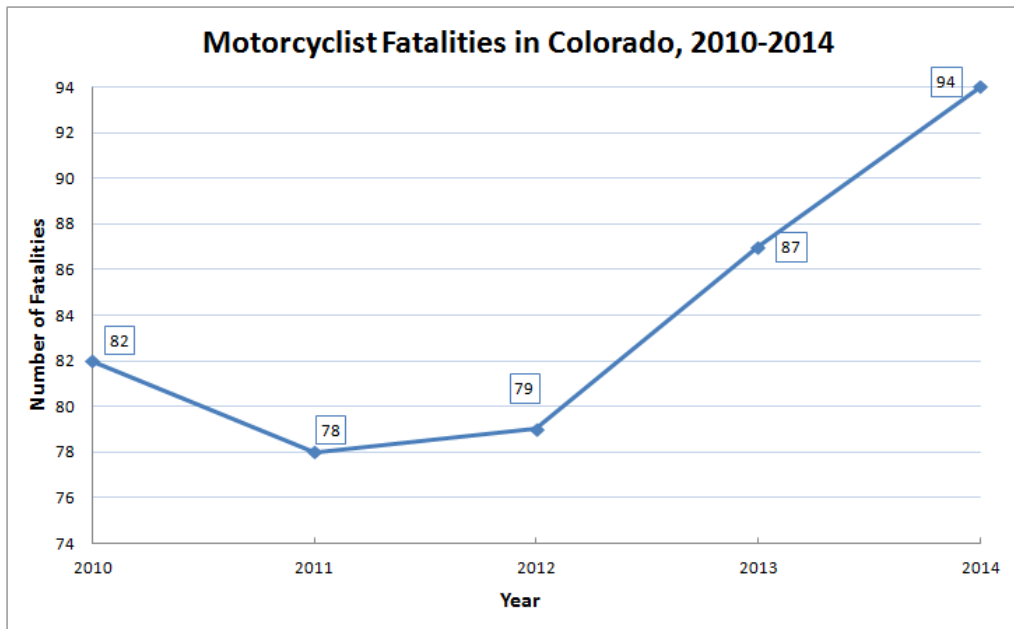
Annual Motorcycle Crashes and Fatalities (continued)

Annual Motorcyclist Fatalities by County, 2010-2014						
County	2010	2011	2012	2013	2014	Total by County
Adams	6	5	3	4	7	25
Alamosa	2	1	0	0	0	3
Arapahoe	0	7	6	6	3	22
Archuleta	0	1	0	0	1	2
Baca	0	0	0	0	0	0
Bent	1	0	0	0	0	1
Boulder	5	1	7	1	5	19
Broomfield	0	0	0	1	0	1
Chaffee	0	0	0	1	1	2
Cheyenne	0	0	1	0	0	1
Clear Creek	0	0	0	2	0	2
Conejos	0	1	0	1	1	3
Costilla	0	0	0	0	0	0
Crowley	0	0	0	0	0	0
Custer	1	1	0	0	2	4
Delta	0	1	2	4	0	7
Denver	9	6	3	5	7	30
Dolores	3	0	0	0	0	3
Douglas	2	2	2	3	3	12
Eagle	0	0	0	0	0	0
El Paso	8	15	11	12	19	65
Elbert	0	0	2	1	0	3
Freemont	0	0	1	3	3	7
Garfield	4	0	0	1	0	5
Gilpin	0	0	0	1	1	2
Grand	0	1	0	0	2	3
Gunnison	2	1	1	0	2	6
Hinsdale	0	1	0	0	0	1
Huerfano	0	0	0	0	0	0
Jackson	0	0	0	0	0	0
Jefferson	8	6	9	9	11	43
Kiowa	0	0	0	0	0	0
Kit Carson	0	1	0	0	0	1
La Plata	3	0	4	3	1	11

Annual Motorcycle Crashes and Fatalities (continued)

Annual Motorcyclist Fatalities by County, 2010-2014 (continued)						
County	2010	2011	2012	2013	2014	Total by County
Lake	1	1	0	0	0	2
Larimer	5	2	3	6	3	19
Las Animas	0	0	0	1	0	1
Lincoln	0	0	0	0	0	0
Logan	0	0	0	0	3	3
Mesa	1	5	2	7	2	17
Mineral	0	0	0	0	0	0
Moffat	1	1	1	0	0	3
Montezuma	0	3	0	0	1	4
Montrose	1	3	0	0	1	5
Morgan	1	0	2	1	0	4
Otero	0	0	0	3	0	3
Ouray	0	0	0	0	1	1
Park	1	1	1	2	1	6
Phillips	0	0	0	0	0	0
Pitkin	1	0	0	0	1	2
Prowers	0	0	0	0	1	1
Pueblo	8	4	4	0	2	18
Rio Blanco	0	0	0	0	0	0
Rio Grande	0	0	0	0	0	0
Routt	0	0	0	2	0	2
Saguache	0	0	0	0	0	0
San Juan	0	0	0	0	1	1
San Miguel	0	1	1	1	1	4
Sedgewick	0	0	0	0	0	0
Summit	1	3	0	0	0	4
Teller	0	0	0	1	0	1
Washington	0	0	0	0	0	0
Weld	7	4	11	5	7	34
Yuma	0	0	0	0	0	0
Total	82	78	79	87	94	419

Annual Motorcycle Crashes and Fatalities (continued)



Motorcyclist Fatalities by Age Group, 2010 - 2014					
Age	2010	2011	2012	2013	2014
< 20	1	3	1	2	1
20 - 29	13	17	15	14	23
30 - 39	11	7	11	13	12
40 - 49	25	13	14	24	18
50 - 59	21	25	26	13	25
60 - 69	7	10	10	15	12
≥ 70	4	3	2	6	2
Total	82	78	79	87	94

Motorcyclist fatalities age 40 and over represented 70% of motorcycle fatalities in 2010, 65% in 2011, 66% in 2012, 67% in 2013, and 60% in 2014.

Annual Motorcycle Crashes and Fatalities (continued)

Motorcycle Crashes

Statewide in 2014, there were 115,454 total vehicle crashes and 2,333 (2.0%) of those crashes involved motorcycles.

- Though motorcyclists were involved 2% of all crashes, when they did crash, 64% of the time (1,483/2,333) the motorcyclist was at fault.
- MOST students were involved in 367 crashes in 2014 and were at fault in 64% of the crashes (236/367).
- In 2014, alcohol or drugs were suspected to be involved in a total of 248 crashes that involved a motorcycle. Alcohol use by the motorcycle operator was suspected in 212 crashes and drug use was suspected in 22 crashes. The other vehicle driver was suspected for alcohol or drug use in the remaining crashes. MOST students trained in 2014 were involved in 25 alcohol-suspected crashes and 1 drug-suspected crash.
- In 2014, among all motorcycle operators involved in a crash (n=2,338) 59% (1,381) were wearing helmets. Among MOST students involved in a crash (n=383) 73% (278) were wearing helmets.

Top 10 Most Prevalent Citations to Motorcycle Riders in Crashes, 2014			
Ranking	Citation	All Motorcycle Operators	MOST Students
1	Careless Driving	529 (51%)	82 (47%)
2	Other Violations	233 (22%)	11 (6%)
3	Following Too Closely	52 (5%)	9 (5%)
4	Careless Driving Caused Bodily Injury	48 (5%)	12 (7%)
5	Reckless Driving	36 (3%)	6 (3%)
6	Drove Vehicle Improperly on Mountain Highway	31 (3%)	4 (2%)
7	Drove Vehicle While Under the Influence	28 (3%)	6 (3%)
8	Changed Lanes When Unsafe	14 (1%)	3 (5%)
9	Drove Vehicle Without Valid Driver's License	14 (1%)	8 (<1%)
10	Improper Riding on Motorcycle	14 (1%)	0 (0%)
Total Citations*		1,039 (100%)	174 (100%)

*Total represents the top 10 plus additional categories.

Annual Motorcycle Crashes and Fatalities (continued)

Top 10 First Harmful Event - Prevalence in Motorcycle Crashes, 2014			
Ranking	Event	All Motorcycle Operators	MOST Students
1	Overturning	429 (30%)	144 (38%)
2	Front to Side	263 (18%)	7 (5%)
3	Front to Rear	174 (12%)	17 (12%)
4	Other Non-Collision	96 (7%)	9 (6%)
4	Curb	78 (5%)	16 (11%)
6	Side to Side-Same Direction	75 (5%)	8 (6%)
7	Front to Front	49 (3%)	0 (0%)
8	Wild Animal	42 (3%)	4 (3%)
9	Guard Rail	24 (2%)	2 (1%)
10	Side to Side-Opposite Direction	23 (2%)	0 (0%)
Total First Harmful Events*		1,422 (100%)	143 (100%)

*Total represents the top 10 plus additional categories.

Top 5 Movements of At-Fault Motorcyclists at Time of Crash, 2014			
Ranking	Movement	All Motorcycle Operators	MOST Students
1	Going Straight	800 (54%)	125 (53%)
2	Spun Out of Control	163 (11%)	32 (14%)
3	Slowing	98 (7%)	24 (10%)
4	Making Left Turn	96 (6%)	14 (6%)
5	Making Right Turn	75 (5%)	7 (3%)
Total*		1,483	236

*Total represents the top 5 plus additional categories.

Top 5 Movements of At-Fault Vehicles (Non-Motorcyclists) at Time of Crash, 2014			
Ranking	Movement	All Motorcycle Operators	MOST Students
1	Making Left Turn	309 (36%)	55 (42%)
2	Going Straight	239 (28%)	35 (27%)
3	Changing Lanes	80 (9%)	16 (12%)
4	Making Right Turn	57 (7%)	2 (2%)
5	Backing	46 (5%)	2 (2%)
Total*		847	131

*Total represents the top 5 plus additional categories.

Annual Motorcycle Crashes and Fatalities (continued)

Motorcycle Involved Crash - License Endorsement Compliance, 2014		
Endorsement Status	All Motorcycle Operators	MOST Students
No Driving Endorsements (vehicle does not need endorsement, i.e. scooter)	502 (21%)	66 (17%)
Endorsement Required and Complied With	1,466 (63%)	291 (76%)
Endorsement Required and NOT Complied With	319 (14%)	21 (5%)
Endorsement Required and Compliance Not Known	52 (2%)	5 (1%)

Helmet Use Among Motorcycle Operators and Passengers in Crashes, 2014		
Operators	All Motorcycle Operators	MOST Students
Helmet Used	1,381 (59%)	278 (73%)
No Helmet Used	957 (41%)	105 (27%)
Total Operators	2,338 (100%)	383 (100%)
Passengers		
Helmet Used	135 (53%)	20 (53%)
No Helmet Used	118 (47%)	18 (47%)
Total Passengers	253 (100%)	38 (100%)

Annual Motorcycle Crashes and Fatalities (continued)

2014 Motorcycle Crashes by Road Description, Road Conditions, and Weather Conditions		
	All Motorcycle Crashes (n=2,333)	MOST Students (n=367)
Road Description		
At Intersection	707 (30%)	117 (32%)
Driveway Access Related	168 (7%)	31 (8%)
Intersection Related	248 (11%)	37 (10%)
Non-Intersection	1,121 (48%)	171 (47%)
Alley Related	19 (1%)	2 (1%)
Roundabout	13 (1%)	1 (<1%)
Ramp	54 (2%)	8 (2%)
Parking Lot	0 (0%)	0 (0%)
Unknown	3 (<1%)	0 (0%)
Road Conditions		
Dry	2,202 (94%)	350 (95%)
Wet	82 (4%)	13 (4%)
Muddy	1 (<1%)	0 (0%)
Snowy	4 (<1%)	0 (0%)
Icy	8 (<1%)	1 (<1%)
Slushy	0 (0%)	0 (0%)
Foreign Material	29 (1%)	3 (1%)
With Icy Road Treatment	6 (<1%)	0 (0%)
Unknown	1 (<1%)	0 (0%)
Weather Conditions		
None	1,755 (75%)	273 (74%)
Rain	75 (3%)	12 (3%)
Snow/Sleet/Hail	7 (<1%)	0 (0%)
Fog	2 (<1%)	0 (0%)
Dust	1 (<1%)	0 (0%)
Wind	15 (<1%)	2 (1%)
Unknown	478 (21%)	80 (22%)



Availability of Training Throughout the State

In State Fiscal Year (SFY) 2015 MOST courses were offered in 16 counties. The counties where training is offered account for 71% of Colorado's registered motorcycles. Colorado motorcycle registration, based on data from the Colorado Department of Revenue, shows a total registration of 190,529 during Calendar Year 2013 (the most current registration information available).

SFY 2015 Motorcycle Training Courses Offered by County and Month												
COUNTY	2014						2015					
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Adams	X	X	X	X	X	X	X	X	X	X	X	X
Alamosa		X									X	X
Arapahoe	X	X	X	X	X	X	X	X	X	X	X	X
Denver	X	X	X	X	X	X		X	X	X	X	X
El Paso	X	X	X	X	X	X	X	X	X	X	X	X
Garfield	X	X									X	
Jefferson	X	X	X	X	X	X	X	X	X	X	X	X
La Plata	X	X	X						X	X	X	X
Larimer	X	X	X	X	X	X	X	X	X	X	X	X
Logan		X										
Moffat	X	X	X									
Montrose	X	X							X	X	X	X
Morgan	X	X								X	X	X
Pueblo	X	X	X	X	X	X	X	X	X	X	X	X
Summit	X	X									X	X
Weld	X	X	X	X				X	X	X	X	X

In SFY 2015:

12 MOST vendors located in 16 counties utilized 160 MOST Instructor Trainers. They provided motorcycle training to 9,609 students from throughout Colorado. MOST courses were offered at 32 locations, with many of those training sites utilizing multiple training ranges.



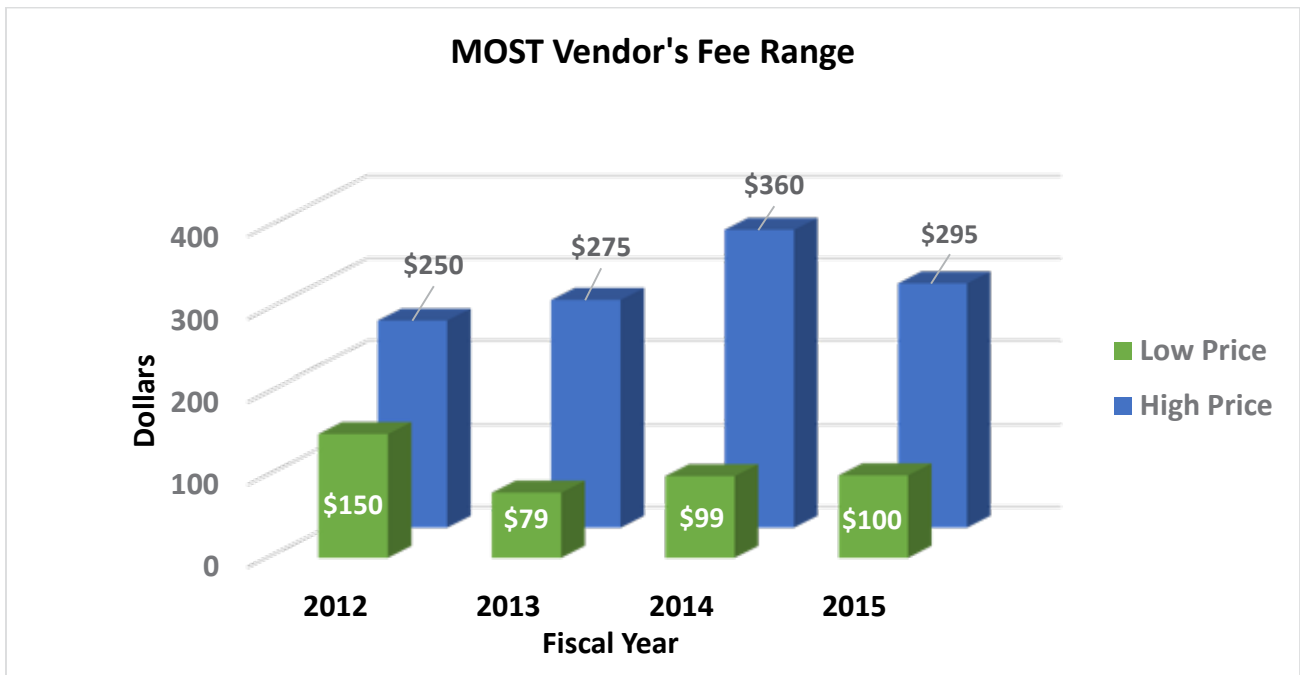
Historic and Current Training Costs

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, which were reported directly from vendors' websites on the same day. These amounts are what the student paid for the training after the MOST tuition benefit was applied. The MOST tuition benefit is paid directly to the vendor who passes the benefit on to the student in the form of lower training costs. The cost ranges listed below do not reflect any additional discounts offered by the vendor.

- FY 2012 - fees ranged from \$150.00 to \$250.00
- FY 2013 - fees ranged from \$79.00 to \$275.00
- FY 2014 - fees ranged from \$99.00 to \$360.00
- FY 2015 - fees ranged from \$100.00 to \$295.00





Additional Performance Measures

MOST Rules

All MOST vendors are subject to MOST Rules and Regulations as defined in 2 CCR 601-23. MOST Rules can be found at the following link: <http://www.sos.state.co.us/CCR>

FY 2015 MOST Program Funding

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

Monies are credited to the MOST fund and used by CDOT to implement and administer the program. In FY 2015, \$828,633 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. Monies in the MOST fund are continuously appropriated, and unspent monies 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.

By Rule, allowable expenses fall into three categories: Administration, Contract Expenses, and Vendor Reimbursements.

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.

Additional Performance Measures (continued)

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.

MOST Administrative Expenses

The MOST Program Office may use MOST program funds for reasonable and necessary administrative expenses. The program 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.”

Contract Expenses/Public Awareness

Statute mandates that the MOST program promotes motorcycle safety awareness. In SFY 2015, the CDOT Office of Communications (OC) utilized MOST funds to promote motorcycle skills training through a campaign called *Ride Wise*, developed in partnership with the MOST Advisory Board marketing workgroup. Based on a review of fatality data, insights from the Advisory Board and one-on-one conversations with our most at-risk riders (males, 45-65), the OC decided to focus its efforts to promote the benefits of professional, advanced training and encouraging at-risk riders to be lifelong learners.

Additional Performance Measures (continued)

Ride Wise showcases real Colorado riders over 40 years old who have more than 30 years of riding experience. These riders rely on safety training to hone the skills needed to ride safely. The campaign featured “words of wisdom” from these riders to illustrate the value of safety training. The tagline for the campaign is: *Ride Wise: Keep Learning, Ride Forever* and included billboards, online ads, online video, in-bar posters, print ads, and dealership tactics. The media campaign kicked off in April, 2015. The complete media buy included:

- Billboards in the greater Colorado Springs, Denver and Fort Collins markets
- Targeted online banner ads
- Targeted online pre-roll video - View at:
<http://bit.ly/1JBnx1B> and <http://bit.ly/1HixKLo>
- Posters
- Full page print ads in relevant rider publications
- Dealership sidewalk chalk

The OC also launched a statewide public relations campaign to complement the paid advertising, receiving significant coverage through 9News, Fox 31, and CW2 television stations and various radio and newspapers in the state. Most importantly, riders reached out and asked for more information on classes with many enrolling. The campaign generated almost two million media impressions indicating excellent exposure to the public and the target audience. For SFY 2015, a total of \$250,000 was spent by the Office of Communications for the promotion of MOST programs.



Additional Performance Measures (continued)

Vendor Reimbursements

In SFY 2015, CDOT reimbursed MOST program vendors \$35.00 for each student who completed either the Basic Rider Course or the BRC II License Waiver Course, \$100.00 for each student in the RiderCoach Preparation Course and \$20.00 for each student in the RiderCoach Instructor update classes.

These reimbursements are passed on by each MOST program vendor to each student who is a resident of the state who holds a current valid Colorado driver's license, a minor driver's license, or an instruction permit authorized by section 42-2-106, C.R.S.; or any individual who is a member of the armed forces who has moved to Colorado on a permanent change-of-station basis and who holds a valid driver's license issued by another state; and an adult who holds a valid driver's license from another state and who is eligible for a motorcycle license in the same state.

MOST vendors are required to clearly post, on their websites, the availability of the tuition benefit for the Basic Rider Courses. MOST program vendors are required to provide to each student a receipt which indicates the total cost of the course, the amount of the tuition benefit provided to the MOST program vendor to lower student costs and the amount the student pays for the training.

SFY 2015 MOST Program Budget

REVENUES		
Revenue from motorcycle registration and license endorsement fees		\$828,633.00
Available for Administration	\$124,294.95	
Available for Tuition Benefit	\$704,338.05	
Subtotal	\$828,633.00	
Carry Forward From SFY 2014		\$353,335.12
Total Revenue and Carry Over		\$1,181,968.12
ACTUAL EXPENDITURES		
Total Expenditures		(\$862,992.53)
Training Subsidies	(\$341,557.37)	
Administration	(\$105,265.64)	
Public Relations	(\$248,790.42)	
Subtotal	(\$695,613.43)	
Carry Forward to SFY 2015		\$486,354.69

Additional Performance Measures (continued)

FY 2012 - 2015 Students Trained by MOST Program Vendors				
Vendor	2012	2013	2014	2015
ABATE of Colorado	3,847	3,284	2,534	2,029
T3RG International	1,334	840	634	594
Motorcycle Training Academy	2,021	1,943	1,674	1,723
White Buffalo (formerly Iron Buffalo)	959	521	34	0
Wheels in Motion	255	179	59	0
Motorcycle Rider Training Center	571	467	530	676
SW CO Motorcycle Safety Training	205	0	0	0
Black B.A.G. LLC	444	549	297	241
Rocky Mountain Motorcycle Training	258	231	0	0
CO Northwest Rider Training*	179	133	99	0*
Ricky Orlando Motorcycle School	215	143	117	126
Full Throttle Riding Academy	564	2,354	2,618	2,404
Bluecreek Motorcycle Training	224	256	249	386
A Better Ability Motorcycle Academy	74	0	0	0
G-Force Powersports	0	81919	852	633
Iron Buffalo	0	549	603	637
Two Old Guys	0	45	113	139
iRide Pikes Peak Motorcycle Training*	173	213	206	0*
Sleeping Giant Motorsports	26	28	24	21
Total	11,349	12,554	10,643	9,609

*Both CO Northwest Rider Training and iRide Pikes Peak Motorcycle Training discontinued as MOST vendors during the fiscal year.

Additional Performance Measures (continued)

FY 2015 MOST Training Contractors/Sponsors			
MOST SPONSORS	FY 2015 Funding	Balance	# Trained
1. ABATE of Colorado www.abateofcolo.org	\$90,000.00	\$12,702.73	2,029
2. T3RG International www.t3rg.com	\$25,000.00	\$4,350.00	594
3. Motorcycle Training Academy www.motorcycletrainingacademy.com	\$65,000.00	\$3,100.00	1,723
4. Motorcycle Rider Training Center www.mrtcridered.com	\$24,000.00	\$410.00	676
5. Black B.A.G. LLC www.bbmct.com	\$12,000.00	\$3,810.00	241
6. G-Force Powersports www.gforcepowersports.com/	\$40,000.00	\$18,090.00	633
7. Ricky Orlando Motorcycle School www.rickyorlando.com	\$5,000.00	\$660.00	126
8. Full Throttle Riding Academy www.fullthrottleacademy.com	\$90,000.00	\$5,615.00	2,404
9. Bluecreek Motorcycle Training www.bluecreekmotorcyclctraining.com	\$15,000.00	\$1,740.00	386
10. Iron Buffalo www.ironbuff.org	\$24,000.00	\$1,760.00	637
11. Sleeping Giant Motorsports www.sleepinggiantmotorcyclctraining.com	\$2,500.00	\$1,315.00	21
12. Two Old Guys MC Rider Training www.togmrt.com	\$7,000.00	\$1,730.00	139
Total	\$399,500.00	\$55,282.73	9,609

Additional Performance Measures (continued)

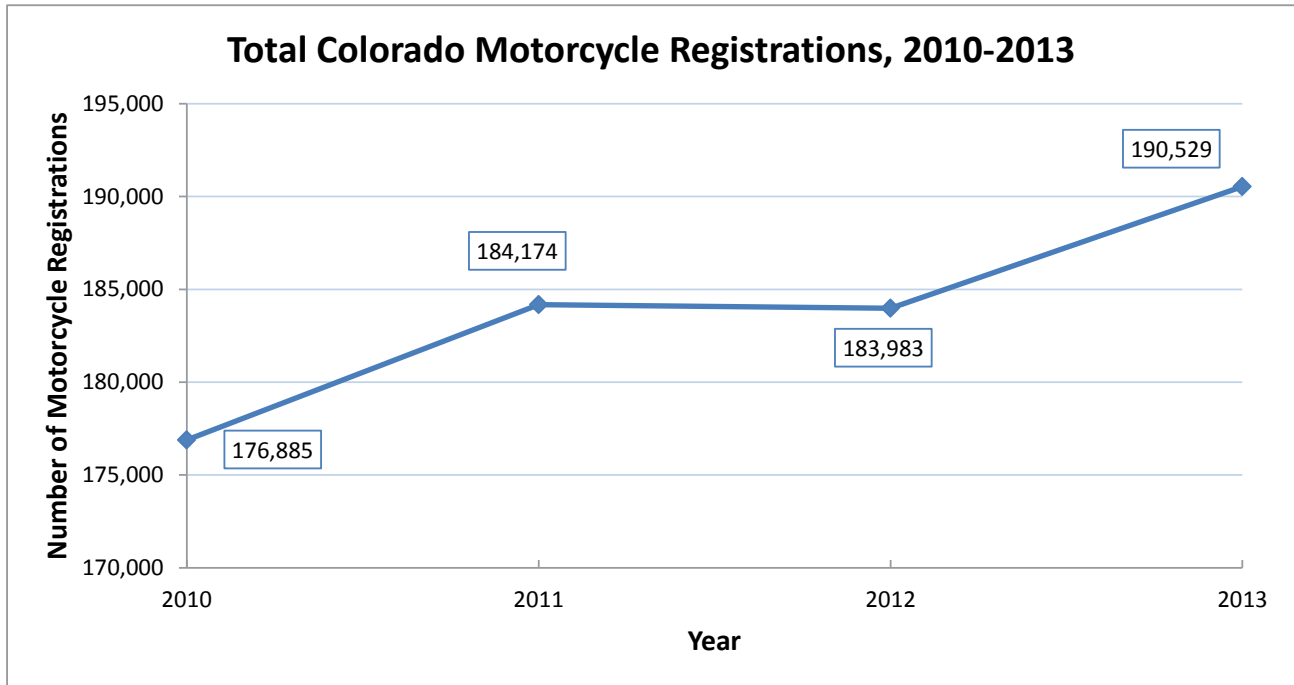
Motorcycle Registrations by County*				
County	2010	2011	2012	2013
Adams	13,443	14,189	14,377	15,224
Alamosa	524	530	505	533
Arapahoe	14,779	15,453	15,351	15,868
Archuleta	624	661	631	669
Baca	141	149	147	144
Bent	150	127	117	122
Boulder	10,061	10,580	10,502	10,710
Broomfield	1,864	2,019	1,960	2,039
Chaffee	1,106	1,118	1,157	1,213
Cheyenne	88	89	85	87
Clear Creek	673	695	689	688
Conejos	323	323	324	331
Costilla	166	165	163	172
Crowley	104	98	99	108
Custer	287	285	290	317
Delta	1,258	1,300	1,291	1,339
Denver	11,591	12,341	12,347	13,055
Dolores	112	124	110	112
Douglas	10,040	10,339	10,225	10,488
Eagle	2,026	2,116	2,142	2,250
El Paso	22,514	23,555	23,278	23,720
Elbert	1,289	1,340	1,362	1,435
Freemont	2,406	2,432	2,437	2,489
Garfield	2,349	2,290	2,247	2,363
Gilpin	489	502	486	531
Grand	755	765	765	785
Gunnison	898	876	891	950
Hinsdale	75	81	82	78
Huerfano	247	269	263	269
Jackson	55	62	69	74
Jefferson	21,845	22,654	22,838	23,642
Kiowa	36	42	49	49
Kit Carson	301	303	323	363
La Plata	2,783	2,855	2,831	2,960
Lake	267	276	280	303

Additional Performance Measures (continued)

Motorcycle Registrations by County (continued)*				
County	2010	2011	2012	2013
Larimer	12,627	13,295	13,341	13,720
Las Animas	610	631	623	644
Lincoln	188	199	197	184
Logan	786	858	840	932
Mesa	5,712	5,983	5,915	6,117
Mineral	58	67	74	75
Moffat	622	583	551	576
Montezuma	1,014	1,049	1,033	1,036
Montrose	1,606	1,564	1,574	1,583
Morgan	1,047	1,094	1,060	1,097
Otero	704	709	753	751
Ouray	387	408	396	391
Park	1,317	1,304	1,318	1,381
Phillips	232	223	225	231
Pitkin	1,186	1,217	1,264	1,333
Prowers	411	445	416	419
Pueblo	5,781	5,824	5,727	5,777
Rio Blanco	282	277	266	250
Rio Grande	489	497	487	505
Routt	1,261	1,319	1,345	1,390
Saguache	267	264	286	290
San Juan	71	74	77	85
San Miguel	591	618	605	639
Sedgwick	77	92	97	106
Summit	1,323	1,336	1,326	1,413
Teller	1,572	1,586	1,609	1,643
Washington	213	221	201	210
Weld	9,965	10,512	10,753	11,298
Yuma	440	455	463	487
State Issued	377	467	448	486
Total	176,885	184,174	183,983	190,529

*At the time of publication the number of motorcycle registrations for calendar year 2013 was the most current information available.

Additional Performance Measures (continued)





Motorcycle Operator Safety Advisory Board

Colorado Revised Statute 43-5-505 recreated and reenacted the Motorcycle Operator Safety Advisory Board.

The Motorcycle Operator Safety Advisory Board consists 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
 - Colleen Boyle - T3RG International Motorcycle Schools
 - Terry Howard - ABATE of Colorado - (Resigned position before end of term)
 - Jason Curdy - Full Throttle Riding Academy (Filled vacant position)
 - One member who represents retail motorcycle dealers
 - David Wagner
 - One member who represents third-party testers
 - Jennifer Tolbert - Motorcycle Training Academy
 - One member who represents instructor training specialists
 - William Neale
 - One member who represents the motorcycle-riding community
 - Christi Little
 - One member who represents motorcycle training providers not affiliated with the program
 - Deb Eyre - Harley Davidson
 - One member who represents law enforcement agencies
 - Sgt. Matt Cabot - Thornton Police Department
 - One member who represents motorcycle insurance providers
 - Mindy Dunn - Progressive Insurance

The Motorcycle Operator Safety Advisory Board meetings were held quarterly on the following dates: August 8, 2014, November 7, 2014, February 7, 2015 and May 8, 2015.

The Motorcycle Operator Advisory Board shall develop a vision and mission consistent with the program and meet to:

- 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

Motorcycle Safety Advisory Board (continued)

The Motorcycle Safety Advisory Board developed the following mission and vision for the program.

Motorcycle Operator Safety Training (MOST) Mission

Colorado strives to provide a safe motorcycling environment because MOST supports motorcycle training and lifelong learning, along with motorcycle safety awareness to achieve reductions in motorcycle crashes and related injuries and fatalities.

Motorcycle Operator Safety Training (MOST) Vision

Provide guidance and oversight to ensure all MOST students receive consistent, high-quality motorcycle rider instruction and are taught by well-trained, ethical instructors in an atmosphere that promotes student success and endorses lifelong learning, personal growth and responsible riding, as well as promoting motorcycle safety and awareness.

Contact Information

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

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970-667-4202

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Colorado Department of Transportation

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