



MOST

Motorcycle Operator Safety Training

Annual Report

Motorcycle Operator Safety Training

State Fiscal Year 2019



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Motorcycle Operator Safety Training



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Motorcycle Operator Safety Training

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 program was transferred to the Colorado State Patrol (CSP) on January 1, 2018. The MOST program includes instruction relating to the effects of alcohol and drugs on the operation of motorcycles, and a course to train instructors. CSP 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.

In state Fiscal Year (FY) 2019 MOST courses were offered in 16 counties. These counties account for 71% of Colorado's 194,847 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 hit a peak in 2016 with 125. The number of motorcyclist fatalities decreased in 2017 to 103 and in 2018 stayed flat at 103. Fifty four riders or 52% were not wearing helmets.

While the overall number of motorcycle fatalities decreased in 2017 and remained flat in 2018, it is still increasingly important to train motorcyclists to ride safely. The following report details the ways in which the MOST program is achieving that goal.





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Motorcycle Operator Safety Training

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 purposes of providing the program.

The Colorado State Patrol administers the Motorcycle Operator Safety Training Program (MOST) through the Special Operations Unit of the CSP.

Promoting Motorcycle Safety

The program promotes motorcycle safety awareness through CSP's motorcycle safety website: www.co.most.com.

The website has readily accessible information about:

- Motorcycle operator training
- MOST training providers by geographic area
- Riding sober
- Importance of wearing protective gear
- Motorcycle laws and resources for riders
- Motorist tips including information for motorists to increase awareness of motorcycles
- Campaign materials available to partners and stakeholders
- Federal funding for motorcycle safety grants
- MOST Annual Reports
- Calendar of events, including instructor training



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Effectiveness of the Motorcycle Operator Safety Training Program

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

The MOST program supports, establishes standards, and approves curricula for Basic Rider Courses (BRC) 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 are 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.

CSP 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.

CSP 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, are located in the Code of Colorado Regulations - 8 CCR 1507-56.

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

In SFY 2019, CSP contracted with 17 MOST vendors to provide the training programs.





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Annual Motorcycle Fatalities and Crashes

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 2018 is preliminary and will not be finalized until December 31, 2019.

Data pertaining to all motorcycle crashes was acquired from CDOT's Traffic and Safety Engineering Branch. Motorcycle crash data from 2018 is also preliminary and will not be finalized until December 31, 2019.

Motorcyclist Fatalities

- 103 motorcyclists were killed in motorcycle crashes in 2018, 94 were male and nine were female. Ninety-nine were motorcycle operators and four were motorcycle passengers.
- Motorcyclist fatalities represented 16.3% of Colorado's total traffic fatalities (103 of 632).
- The number of motorcyclist fatalities remained the same in 2018 compared to 2017.
- 77 motorcycle operators involved in fatal crashes were determined to be "at fault."
- 39 of the fatal motorcycle crashes involved only the motorcycle and no other vehicle.
- In 2018, 54 motorcycle operators killed in a fatal crash tested positive for alcohol or drugs. Fourteen of the motorcycle operators tested positive alcohol (BAC ≥ 0.08) only, 28 operators tested positive for drugs only, and 12 motorcycle operators tested positive for both alcohol and drugs.
- 54 motorcycle operators killed were not wearing a helmet.



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Annual Motorcyclist Fatalities

| Annual Motorcyclist Fatalities by County, 2014-2018 | | | | | | |
|---|------|------|------|------|------|-----------------|
| County | 2014 | 2015 | 2016 | 2017 | 2018 | Total by County |
| Adams | 7 | 7 | 13 | 13 | 10 | 50 |
| Alamosa | 0 | 7 | 0 | 0 | 0 | 7 |
| Arapahoe | 3 | 0 | 11 | 6 | 9 | 29 |
| Archuleta | 1 | 1 | 0 | 0 | 0 | 2 |
| Baca | 0 | 0 | 0 | 0 | 0 | 0 |
| Bent | 0 | 0 | 0 | 0 | 0 | 0 |
| Boulder | 5 | 5 | 4 | 5 | 3 | 22 |
| Broomfield | 0 | 0 | 2 | 1 | 0 | 3 |
| Chaffee | 1 | 0 | 1 | 0 | 0 | 2 |
| Cheyenne | 0 | 0 | 0 | 0 | 0 | 0 |
| Clear Creek | 0 | 2 | 0 | 0 | 0 | 2 |
| Conejos | 1 | 0 | 0 | 0 | 0 | 1 |
| Costilla | 0 | 0 | 0 | 0 | 0 | 0 |
| Crowley | 0 | 0 | 0 | 0 | 0 | 0 |
| Custer | 2 | 0 | 0 | 0 | 1 | 3 |
| Delta | 0 | 0 | 0 | 0 | 1 | 1 |
| Denver | 7 | 14 | 14 | 13 | 7 | 55 |
| Dolores | 0 | 0 | 0 | 0 | 0 | 0 |
| Douglas | 3 | 5 | 10 | 5 | 3 | 26 |
| Eagle | 0 | 0 | 0 | 1 | 0 | 1 |
| El Paso | 19 | 10 | 10 | 8 | 12 | 59 |
| Elbert | 0 | 1 | 1 | 0 | 0 | 2 |
| Fremont | 3 | 1 | 0 | 2 | 1 | 7 |
| Garfield | 0 | 0 | 0 | 5 | 2 | 7 |
| Gilpin | 1 | 2 | 0 | 0 | 0 | 3 |
| Grand | 2 | 1 | 0 | 0 | 1 | 4 |
| Gunnison | 2 | 4 | 2 | 0 | 5 | 13 |
| Hinsdale | 0 | 0 | 0 | 0 | 0 | 0 |
| Huerfano | 0 | 0 | 0 | 0 | 1 | 1 |
| Jackson | 0 | 0 | 1 | 1 | 0 | 2 |
| Jefferson | 11 | 14 | 15 | 9 | 12 | 61 |
| Kiowa | 0 | 0 | 0 | 0 | 0 | 0 |
| Kit Carson | 0 | 0 | 0 | 0 | 0 | 0 |
| La Plata | 1 | 2 | 3 | 0 | 2 | 8 |



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Annual Motorcyclist Fatalities

| Annual Motorcyclist Fatalities by County, 2014-2018 | | | | | | |
|---|------|------|------|------|------|-----------------|
| County | 2014 | 2015 | 2016 | 2017 | 2018 | Total by County |
| Lake | 0 | 0 | 0 | 1 | 0 | 1 |
| Larimer | 3 | 9 | 11 | 10 | 9 | 42 |
| Las Animas | 0 | 0 | 2 | 1 | 1 | 4 |
| Lincoln | 0 | 0 | 0 | 0 | 0 | 0 |
| Logan | 3 | 2 | 0 | 0 | 0 | 5 |
| Mesa | 2 | 7 | 3 | 2 | 6 | 20 |
| Mineral | 0 | 0 | 1 | 0 | 0 | 1 |
| Moffatt | 0 | 1 | 1 | 0 | 0 | 2 |
| Montezuma | 1 | 0 | 1 | 0 | 0 | 2 |
| Montrose | 1 | 1 | 0 | 1 | 1 | 4 |
| Morgan | 0 | 0 | 0 | 1 | 0 | 1 |
| Otero | 0 | 0 | 0 | 0 | 0 | 0 |
| Ouray | 1 | 0 | 1 | 0 | 0 | 2 |
| Park | 1 | 0 | 0 | 1 | 1 | 3 |
| Phillips | 0 | 0 | 0 | 0 | 0 | 0 |
| Pitkin | 1 | 0 | 0 | 0 | 0 | 1 |
| Prowers | 1 | 0 | 0 | 0 | 0 | 1 |
| Pueblo | 2 | 0 | 6 | 7 | 8 | 23 |
| Rio Blanco | 0 | 0 | 1 | 0 | 0 | 1 |
| Rio Grande | 0 | 0 | 1 | 0 | 0 | 1 |
| Routt | 0 | 1 | 1 | 0 | 0 | 2 |
| Saguache | 0 | 0 | 1 | 0 | 0 | 1 |
| San Juan | 1 | 0 | 1 | 0 | 1 | 3 |
| San Miguel | 1 | 0 | 1 | 0 | 0 | 2 |
| Sedgewick | 0 | 0 | 0 | 0 | 0 | 0 |
| Summit | 0 | 0 | 0 | 1 | 0 | 1 |
| Teller | 0 | 1 | 0 | 0 | 1 | 2 |
| Washington | 0 | 0 | 0 | 0 | 1 | 1 |
| Weld | 7 | 8 | 6 | 9 | 3 | 33 |
| Yuma | 0 | 0 | 0 | 0 | 1 | 1 |
| TOTAL | 94 | 106 | 125 | 103 | 103 | 531 |

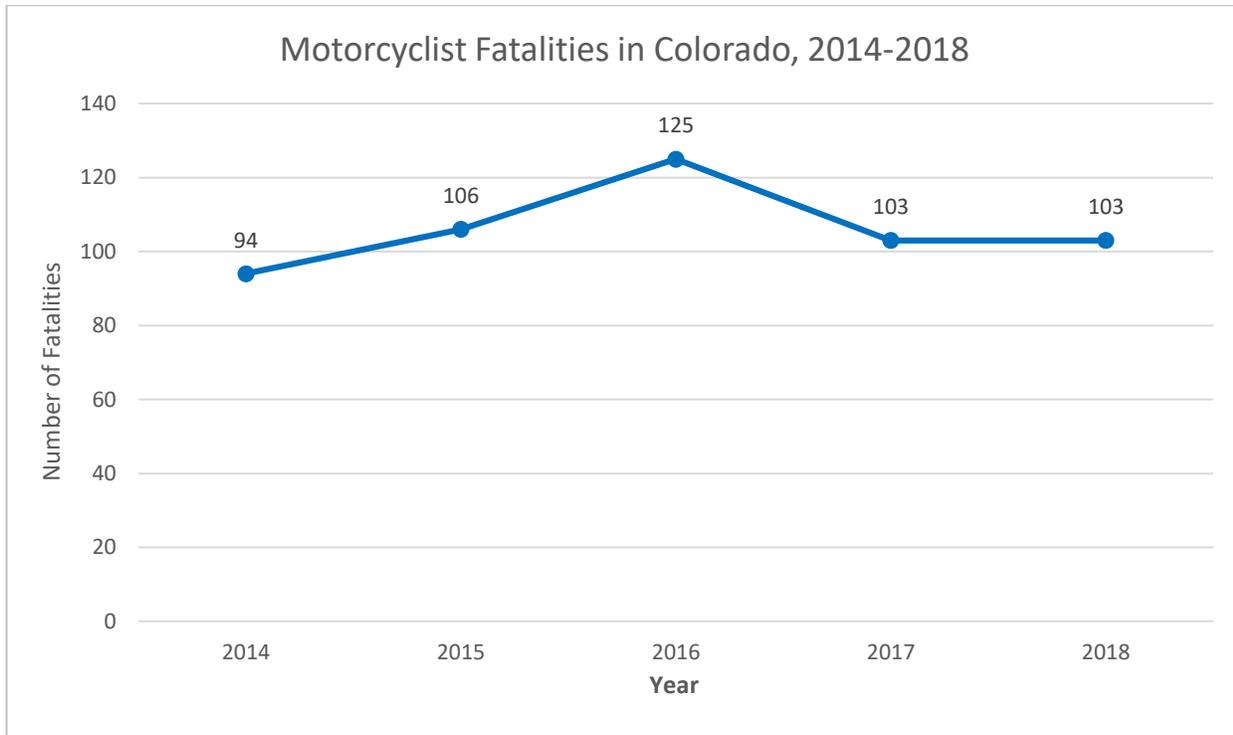
Source: Fatality Analysis Reporting System (FARS)



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Annual Motorcyclist Fatalities



Source: Fatality Analysis Reporting System (FARS)

| Motorcyclist Fatalities by Age group, 2014-2018 | | | | | |
|---|------|------|------|------|------|
| AGE | 2014 | 2015 | 2016 | 2017 | 2018 |
| < 20 | 1 | 0 | 6 | 3 | 4 |
| 20 - 29 | 23 | 26 | 33 | 23 | 20 |
| 30 - 39 | 12 | 14 | 19 | 19 | 22 |
| 40 - 49 | 18 | 18 | 18 | 15 | 18 |
| 50 - 59 | 25 | 29 | 26 | 20 | 19 |
| 60 - 69 | 12 | 14 | 15 | 18 | 15 |
| > 70 | 2 | 5 | 8 | 5 | 5 |
| TOTAL | 93 | 106 | 125 | 103 | 103 |

Source: Fatality Analysis Reporting System (FARS)

Motorcyclist fatalities age 40 and over represented 60% in 2014, 61% in 2015, 54% in 2016, 56% in 2017, and 55% in 2018.



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Annual Motorcycle Crashes

- Statewide in 2018, there were approximately 120,000 motor vehicle crashes and 2,206 (1.8 percent) of those crashes involved motorcycles. There were 111 MOST students (from fiscal year 2018) involved in a crash in 2018.
- Of the 2,206 crashes involving a motorcycle, 522 crashes resulted in a serious injury and 97 crashes resulted in a fatal injury.
- The motorcycle operator was at fault in the crash 63.8% of the time (1,408/2,206). Among the 111 motorcycle operators who were MOST students in 2018 and had a crash, 77 were at fault in the crash (69.4%).
- In 2018, there were 141 crashes where alcohol or drugs were suspected among motorcycle operators at fault in a crash. 116 of the motorcycle operators were suspected of alcohol use only, 6 operators were suspected of drug use only, and 19 motorcycle operators were suspected of both alcohol and drug use. Only six MOST students were suspected to be impaired by drugs or alcohol at the time of the crash.
- In 2018, among all motorcycle operators and passengers involved in a crash, 49.5 percent (1,223/2,470) were properly wearing helmets.

The following tables include information on motorcycle operators at fault in the crash.

| Top Driver Actions among at-Fault Motorcycle Riders in Crashes, 2018 | | | | | |
|--|----------------------------|----------------------------------|------------------------------------|-----------------------|-------------------------|
| Ranking | Driver Action | All Motorcycle operators (count) | All Motorcycle operators (percent) | MOST students (count) | MOST students (percent) |
| 1 | Careless Driving | 446 | 31.7% | 22 | 28.6% |
| 2 | Exceeded Speed Limit | 150 | 10.7% | 6 | 7.8% |
| 3 | Followed Too Closely | 140 | 9.9% | 7 | 9.1% |
| 4 | Lane Violation | 124 | 8.8% | 7 | 9.1% |
| 5 | Reckless Driving | 72 | 5.1% | 7 | 9.1% |
| 6 | Fail to Yield Right of Way | 34 | 2.4% | 1 | 1.3% |
| 7 | Improper Turn | 25 | 1.8% | 1 | 1.3% |
| 8 | Failed to Stop at Signal | 24 | 1.7% | 1 | 1.3% |
| 9 | Improper Passing on Left | 16 | 1.1% | 1 | 1.3% |
| 10 | Improper Passing on Right | 8 | 0.6% | 0 | 0.0% |

Source: Traffic accident reports, Colorado Department of Transportation

*Totals will not add to 100% due to only listing top ten actions.



Annual Motorcycle Crashes

| Top First Harmful Event – Prevalence in Motorcycle Crashes, 2018 | | | | | |
|--|---------------------------------------|----------------------------------|------------------------------------|-----------------------|-------------------------|
| Ranking | First Harmful Event (FHE) | All Motorcycle operators (count) | All Motorcycle operators (percent) | MOST students (count) | MOST students (percent) |
| 1 | Overturning (non-collision) | 377 | 26.8% | 31 | 40.3% |
| 2 | Front to Rear collision | 201 | 14.3% | 8 | 10.4% |
| 3 | Other (non-collision) | 156 | 11.1% | 7 | 9.1% |
| 4 | Front to Side collision | 136 | 9.7% | 3 | 3.9% |
| 5 | Collision with Curb | 102 | 7.2% | 6 | 7.8% |
| 6 | Side to Side Collision-same direction | 55 | 3.9% | 2 | 2.6% |
| 7 | Collision with wild animal | 52 | 3.7% | 2 | 2.6% |
| 8 | Collision with guard rail | 36 | 2.6% | 3 | 3.9% |
| 9 | Front to Front collision | 27 | 1.9% | 1 | 1.3% |
| 10 | Collision with embankment | 25 | 1.8% | 0 | 0.0% |

Source: Traffic accident reports, Colorado Department of Transportation

*Totals will not add to 100% due to only listing top ten events.



Annual Motorcycle Crashes

| Top Human Contributing Factors of At-Fault Motorcyclists at Time of Crash, 2018 | | | | | |
|---|-----------------------------------|----------------------------------|------------------------------------|-----------------------|-------------------------|
| Ranking | Human Factor | All Motorcycle operators (count) | All Motorcycle operators (percent) | MOST students (count) | MOST students (percent) |
| 1 | Driver Inexperience | 247 | 17.5% | 24 | 31.2% |
| 2 | Aggressive Driving | 162 | 11.5% | 6 | 7.8% |
| 3 | DUI, DWAI, DUID | 110 | 7.8% | 5 | 6.5% |
| 4 | Driver Unfamiliar with Area | 95 | 6.7% | 5 | 6.5% |
| 5 | Distracted by food, objects, etc. | 66 | 4.7% | 4 | 5.2% |
| 6 | Illness/Medical | 12 | 0.9% | 0 | 0.0% |
| 7 | Driver Fatigue | 4 | 0.3% | 1 | 1.3% |
| 8 | Physical Disability | 3 | 0.2% | 0 | 0.0% |
| 9 | Asleep at the Wheel | 2 | 0.1% | 0 | 0.0% |
| 10 | Other (Described in Narrative) | 181 | 12.9% | 7 | 9.1% |

Source: Traffic accident reports, Colorado Department of Transportation

*Totals will not add to 100% due to only listing top ten factors.



Annual Motorcycle Crashes

| Top Movements of At-Fault Motorcyclists at Time of Crash, 2018 | | | | | |
|--|----------------------------|----------------------------------|------------------------------------|-----------------------|-------------------------|
| Ranking | Movement | All Motorcycle operators (count) | All Motorcycle operators (percent) | MOST students (count) | MOST students (percent) |
| 1 | Going straight | 845 | 60.0% | 53 | 68.8% |
| 2 | Slowing | 96 | 6.8% | 3 | 3.9% |
| 3 | Making left turn | 75 | 5.3% | 1 | 1.3% |
| 4 | Spun out of control | 69 | 4.9% | 4 | 5.2% |
| 5 | Making right turn | 61 | 4.3% | 4 | 5.2% |
| 6 | Changing lanes | 49 | 3.5% | 2 | 2.6% |
| 7 | Passing | 36 | 2.6% | 1 | 1.3% |
| 8 | Avoiding object in roadway | 31 | 2.2% | 4 | 5.2% |
| 9 | Weaving | 24 | 1.7% | 2 | 2.6% |
| 10 | Making U-turn | 11 | 0.8% | 0 | 0.0% |

Source: Traffic accident reports, Colorado Department of Transportation

*Totals will not add to 100% due to only listing top ten factors.



Annual Motorcycle Crashes

The following tables include all motorcycles involved in a crash.

| Helmet Use Among Motorcycle Operators and Passengers in Crashes, 2018 | | | | |
|---|----------------------------------|------------------------------------|-----------------------|-------------------------|
| Helmet Status | All Motorcycle operators (count) | All Motorcycle operators (percent) | MOST students (count) | MOST students (percent) |
| Helmet Properly used | 1,223 | 49.5% | 74 | 66.7% |
| No Helmet | 882 | 35.7% | 20 | 18.0% |
| N/A (Cars/Trucks) | 177 | 7.2% | 11 | 9.9% |
| Unknown | 109 | 4.4% | 1 | 0.9% |
| Helmet Improperly | 54 | 2.2% | 4 | 3.6% |
| Available, not used | 20 | 0.8% | 1 | 0.9% |
| Bicycle Helmet | 5 | 0.2% | 0 | 0.0% |
| Total | 2,470 | 100.0% | 111 | 100.0% |

Source: Traffic accident reports, Colorado Department of Transportation

| License Endorsement Compliance among all Motorcyclists Involved in a Crash, 2018 | | | | |
|--|----------------------------------|------------------------------------|-----------------------|-------------------------|
| License Endorsement Status | ALL Motorcycle operators (count) | ALL Motorcycle operators (percent) | MOST students (count) | MOST students (percent) |
| Endorsement Required & Complied With | 1,393 | 56.4% | 71 | 64.0% |
| No Driving Endorsements | 563 | 22.8% | 23 | 20.7% |
| Endorsement Required & Not Complied With | 371 | 15.0% | 17 | 15.3% |
| Endorsement Required & Compliance Not Known | 51 | 2.1% | 0 | 0.0% |
| Unknown | 92 | 3.7% | 0 | 0.0% |
| Total | 2,470 | 100.0% | 111 | 100.0% |

Source: Traffic accident reports, Colorado Department of Transportation



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Annual Motorcycle Crashes

Top Road Descriptions among Motorcycle Crashes, 2018

| Ranking | Road Description | All Motorcycle operators (count) | All Motorcycle operators (percent) | MOST students (count) | MOST students (percent) |
|---------|----------------------|----------------------------------|------------------------------------|-----------------------|-------------------------|
| 1 | Non-intersection | 1,247 | 50.5% | 65 | 58.6% |
| 2 | At intersection | 688 | 27.9% | 23 | 20.7% |
| 3 | Intersection related | 278 | 11.3% | 13 | 11.7% |
| 4 | Driveway access | 127 | 5.1% | 6 | 5.4% |
| 5 | Ramp | 85 | 3.4% | 2 | 1.8% |
| 6 | Roundabout | 24 | 1.0% | 2 | 1.8% |
| 7 | Alley related | 15 | 0.6% | 0 | 0.0% |
| 8 | Unknown | 6 | 0.2% | 0 | 0.0% |

Source: Traffic accident reports, Colorado Department of Transportation

Condition of Road among Motorcycle Crashes, 2018

| Road Condition | All Motorcycle operators (count) | All Motorcycle operators (percent) | MOST students (count) | MOST students (percent) |
|----------------------------------|----------------------------------|------------------------------------|-----------------------|-------------------------|
| Dry | 2,341 | 94.8% | 104 | 93.7% |
| Wet | 83 | 3.4% | 6 | 5.4% |
| Foreign material | 24 | 1.0% | 1 | 0.9% |
| Wet w/visible icy road treatment | 5 | 0.2% | 0 | 0.0% |
| Icy | 3 | 0.1% | 0 | 0.0% |
| Snowy | 2 | 0.1% | 0 | 0.0% |
| Muddy | 1 | <0.1% | 0 | 0.0% |
| Slushy | 1 | <0.1% | 0 | 0.0% |
| Unknown | 10 | 0.4% | 0 | 0.0% |

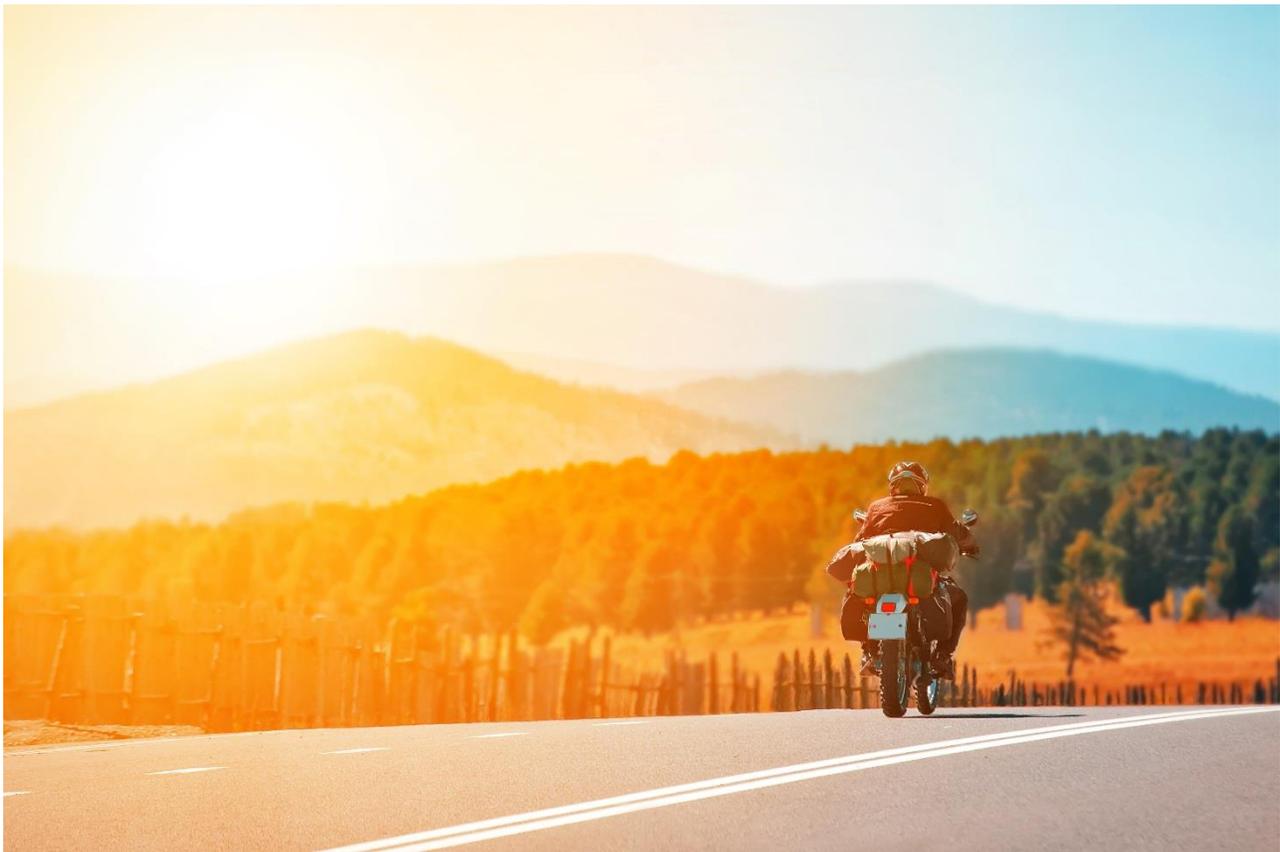
Source: Traffic accident reports, Colorado Department of Transportation



Annual Motorcycle Crashes

| Weather Condition among Motorcycle Crashes, 2018 | | | | |
|--|----------------------------------|------------------------------------|-----------------------|-------------------------|
| Weather Condition | All Motorcycle operators (count) | All Motorcycle operators (percent) | MOST students (count) | MOST students (percent) |
| None | 2268 | 91.8% | 106 | 95.5% |
| Rain | 54 | 2.2% | 3 | 2.7% |
| Wind | 19 | 0.8% | 1 | 0.9% |
| Snow/sleet/hail | 8 | 0.3% | 0 | 0.0% |
| Dust | 1 | <0.1% | 0 | 0.0% |
| Unknown | 120 | 4.9% | 0 | 0.0% |

Source: Traffic accident reports, Colorado Department of Transportation





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Availability of Training Throughout the State

Colorado Motorcycle Rider Training Courses offered: July 2018-June 2019

Counties where Colorado Motorcycle Operator Safety Training was Held

MOST courses are offered year-round; however, peak training times are spring, summer and fall. Riders may take courses in any county where training is offered.

| COUNTY | July 2018 | Aug 2018 | Sept 2018 | Oct 2018 | Nov 2018 | Dec 2018 | Jan 2019 | Feb 2019 | Mar 2019 | Apr 2019 | May 2019 | June 2019 |
|------------|-----------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|
| Adams | X | X | X | X | X | X | X | X | X | X | X | X |
| Arapahoe | X | X | X | X | X | | X | | X | X | X | X |
| Broomfield | X | X | X | X | X | | X | X | X | X | X | X |
| Denver | | | | | | | | | | | | |
| Douglas | X | X | X | X | X | | | | X | X | X | X |
| El Paso | X | X | X | X | X | X | X | X | X | X | X | X |
| Fremont | X | X | X | | | | | | | X | X | X |
| Garfield | X | X | X | | | | | | | 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 | X |
| Larimer | X | X | X | X | X | X | X | X | X | X | X | X |
| Logan | X | | | X | | | | | | | | X |
| Mesa | | | | | | | | | X | X | X | X |
| Moffatt | | X | | | | | | | | | | X |
| Montrose | | | | | | | | | | | | |
| Morgan | | X | X | | | | | | X | | | X |
| Pueblo | X | | | X | | | | | | X | X | X |
| Summit | X | X | | | | | | | | | | X |

Source: Colorado Motorcycle Operator Safety Training program





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Availability of Training Throughout the State

Availability of Training Throughout the State By Registration

In SFY 2019, MOST courses were offered in 16 counties. These counties account for 70.6% of Colorado’s registered motorcycles. Data from the Colorado Department of Revenue shows a total of 194,847 motorcycles registered in 2018 (most current data available.)

| | | |
|---|------------------|--------------------|
| Motorcycle Registration Calendar Year 2018 | Total 194,847 | Percentage 100% |
|---|------------------|--------------------|

| | COLORADO COUNTIES where training is provided | County Motorcycle Registrations | Percentage of State Registration |
|----|---|------------------------------------|-------------------------------------|
| 1 | Adams | 15,710 | 8.1% |
| 2 | Arapahoe | 15,519 | 8.0% |
| 3 | Broomfield | 2,081 | 1.1% |
| 4 | Denver | 13,503 | 12.1% |
| 5 | El Paso | 23,610 | 12.1% |
| 6 | Garfield | 2,446 | 1.3% |
| 7 | Jefferson | 23,389 | 12.0% |
| 8 | La Plata | 2,982 | 1.5% |
| 9 | Larimer | 14,495 | 7.4% |
| 10 | Logan | 886 | 0.5% |
| 11 | Moffat | 559 | 0.3% |
| 12 | Morgan | 1,122 | 0.6% |
| 13 | Pueblo | 5,910 | 3.0% |
| 14 | Routt | 1,443 | 0.7% |
| 15 | Summit | 1,555 | 0.8% |
| 16 | Weld | 12,410 | 6.4% |
| | Total | 137,620 | 70.6% |

Source: Colorado Department of Revenue

Scope of MOST Training

Seventeen MOST vendors served 16 counties throughout Colorado and utilized approximately 130 MOST Instructor Trainers throughout the year.



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Motorcycle Operator Safety Training

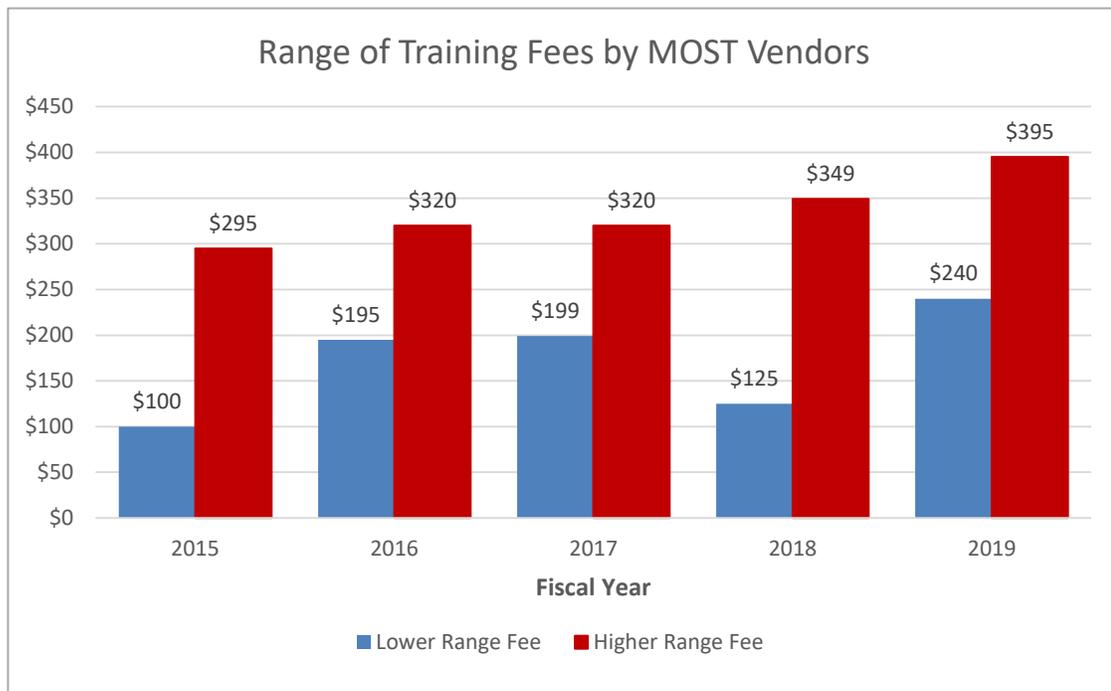
Historic and Current Training Costs

Motorcycle Operator Safety Training

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. These amounts are what the student paid for a beginning rider course. The cost ranges listed below do not reflect any additional discounts offered by the vendor.

- FY2015 - fees ranged from \$100 to \$295
- FY2016 - fees ranged from \$195 to \$320
- FY2017 - fees ranged from \$199 to \$320
- FY2018 - fees ranged from \$125 to \$349
- FY2019 - fees ranged from \$240 to \$395





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Motorcycle Operator Safety Training



Contractor's Report

The Colorado State Patrol Motorcycle Operator Safety Training (MOST) Project Manager was hired in August 2016 to execute the contract between the MOST program and the Motorcycle Safety Foundation (MSF). This contract was implemented as a result of a state audit in 2011 of the MOST program, along with an assessment by the National Highway Traffic Safety Administration in 2014. The PM began official operations on Monday, August 29, 2016. The scope of the PM role includes, but is not limited to, coordinating quality assurance activities including ongoing inspections of all training facilities and personnel, providing support to MOST Vendors and instructors, and training and development activities. The PM role is supplemented by a national support staff providing material and technology resources to MOST stakeholders. Throughout FY2019 MSF local and national staff performed the following activities:

MSF RIDERCOURSE ENROLLMENT SYSTEM

MSF national staff provides ongoing support for all MOST stakeholders in the management and use of the RiderCourse Enrollment System (RES) used to capture post-course training data for the agency. The system's fraud-protection protocols validate course and student information to protect against misuse or abuse of MOST student completion cards. The MSF RES also allows for a variety of reports including training numbers by course type and student demographic information for research and analysis.

NATIONAL SYSTEM SUPPORT

As new Vendors join the program or existing Vendors expand their operations, MSF local and national team members provide a variety of support services including location scouting, materials, and technical assistance as needed.

QUALITY ASSURANCE

Per MOST Rules every MOST Program Vendor will be subject to a QA review at least once per year. In FY 2019 a total of 40 site visits were conducted, focused on both Vendor and Instructor performance, ensuring compliance with standards as well as providing opportunities for growth and development. The MSF PM also maintained a recruiting, training, and ongoing development plan for all team members. Screening criteria used to qualify those interested in joining the MOST QA team includes:

- Participate in a QA orientation session with the MOST Program Coordinator.
- Submit a personal writing sample to verify ability to complete clear and accurate reports.
- Receive a satisfactory personal QA audit where applicable.
- Observe and assist a minimum of two QA visits in coordination with a current QA team member.
- Receive and complete assignments conducting MOST QA audits.
- Provide additional program support as directed by the Program Coordinator and Project Manager.
- Maintain compliance with MOST QA policies, procedures, and best practices.



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Motorcycle Operator Safety Training

TRAINING AND PROFESSIONAL DEVELOPMENT

Seven instructor training events were conducted in Colorado in FY19, as follows:

| | | |
|--------|-----------------------------------|------------------|
| MAR 28 | TCTI BRC Instructor Training | Commerce City |
| APR 8 | MSF RiderCoach Preparation Course | Loveland |
| APR 10 | TCTI IRC IT | Commerce City |
| APR 22 | MSF RCP | Lakewood |
| APR 22 | MSF RCP | Durango |
| MAY 23 | MSF RCP | Colorado Springs |
| JUN 12 | TCTI 3W IT | Commerce City |

A total of 59 candidates attended at no cost to vendors or attendees. The training produced 48 graduates.

PROGRAM PROMOTION AND OUTREACH

MSF continues to assist the agency with executing events, shows, expositions and outreach events to support program growth. This includes ongoing transportation of the MOST outreach trailer throughout Colorado to increase awareness of training courses. Specific outreach and promotion events included the Colorado Salute to Veterans Rally; Thunder Valley Motocross National; Jeffco Student Career Fair; and Thunder in the Rockies held every Labor Day weekend at Thunder Mountain Harley-Davidson.

ADDITIONAL SUPPORT OF TRAINING AND TESTING INCLUDING:

- Technical guidance to stakeholders via calls, texts, and emails on demand, including holidays, to support MOST training.
- Editorial and content updating of MOST promotional and policy documents.
- Executing a variety of support roles beyond the defined contract scope including assistance with painting vendor ranges, resolving student, course, or other logistical challenges.
- Coordinated with the Motorcycle Safety Foundation national headquarters staff to provide ongoing support to vendors via technical assistance and supply resources.
- Coordinated with Colorado Department of Revenue staff to assist in the training and development of third-party motorcycle testing resources.
- Provided preliminary investigation, on site research and support for the establishment of new MOST training sites, adding student capacity to the program.
- Performed visits to local and regional motorcycle retailers to promote improved program support and collaboration among all MOST stakeholders.



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Motorcycle Operator Safety Training

SFY 2019 MOST Program Budget

| Revenue (endorsements and registrations) | | |
|--|---------------------|-----------------------|
| Beginning Balance | | \$1,024,847.74 |
| | | |
| Revenue (endorsements and registrations) | | \$945,746.56 |
| 15% allowed for Administration | \$141,861.98 | |
| Total Budget | | \$1,970,594.30 |
| | | |
| EXPENSES | | |
| 5.1.1 Administrative Expenses | | |
| Payroll | \$59,077.17 | |
| Payroll Expenditures | \$14,612.41 | |
| Operating/Travel | \$41,206.36 | |
| Total Administrative | \$114,895.94 | |
| | | |
| 5.1.2 Contract Expenses | | |
| Public relations/Promotions* | \$124,390.56 | |
| Program Evaluation | \$3,605.27 | |
| Professional Development Workshops | \$3,600.00 | |
| MSF Contract* | \$361,290.00 | |
| Total Contract Expenses | \$492,885.83 | |
| | | |
| 5.2 Vendor Reimbursements | | |
| Training/Travel | \$18,939.23 | |
| | | |
| Total Expenditures | | \$626,721.00 |
| CARRY FORWARD for SFY 2020 | | \$1,343,873.30 |

* Encumbrance invoices from Iheart of \$52,000 were being mailed to unknown address in Denver. Correction performed after FY 2019 records were closed.

**The final corrected MSF invoice was presented to MOST after the FY 2019 records were closed.



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Motorcycle Operator Safety Training

Additional Performance Measures

MOST Rules

All MOST vendors are subject to MOST Rules and Regulations as defined in 8 CCR 1507-56. MOST Rules can be found at the following link: <http://www.sos.state.co.us/CCR>

FY 2019 MOST Program Funding

The MOST program is funded by a \$2 surcharge for motorcycle endorsements on a driver's license or provisional driver's license, and a \$4 surcharge on a motorcycle registration.

Revenue collected from the above surcharges are credited to the MOST fund. For fiscal year 2019, that amount was \$830,655.62.

CSP is permitted to retain up to 15% of annual MOST revenues for administrative purposes. The remainder is utilized by the program to promote safety and motorcycle awareness. 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 state fiscal rules.

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

Allowable Expenses as Defined in 8 CCR 1507-56 Include:

5. MOST Program Expenditures.

5.1. The MOST Program Office will make use of funds allocated pursuant to §43-5-504, CRS, to implement the Colorado MOST Program in compliance with the state fiscal rules.

5.1.1. MOST Program Administrative Expenses. The MOST Program Office will spend no more than the amount specified by §43-5-503 (1) (e), CRS, towards administrative costs. Within the statutorily specified amount, the MOST Program Office may use available MOST Program Funds for reasonable and necessary administrative expenses, as defined within these rules.

5.1.2. MOST Program Contract Expenses. Contract expenses differ from MOST Program Administrative Expenses and are as defined within these rules. The MOST Program Office may use MOST Program Funds for reasonable and necessary contract expenses, to include:

5.1.2.1 Expenses incurred to promote the MOST Program, including public relations expenses, banners, advertising, and MOST Program promotional materials, as ordered by CSP staff; and



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Motorcycle Operator Safety Training

5.1.2.2. Those expenses related to MOST Program evaluation, meetings involving external stakeholders, interested parties, and partners, and those related to MOST Program awareness.

5.2. MOST Program Vendor Reimbursements. MOST Program Vendor reimbursements include 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 or approved MOST Program-related travel expenses for Mobile Training conducted at Temporary Training Sites by MOST Vendors.

As of June 30, 2014, the MOST Tuition Reimbursement Subsidy program was discontinued after an internal and external assessment and analysis of the best use of funds per the Highway Safety Office (HSO) staff. HSO staff began to utilize the MOST funds as a contractual expense beginning in FY2014-15 in order to assist and improve the day-to-day operations, duties and responsibilities of the program. The HSO put out a request for proposal (RFP) for this project. During the course of the RFP, there were several legal challenges to the procurement process which delayed the awarding of the contract. No MOST funds were expended on any student Tuition Reimbursement Subsidy for FY 2016-17. All legal challenges were resolved for FY2017 and MOST funds are now being spent on a monthly basis on its MSF contractor.

In FY2019, the CSP renewed the contract between the state and MSF, subject to renewal on an annual basis. The CSP permanently discontinued the tuition reimbursement subsidy after input from stakeholders, review of external analysis and internal analysis.

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.

“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 2019, the Colorado State Patrol utilized MOST funds to promote motorcycle skills training through the *Take the Course* campaign. Based on a review of previous campaign, MOST decided to come out with a straight, forward message directing people to sign up for a Motorcycle safety course. The advertising campaign focuses its efforts on promoting safety training campaign for motorcyclists



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through a simple direct message. This allowed the MOST program to have a consistent presence in market starting in Spring 2019 with a huge presence during the riding season which then continued until the official riding season has concluded. An epidemiological study that is currently being executed by Texas A&M's Transportation Institute was also included in the research efforts.





Additional Performance Measures

Safety Training Campaigns

The campaign tactics included:

- IHeart radio ads using well know personalities
 - 103.5 The Fox in Denver (Rick Lewis and Kathy Lee)
 - KBPI in Fort Collins and Denver (Scoop)
 - 850 KOA (Rick Lewis)
- IHeart Radio Traffic and Weather Network
 - Over 2,000 :20 sec spots over numerous IHeart radio stations
- Cumulus Radio
 - 98.9 Magic FM in Colorado Springs
- Entravision Radio (Spanish Radio)
 - 92.1 LA Suavecita (Denver)
- Social Media
 - IHeart media
 - Video with Rick Lewis
 - Pre Roll Video
 - Content Management
 - Post content on MOST Facebook and twitter 2x's per day
 - Post content on MOST Instagram account 3 x per week
- Mobile Billboard
 - 13 times at various high profile events throughout Denver region
- Brochures
- Web banners
- Online video
- Event presence

CSP's campaigns are designed to make motorcyclists aware of Basic Riding Course, both 2 and 3 wheel. Four primary points of the messaging:

- Get Training: Lack of training is a factor in Colorado's fatal motorcycle crashes. Motorcycle riders were found to be at fault in 7 out of 10 fatal crashes.
- Items supplied at the course: Motorcycle and helmet are supplied at each BRC; therefore it allows those who do not have a motorcycle the knowledge that they can take a course prior to purchasing one.
- Motorcycle License is required: It is not legal to ride without an "M" on your license.
- Discounts on Motorcycle Insurance: Upon completion of a course you then may qualify for a discount on your motorcycle insurance.

Safety Training Campaigns continued



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CSP MOST

Published by ProPP [?] · 3 hrs ·

With summer in full swing, why not lower your motorcycle insurance rates, and refresh your biker skills with a motorcycle safety course? <http://qoo.ly/yqsn4> #motorcyclesafetycourse



CSP MOST

Published by ProPP [?] · July 19 at 11:39 AM ·

Does your motorcycle have antilock brakes? Data shows that motorcycles equipped with ABS brakes were 37 percent less likely to be involved in a fatal crash than bikes without it. No matter what kind of rider you are, ABS can brake better than you. #motorcyclesafety



CSP MOST

Published by Chris Corbo [?] · June 28 at 2:23 PM ·

Take the Course!! COMOST.com

MOTORCYCLES MAKE UP 1% OF THE VEHICLES ON THE ROAD, BUT 20% OF THE FATALITIES IN CRASHES

40% OF SINGLE VEHICLE CRASHES ARE MOTORCYCLES

76% OF ACCIDENTS INVOLVING A MOTORCYCLE, WERE THE MOTORCYCLISTS FAULT



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VISIT COMOST.COM TO SIGN UP TODAY.
"TRAIN TODAY, ALIVE TOMORROW!"

107.9 FM KRPZ 2019

Rock & Roll Car Show

AUGUST 18TH
AT BANDIMERE SPEEDWAY
ALL MAKES MODELS OF CARS AND MOTORCYCLES

WORLD RECORD BURNOUT ATTEMPT + RACES + MOTORCYCLE VILLAGE WITH SKILLS COMPETITIONS, MOTORCYCLE TRAINING + KIDS BIKES AND MORE

ADMISSION
SHOW PARTICIPANTS \$25 | ORUDGE RUNS \$3 EACH | ADULT SPECTATOR \$10 | CHILD (12 & UNDER) FREE

LINCOLN TECH **LAW TIGERS** **MOST** **O'Reilly**

Safety Training Campaigns continued



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Additional Performance Measures

| FY 2014 - 2019 Students Trained by MOST Program Vendors | | | | | | |
|---|---------------|--------------|--------------|--------------|--------------|--------------|
| VENDOR | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| ABATE of Colorado | 2,534 | 2,029 | 1,471 | 1,142 | 1,257 | 1,214 |
| ASH Motorsports LLC (Harley- Durango) | 0 | 0 | 0 | 0 | 12 | 183 |
| Black Bag | 297 | 241 | 246 | 205 | 199 | 215 |
| Colorado Motorcycle Academy ² | 0 | 0 | 0 | 18 | 210 | 282 |
| Full Throttle ^{3, 4} | 2,618 | 2,404 | 1,627 | 997 | 996 | 636 |
| G Force | 852 | 633 | 171 | 286 | 470 | 547 |
| Harley Davidson- Grand Junction | 0 | 0 | 0 | 0 | 0 | 125 |
| Harley Davidson—Greeley | 0 | 0 | 0 | 0 | 77 | 125 |
| Harley Davidson—Mile High | 0 | 0 | 0 | 0 | 143 | 297 |
| Harley Davidson—Rocky Mountain | 0 | 0 | 0 | 0 | 76 | 139 |
| Harley Davidson—Thunder Mountain | 0 | 0 | 0 | 0 | 269 | 308 |
| Iron Buffalo | 603 | 637 | 525 | 815 | 0 | 538 |
| Mighty Quinn Motorcycle Training | 0 | 0 | 0 | 0 | 826 | 227 |
| Motorcycle Rider Training Center | 530 | 676 | 636 | 688 | 661 | 635 |
| Motorcycle Training Academy | 1,674 | 1,723 | 1,649 | 1,912 | 1,923 | 1,987 |
| Ricky Orlando Motorcycle School | 117 | 126 | 131 | 143 | 177 | 173 |
| Sleeping Giant Motorsports ⁵ | 24 | 21 | 3 | 4 | 5 | 10 |
| T3RG | 634 | 594 | 510 | 588 | 539 | 491 |
| Total Control Training, Inc. | 0 | 0 | 0 | 0 | 3 | 0 |
| Two Old Guys ^{5,6} | 113 | 139 | 118 | 42 | 38 | 0 |
| Bluecreek Motorcycle Training ¹ | 249 | 386 | 375 | 65 | 0 | 0 |
| White Buffalo (formerly Iron Buffalo)* | 34 | 0 | 0 | 0 | 0 | 0 |
| Wheels in Motion* | 59 | 0 | 0 | 0 | 0 | 0 |
| CO Northwest Rider Training* | 99 | 0 | 0 | 0 | 0 | 0 |
| Iride Pikes Peak Motorcycle Training* | 206 | 0 | 0 | 0 | 0 | 0 |
| TOTALS | 10,643 | 9,609 | 7,462 | 6,905 | 7,881 | 8,132 |

Number of students trained is based on student roster numbers submitted as of June 30, 2019.

¹Vendor lost use of range and subsequently closed.

²New Vendor as of January 2017.

³Partial year training due to relocation during summer 2016 peak season.

⁴ Vendor was inactivated by MSF May 2019.

⁵ Seasonal training only.

⁶ One partner deceased during training year. School closed until spring 2017.

*These training schools ceased operation prior to fiscal year 2016.



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Motorcycle Operator Safety Training

Additional Performance Measures

Motorcycle Registrations by County*

| County | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 |
|-------------|---------|---------|---------|---------|---------|
| Adams | 15,224 | 15,435 | 15,985 | 16,091 | 15,710 |
| Alamosa | 533 | 513 | 532 | 567 | 568 |
| Arapahoe | 15,868 | 16,242 | 15,921 | 15,834 | 15,519 |
| Archuleta | 669 | 678 | 704 | 744 | 769 |
| Baca | 144 | 130 | 126 | 133 | 142 |
| Bent | 122 | 110 | 125 | 127 | 113 |
| Boulder | 10,710 | 10,718 | 10,619 | 10,671 | 10,358 |
| Broomfield | 2,039 | 2,040 | 2,106 | 2,103 | 2,081 |
| Chaffee | 1,213 | 1,255 | 1,270 | 1,352 | 1,393 |
| Cheyenne | 87 | 81 | 84 | 92 | 98 |
| Clear Creek | 688 | 693 | 709 | 739 | 741 |
| Conejos | 331 | 332 | 338 | 351 | 363 |
| Costilla | 172 | 172 | 193 | 203 | 199 |
| Crowley | 108 | 111 | 114 | 122 | 121 |
| Custer | 317 | 324 | 316 | 339 | 351 |
| Delta | 1,339 | 1,345 | 1,374 | 1,422 | 1,475 |
| Denver | 13,055 | 13,398 | 13,651 | 13,949 | 13,503 |
| Dolores | 112 | 112 | 120 | 123 | 120 |
| Douglas | 10,488 | 10,634 | 10,668 | 10,779 | 10,812 |
| Eagle | 2,250 | 2,237 | 2,366 | 2,447 | 2,392 |
| El Paso | 23,720 | 24,059 | 23,647 | 23,795 | 23,610 |
| Elbert | 1,435 | 1,462 | 1,598 | 1,617 | 1,603 |
| Fremont | 2,489 | 2,525 | 2,563 | 2,634 | 2,687 |
| Garfield | 2,363 | 2,398 | 2,409 | 2,430 | 2,446 |
| Gilpin | 531 | 522 | 554 | 578 | 559 |
| Grand | 785 | 793 | 851 | 908 | 956 |
| Gunnison | 950 | 947 | 937 | 976 | 986 |
| Hinsdale | 78 | 77 | 97 | 107 | 97 |
| Huerfano | 269 | 269 | 300 | 311 | 342 |
| Jackson | 74 | 76 | 66 | 78 | 76 |
| Jefferson | 23,642 | 23,755 | 23,669 | 23,726 | 23,389 |
| Kiowa | 49 | 50 | 43 | 53 | 52 |



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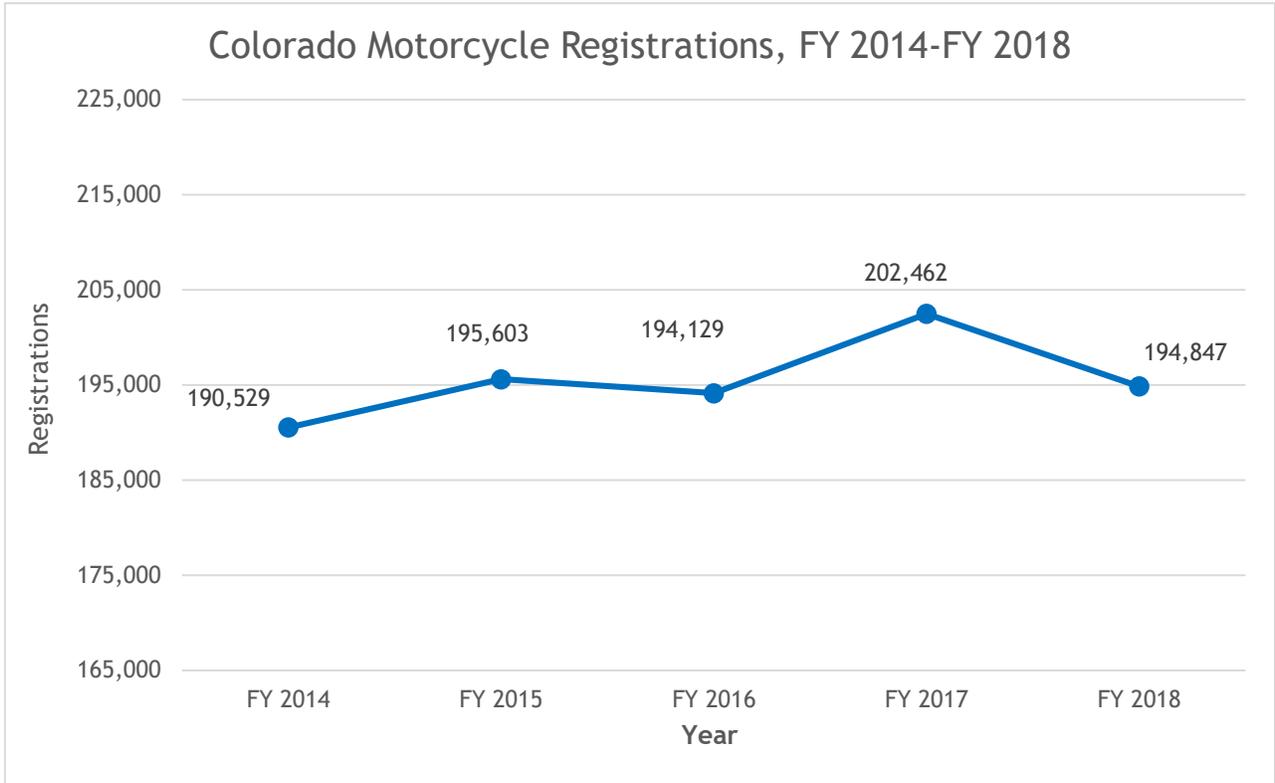
Motorcycle Operator Safety Training

| County | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 |
|--------------|----------------|----------------|----------------|----------------|----------------|
| Kit Carson | 363 | 358 | 349 | 355 | 329 |
| La Plata | 2,960 | 2,998 | 2,919 | 3,015 | 341 |
| Lake | 303 | 304 | 320 | 342 | 2,982 |
| Larimer | 13,720 | 14,093 | 14,373 | 14,633 | 14,495 |
| Las Animas | 644 | 640 | 630 | 615 | 617 |
| Lincoln | 184 | 189 | 192 | 208 | 229 |
| Logan | 932 | 952 | 891 | 923 | 886 |
| Mesa | 6,117 | 6,216 | 6,102 | 6,184 | 6,245 |
| Mineral | 75 | 73 | 76 | 73 | 76 |
| Moffat | 576 | 564 | 555 | 570 | 559 |
| Montezuma | 1,036 | 1,048 | 1,032 | 1,088 | 1,062 |
| Montrose | 1,583 | 1,605 | 1,574 | 1,635 | 1,717 |
| Morgan | 1,097 | 1,123 | 1,118 | 1,089 | 1,122 |
| Otero | 751 | 747 | 719 | 723 | 721 |
| Ouray | 391 | 402 | 421 | 444 | 454 |
| Park | 1,381 | 1,473 | 1,503 | 1,518 | 1,525 |
| Phillips | 231 | 237 | 234 | 231 | 227 |
| Pitkin | 1,333 | 1,327 | 1,363 | 1,351 | 1,276 |
| Prowers | 419 | 396 | 427 | 416 | 419 |
| Pueblo | 5,777 | 5,907 | 5,888 | 5,982 | 5,910 |
| Rio Blanco | 250 | 240 | 244 | 234 | 234 |
| Rio Grande | 505 | 497 | 494 | 484 | 468 |
| Routt | 1,390 | 1,351 | 1,440 | 1,459 | 1,443 |
| Saguache | 290 | 287 | 269 | 281 | 289 |
| San Juan | 85 | 82 | 86 | 87 | 80 |
| San Miguel | 639 | 612 | 613 | 614 | 614 |
| Sedgwick | 106 | 110 | 113 | 117 | 109 |
| Summit | 1,413 | 1,423 | 1,505 | 1,563 | 1,555 |
| Teller | 1,643 | 1,674 | 1,648 | 1,688 | 1,740 |
| Washington | 210 | 217 | 228 | 241 | 259 |
| Weld | 11,298 | 11,598 | 11,938 | 12,313 | 12,410 |
| Yuma | 487 | 481 | 478 | 490 | 463 |
| State Issued | 486 | 2,886 | 332 | 6,095 | 360 |
| TOTAL | 190,529 | 195,603 | 194,129 | 202,462 | 194,847 |

*At the time of publication, the number of motorcycle registrations for fiscal year 2018 was the most current information available. Information came from the Colorado Department of Revenue Annual Report 2018, available at: <https://www.colorado.gov/pacific/revenue/annual-report>



Additional Performance Measures



Source: Department of Revenue 2018 Annual Report



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Motorcycle Operator Safety Training

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, Kimberly Ferber, Highway Safety Manager
- The Executive Director of the Department of Revenue or Designee, Carol Olds, Driver Testing and Education Manager
- The Chief of the Colorado State Patrol or Designee, Captain Lawrence Hilton
- Nine members appointed by the Chief of the Colorado State Patrol:
 - Two members who represent MOST vendors
 - Shaundell Ross, Colorado MC Academy
 - Bruce Downs, Abate of Colorado (term ended May 2019)
 - New representatives being vetted
 - One member who represents retail motorcycle dealers
 - Kevin Mayer, Mayers Motorcycles, OHV's and Scooters
 - One member who represents third-party testers
 - Ricky Orlando, Ricky Orlando MC School
 - One member who represents instructor training specialists
 - Jennifer Tolbert, MTA (term ended May 2019)
 - New representative is being vetted¹
 - One member who represents the motorcycle riding community
 - Kent Sundgren, MTA
 - One member who represents motorcycle training providers not affiliated with the program
 - Deb Eyre, Harley Davidson
 - One member who represents law enforcement agencies
 - Jeromy Rohling, Lakewood Police Department
 - One member who represents motorcycle insurance providers
 - Mark Glucksman, Farmer's Insurance

The Motorcycle Operator Safety Advisory Board meetings were held quarterly on the following dates: September 26, 2018; November 16, 2018; February 20, 2019; and May 16, 2019.

The Motorcycle Operators Safety Advisory Board shall:

- 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 monies



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Motorcycle Operator Safety Training

Motorcycle Operator Safety Advisory Board

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.



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Take the Course!

- Beginner & Experienced Motorcycle Courses
- Motorcycle & Helmet Supplied
- 2 & 3 Wheel Motorcycle Courses
- Earn Your "M" Endorsement
- Get Trained, Ride Smart

www.COMost.com





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Contact Information



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