



MOST

Motorcycle Operator Safety Training

Annual Report



Motorcycle Operator Safety Training

Fiscal Year 2021

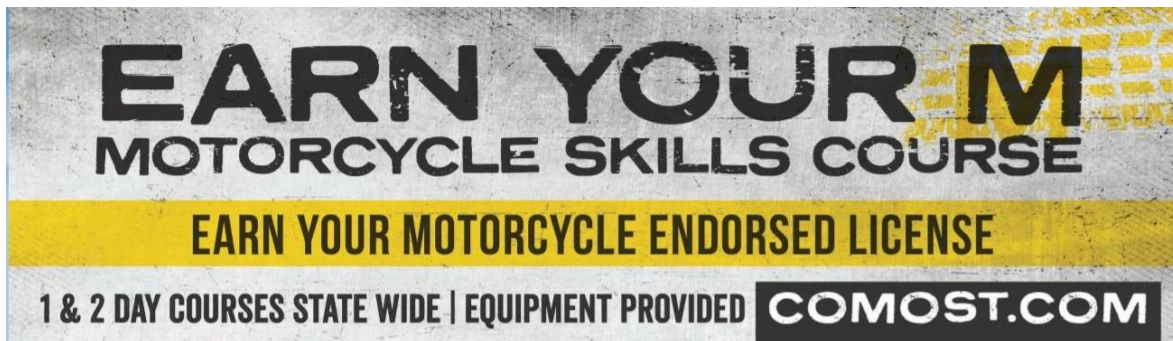


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Motorcycle Operator Safety Training

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Motorcycle Operator Safety Training

Introduction

The Colorado Motorcycle Operator Safety Training (CO MOST) program was created in 1991 by Colorado Statute. It mandated 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 approved courses related to the operation of motorcycles and courses to train instructors. CSP oversees the implementation of certified motorcycle training to ensure the highest level of instruction through a program agreement with the vendors. 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.

Data is tracked by both CDOT and CO MOST. Annual motorcycle crashes are sourced from the CDOT Fatality Analysis Reporting System (FARS) and is based off a Calendar Year (CY). CO MOST data relates to students and locations of training and this is based off the Fiscal Year (FY).

In-state FY 2021 CO MOST approved curricula courses were offered in 15 counties. These counties account for 69.9% of Colorado's 171,585 registered motorcycles.

An objective of the CO MOST-approved training courses is to assist, through increased training, the reduction of motorcycle fatalities and crashes. The number of motorcyclist fatalities had been flat from CY 2017 to CY 2019 with 103. However, in CY 2020 Colorado motorcycle crash fatalities hit a peak with 140, which is a 26.4% increase from CY 2019. According to data from the Department of Transportation, DOT, between 2019 and 2020, the number of motorcyclists killed rose by 36.6%.

Seventy-three riders, or 52.14%, were not wearing helmets. As compared to CY 2019 where 52% of motorcycle fatalities were not wearing a helmet.

An objective of CO MOST is to provide marketing of the CO MOST program and the CO MOST vendors. During FY 2021, the CO MOST Vendors saw a reemergence of students to their motorcycle courses. According to the Motorcycle Industry Council Retail Sales Report, motorcycle and scooter sales rose 11.4% in the CY 2020. CO MOST vendors increased training by 4,063 students compared to the previous fiscal year. That is an increase in training of 54% within the one and two day courses.

With the overall number of motorcycle fatalities increasing in 2020, it is now more important than ever to train motorcyclists to ride safely. The following report details the ways in which the CO MOST program can achieve its goal of reducing motorcycle fatalities.



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Enabling Statute of the Motorcycle Operator Safety Training Program

Colorado Revised Statute §CRS 43-5-502 states:
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 CO MOST vendors for the purposes of providing the program.

The Colorado State Patrol administers the Motorcycle Operator Safety Training Program 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
- CO 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
- CO MOST Annual Reports





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

The CO MOST program supports, oversees the implementation of, and approves 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 January 2021.

The CO MOST program supports the continual education of Motorcycle Operator Safety Training instructors. CO MOST also supports the Instructor Training Courses, which are approved courses that prepare an individual to teach CO MOST approved curricula courses.

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

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.

<https://www.sos.state.co.us/CCR/GenerateRulePdf.do?ruleVersionId=7739>

In FY 2021, CSP contracted with 19 CO MOST vendors to provide the training programs. These vendors completed 1,850 basic rider courses.





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Annual Motorcycle Fatalities and Crashes

Motorcycle crash fatality data was obtained from CDOT's FARS. The 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.

It is important to note that the FARS data presented for 2020 is preliminary and will not be finalized until December 31, 2021.

Data pertaining to all motorcycle crashes was acquired from the State of Colorado DRIVES system and CDOT's Traffic and Safety Engineering Branch. Motorcycle crash data from 2020 is also preliminary and will not be finalized until December 31, 2021.

FARS Motorcyclist Fatalities - 2020

- 140 motorcyclists were killed in a motorcycle crash in 2020, 127 were male and 13 were female. Of the motorcycle fatalities, 133 were motorcycle operators and 7 were motorcycle passengers.
- Motorcyclist fatalities represented 22.51% of Colorado's total traffic fatalities (140 of 622).
- 114 motorcycle operators involved in fatal crashes were determined to be "at fault."
- 58 of the fatal motorcycle crashes involved only the motorcycle and no other vehicle. (41%)
- In 2020, 36 motorcycle operators, (27.06%) that were killed in a fatal crash tested positive for alcohol (BAC ≥ 0.08).
- Motorcyclist fatalities aged 40 and over represented 54% in 2016, 56% in 2017, 55% in 2018, 52% in 2019, and 51% in 2020.
- 73 motorcycle operators (52.14%) killed were not wearing a helmet.





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Annual Motorcyclist Fatalities¹

Annual Motorcyclist Fatalities by County, 2016-2020						
County	2016	2017	2018	2019	2020	Total by County
Adams	13	13	10	10	12	58
Alamosa	0	0	0	0	0	0
Arapahoe	11	6	9	2	8	36
Archuleta	0	0	0	0	0	0
Baca	0	0	0	0	0	0
Bent	0	0	0	0	0	0
Boulder	4	5	3	4	0	16
Broomfield	2	1	0	2	2	6
Chaffee	1	0	0	4	0	5
Cheyenne	0	0	0	0	0	0
Clear Creek	0	0	0	1	1	2
Conejos	0	0	0	0	0	0
Costilla	0	0	0	0	0	0
Crowley	0	0	0	0	0	0
Custer	0	0	1	0	3	4
Delta	0	0	1	0	1	2
Denver	14	13	7	15	11	60
Dolores	0	0	0	0	0	0
Douglas	10	5	3	3	8	29
Eagle	0	1	0	0	0	1
El Paso	10	8	12	19	26	75
Elbert	1	0	0	0	2	3
Fremont	0	2	1	1	2	6
Garfield	0	5	2	2	1	10
Gilpin	0	0	0	0	1	1
Grand	0	0	1	1	1	3
Gunnison	2	0	5	1	1	9
Hinsdale	0	0	0	0	1	1
Huerfano	0	0	1	0	0	1
Jackson	1	1	0	0	0	2
Jefferson	15	9	12	13	15	64
Kiowa	0	0	0	0	0	0
Kit Carson	0	0	0	0	0	0
La Plata	3	0	2	0	0	5



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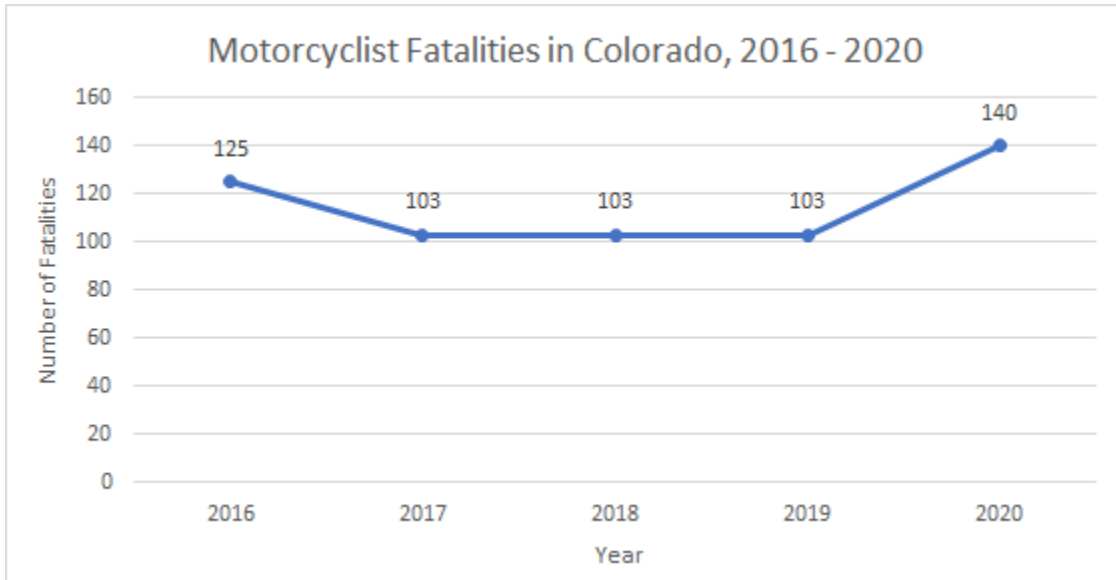
Annual Motorcyclist Fatalities²

Annual Motorcyclist Fatalities by County, 2016-2020						
County	2016	2017	2018	2019	2020	Total by County
Lake	0	1	0	0	0	1
Larimer	11	10	9	8	8	46
Las Animas	2	1	1	0	0	4
Lincoln	0	0	0	0	0	0
Logan	0	0	0	0	0	0
Mesa	3	2	6	2	7	20
Mineral	1	0	0	0	0	1
Moffatt	1	0	0	1	0	2
Montezuma	1	0	0	0	0	1
Montrose	0	1	1	0	2	4
Morgan	0	1	0	0	0	1
Otero	0	0	0	0	0	0
Ouray	1	0	0	0	0	1
Park	0	1	1	0	3	5
Phillips	0	0	0	0	0	0
Pitkin	0	0	0	2	1	3
Prowers	0	0	0	0	0	0
Pueblo	6	7	8	4	9	34
Rio Blanco	1	0	0	1	1	3
Rio Grande	1	0	0	1	0	2
Routt	1	0	0	1	0	2
Saguache	1	0	0	0	0	1
San Juan	1	0	1	0	0	2
San Miguel	1	0	0	0	0	1
Sedgewick	0	0	0	0	0	0
Summit	0	1	0	0	1	2
Teller	0	0	1	0	3	4
Washington	0	0	1	0	0	1
Weld	6	9	3	5	9	32
Yuma	0	0	1	0	0	1
Total	125	103	103	103	140	574

^{1,2} Table information on this page is sourced from the CDOT Fatality Analysis Reporting System (FARS), or past MOST FY Reports



Annual Motorcyclist Fatalities³



Motorcyclist Fatalities by Age Group, 2016-2020					
Age	2016	2017	2018	2019	2020
< 20	6	3	4	3	1
20 - 29*	33	23	20	23	40
30 - 39*	19	19	22	21	27
40 - 49*	18	15	18	22	26
50 - 59	26	20	19	16	20
60 - 69	15	18	15	15	19
> 70	8	5	5	3	7
Total	125	103	103	103	140

*Marketing efforts have been geared toward these age groups. These age groups have the highest numbers of students taking the BRC. With age, group 20-29 age group first with 35.4% of students in the BRC.

³ Table information on this page is sourced from the CDOT Fatality Analysis Reporting System (FARS), or past MOST FY Reports



Annual Motorcycle Crashes

- Statewide in 2020 there were approximately 86,955 motor vehicle crashes and 1,937 (2.2%) of those crashes involved motorcycles. There were 107 CO MOST students (who passed the course in either fiscal year 2020 or 2021) and were involved in a crash in 2020 after completing their CO MOST approved course.
- Of the 1,937 crashes involving a motorcycle, 512 crashes resulted in a serious injury⁴ and 133 crashes (FARS) resulted in a fatal injury.
- Of the 1,937 motorcycle crashes, 1,254 of the motorcycle operators were at fault in the crash (64.7%). Among the 107 motorcycle operators who were CO MOST students in FY 20 and FY 21 and had a crash, 74 were at fault in the crash (69.2%).
- In 2020, there were 146 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, 18 operators were suspected of drug use only, and 12 motorcycle operators were suspected of both alcohol and drug use. Only four CO MOST students were suspected to be impaired by drugs or alcohol at the time of the crash.
- Among all motorcycle operators involved in a crash, 970 were properly wearing helmets⁵ (52%). Among the 107 CO MOST students involved in a crash, 73 were wearing helmets properly (68.2%).



⁴ Crashes with serious injury are identified where at least one occupant had an injury severity of 03. Evident incapacitating on the DR 2447 crash form. Please note that injury severity was not available for all occupants involved in motorcycle crashes due to DRIVES data extraction limitations for 'all involved' in crashes recorded on the new DR 3447 crash form.

⁵ Please note that helmet use was not available for all occupants involved in motorcycle crashes due to DRIVES data extraction limitations for 'all involved' in crashes recorded on the new DR 3447 crash form.



Annual Motorcycle Crashes⁶

Top Violations among at-Fault Motorcycle Operators in a Crash, 2020					
Ranking	Violation	All At-Fault Motorcycle operators (count) (n=1,254)	All At-Fault Motorcycle operators (percent)	CO MOST students ⁷ (count) (n=74)	CO MOST students (percent)
1	Careless Driving	505	40.3%	33	44.6%
2	Reckless Driving	57	4.5%	1	1.4%
3	Following too Closely	49	3.9%	2	2.7%
4	Driving without Proper License, Permit or Endorsement	33	2.6%	1	1.4%
5	Driving Under the Influence	29	2.3%	4	5.4%
6	Improper Passing	11	0.9%	2	2.7%
7	Changing Lanes when Unsafe	10	0.8%	0	0.0%
8	Failure to Drive in Designated Lane	10	0.8%	2	2.7%
9	Failure to Obey Stop Sign	9	0.7%	0	0.0%
10	Failure to Yield	9	0.7%	0	0.0%

Top First Harmful Event - Prevalence in Motorcycle At-Fault Crashes, 2020					
Ranking	First Harmful Event (FHE)	All At-Fault Motorcycle operators (count) (n=1,254)	All At-Fault Motorcycle operators (percent)	CO MOST students (count) (n=74)	CO MOST students (percent)
1	Overtaking (non-collision)	344	27.4%	18	24.3%
2	Front to Rear Collision	131	10.4%	7	9.5%
3	Other- Non Collision	129	10.3%	9	12.2%
4	Front to Side	115	9.2%	2	2.7%
5	Curb	112	8.9%	9	12.2%
6	Side to Side- Same Direction	53	4.2%	3	4.1%
7	Other Objects	52	4.1%	4	5.4%
8	Wild Animal	50	4.0%	1	1.4%
9	Front to Front Collision	37	3.0%	2	2.7%
10	Guard Rail	36	2.9%	3	4.1%

⁶ Table information on this page is sourced from traffic accident reports, Colorado Department of Revenue/DRIVES, and MOST student roster available to CSP for FY 20 and FY 21. Percentage totals will not add to 100% due to only listing top ten actions.

⁷ Please note that not all violations for MOST students are contained in the table, as it only shows the top 10 violations among all at-fault motorcycle operators. MOST student metrics are included in the 'all at-fault motorcycle operator' metrics in all tables.



Annual Motorcycle Crashes⁸

Top Human Contributing Factors of At-Fault Motorcycle Operators in a Crash, 2020					
Ranking	Human Factor ⁹	All At-Fault Motorcycle operators (count) (n=1,254)	All At-Fault Motorcycle operators (percent)	CO MOST students (count) (n=74)	CO MOST students (percent)
1	Driver Inexperience	233	18.6%	33	44.6%
2	Aggressive Driving	205	16.3%	11	14.9%
3	Other Contributing Factor	141	11.2%	2	2.7%
4	DUI, DWAI, DUID	106	8.5%	3	4.1%
5	Driver Unfamiliar with Area	66	5.3%	1	1.4%
6	Distracted / Other	46	3.7%	1	1.4%
7	Evading Law Enforcement	9	0.7%	0	0.0%
8	Illness/Medical	8	0.6%	0	0.0%
9	Distracted/ Passenger	4	0.3%	0	0.0%
10	Driver Emotionally Upset	4	0.3%	0	0.0%

Top Movements of At-Fault Motorcycle Operators in a Crash, 2020					
Ranking	Vehicle Movement	All At-Fault Motorcycle operators (count) (n=1,254)	All At-Fault Motorcycle operators (percent)	CO MOST students (count) (n=74)	CO MOST students (percent)
1	Going Straight	742	59.2%	44	59.5%
2	Other	75	6.0%	4	5.4%
3	Spun Out of Control	67	5.3%	4	5.4%
4	Making Right Turn	65	5.2%	3	4.1%
5	Making Left Turn	63	5.0%	5	6.8%
6	Slowing	57	4.5%	4	5.4%
7	Changing Lanes	55	4.4%	2	2.7%
8	Passing	43	3.4%	1	1.4%
9	Weaving	42	3.3%	2	2.7%
10	Avoiding Object in Roadway	19	1.5%	2	2.7%

⁸ Table information on this page is sourced from traffic accident reports, Colorado Department of Revenue/DRIVES, and MOST student roster available to CSP for FY 20 and FY 21. Percentage totals will not add to 100% due to only listing top ten actions.

⁹ Excludes the leading human factor '0.No Apparent Contributing Factor (382) and unknown (44) for all at-fault motorcycle operators and '0. No Apparent Contributing Factor (22) and unknown (1) for MOST students.



Annual Motorcycle Crashes¹⁰

Helmet Use Among Motorcycle Operators in a Crash, 2020				
Helmet Status ¹¹	All Motorcycle operators (count) (n=1,867)	All Motorcycle operators (percent)	CO MOST students (count) (n=107)	CO MOST students (percent)
Helmet Properly used	970	52.0%	73	68.2%
No Helmet	661	35.4%	17	15.9%
Helmet Improperly used	38	2.0%	3	2.8%
Available, not used	8	0.4%	0	0.0%
Unknown	190	10.2%	14	13.1%

License Endorsement Compliance among all Motorcyclist Operators Involved in a Crash, 2020				
License Endorsement Status ¹²	All Motorcycle operators (count) (n=1,867)	All Motorcycle operators (percent)	CO MOST students (count) (n=107)	CO MOST students (percent)
Endorsement Required & Complied With	881	47.2%	72	67.3%
No Driving Endorsements	562	30.1%	19	17.8%
Endorsement Required & Not Complied With	370	19.8%	13	12.1%
Endorsement Required & Compliance Not Known	44	2.4%	0	0.0%
Unknown	10	0.5%	3	2.8%

¹⁰ Table information on this page is sourced from traffic accident reports, Colorado Department of Revenue/DRIVES, and MOST student roster available to CSP for FY 20 and FY 21. Percentage totals will not add to 100% due to rounding.

¹¹ Please note that helmet use was not available for all occupants involved in motorcycle crashes due to DRIVES data extraction limitations for 'all involved' in crashes recorded on the new DR 3447 crash form.

¹² Please note that endorsement status was not available for all occupants involved in motorcycle crashes due to DRIVES data extraction limitations for 'all involved' in crashes recorded on the new DR 3447 crash form.



Annual Motorcycle Crashes¹³

Top Road Descriptions among Motorcycle Crashes, 2020					
Ranking	Road Description	All Motorcycle Crashes (count) (n=1,937)	All Motorcycle Crashes (percent)	Crashes with CO MOST students (count) (n=106)	Crashes with CO MOST students (percent)
1	Non-intersection	1,028	53.1%	62	58.5%
2	At intersection	513	26.5%	26	24.5%
3	Intersection related	214	11.0%	11	10.4%
4	Highway Interchange	83	4.3%	5	4.7%
5	Driveway Access Related	69	3.6%	2	1.9%
6	Alley Related	5	0.3%	0	0.0%
7	Parking Lot	4	.02%	0	0.0%
8	Unknown	6	0.3%	0	0.0%

Condition of Road among Motorcycle Crashes, 2020					
Ranking	Road Condition	All Motorcycle Crashes (count) (n=1,937)	All Motorcycle Crashes (percent)	Crashes with CO MOST students (count) (n=106)	Crashes with CO MOST students (percent)
1	Dry	1,869	96.5%	102	96.2%
2	Wet	27	1.4%	0	0.0%
3	Foreign material	19	1.0%	3	2.8%
4	Dry w/visible icy road treatment	7	0.4%	1	0.9%
5	Icy	5	0.3%	0	0.0%
6	Snowy	3	0.2%	0	0.0%
7	Wet w/visible icy road treatment	1	0.1%	0	0.0%
8	Unknown	6	0.3%	0	0.0%

¹³ Table information on this page is sourced from traffic accident reports, Colorado Department of Revenue/DRIVES, and MOST student roster available to CSP for FY 20 and FY 21. Percentage totals will not add to 100% due to rounding or only listing top descriptions.



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Availability of Training Throughout the State¹⁴

Counties where Colorado Motorcycle Operator Safety Training was Held

CO MOST approved 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 2020	Aug 2020	Sept 2020	Oct 2020	Nov 2020	Dec 2020	Jan 2021	Feb 2021	Mar 2021	Apr 2021	May 2021	June 2021
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				
Delta	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	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	X									X	X
Mesa	X	X	X	X	X				X	X	X	X
Montrose											X	X
Pueblo	X	X	X	X					X	X	X	X
Summit												X
Weld	X	X	X	X	X	X	X	X	X	X	X	X



¹⁴ Table information on this page is sourced from Colorado Motorcycle Operator Safety Training program.



Availability of Training Throughout the State¹⁵

By Registration

In FY 2021, CO MOST approved courses were offered in 15 counties. These counties account for 66.9% of Colorado’s registered motorcycles. Data from the Colorado Department of Revenue shows 171,585 motorcycles registered in fiscal year 2021 (most current data available).

Motorcycle Registrations Fiscal Year 2021	Total 171,585	Percentage 100%
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	COLORADO COUNTIES where training is provided	County Motorcycle Registrations	Percentage of Total State Motorcycle Registrations
1	Adams	13,525	7.9%
2	Arapahoe	12,914	7.5%
3	Broomfield	1,766	1.0%
4	Delta	1,423	0.8%
5	El Paso	21,658	12.6%
6	Garfield	2,086	1.2%
7	Jefferson	19,460	11.3%
8	La Plata	2,728	1.6%
9	Larimer	12,547	7.3%
10	Logan	799	0.5%
11	Mesa	6,091	3.5%
12	Montrose	1,830	1.1%
13	Pueblo	4,958	2.9%
14	Summit	1,364	0.8%
15	Weld	11,579	6.7%
	Total	114,728	66.9%

CO MOST Instructors’ Scope

CO MOST utilized approximately 158 CO MOST Instructors throughout the year. Of the 158 Instructors, 18 have made themselves available to all CO MOST vendors through the On Call List. This list was developed to provide CO MOST vendors a list of instructors, to be utilized during an emergency, as these services come with a premium.

CO MOST Instructors, per rules - 8 CCR 1507-56;

7.2.3. Teach a minimum of two (2) approved CO MOST Courses annually during the certification period as set forth within these rules.

¹⁵ Table information on this page is sourced from Colorado Department of Revenue, Driver Testing and Education Administrator and are preliminary.



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Motorcycle Operator Safety Training

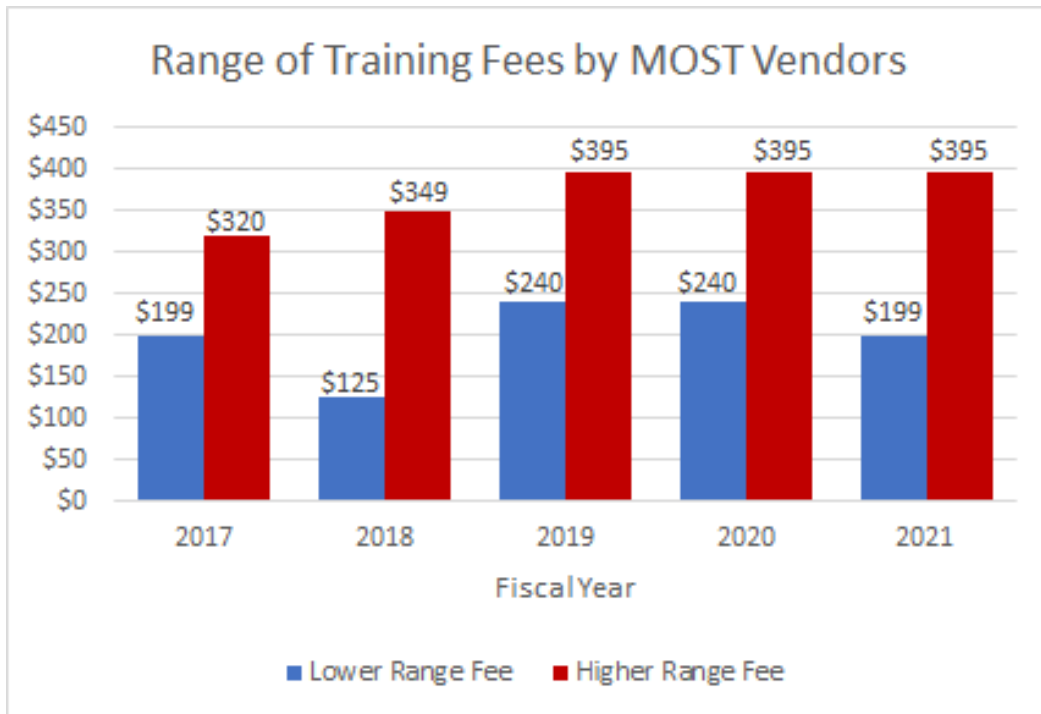
Historic and Current Training Costs

Motorcycle Operator Safety Training

CO 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.

- FY2017 - fees range from \$199 to \$320
- FY2018 - fees range from \$125 to \$349
- FY2019 - fees range from \$240 to \$395
- FY2020 - fees range from \$240 to \$395
- FY2021- fees range from \$199 to \$395





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Motorcycle Operator Safety Training

Contractor's Report



The CO MOST Project Manager (PM) was initially hired in August 2016 to execute the contract between the CO MOST program and the Motorcycle Safety Foundation (MSF). This contract was implemented as a result of a state audit in 2011 of the CO MOST program.

MSF hired Kyle McCarty into the PM position December 2019.

The scope of the PM role includes, but is not limited to:

- coordinating quality assurance activities to include assessments and inspections of training facilities and personnel
- providing support to CO MOST Vendors and instructors through training and development activities (PDW's, RCP etc...)
- supporting CO MOST and DOR/DMV to reduce licensure fraud opportunities
- supporting CO MOST in marketing, compliance audits, and other tasks as assigned

The PM role is supplemented by national support staff, who provide material and technology resources to CO MOST Vendors, instructors, and stakeholders.

Throughout the FY 21, the PM supported and facilitated the following:

Quality Assurance

QA visits are typically split between July-October and April-June due to weather challenges and scheduling availability.

Due to COVID, there were challenges in scheduling and safely running classes. This affected the ability of QA to perform fully in the previous FY.

Statistics: FY 20 QAs performed: 35
 FY 21 QAs performed: 70

The number of QAs per vendor is based off the number of students taught the previous FY, with a minimum of two QAs per vendor.

All QAs assess curricula compliance, safety standards, and engagement of CO MOST Instructors.

The formalized QA Report as well as CO MOST QA Follow-Up Letter was standardized to track



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Vendor/Site/Date/and Notes; including any follow-up issues for compliance or safety concerns. These efforts have yielded positive results by aligning Vendors with awareness and performance concerns of safety, curricula standards, and compliance.

In FY21, the CO MOST QA program to employ “visits”, as co-teaching and PDWs (Professional Development Workshops) events as support agents to provide solution based collaboration. This collaboration has helped shift the culture and the vendor relationship with CO MOST.

In order to improve the entire industry CO MOST tracked performance, compliance issues, then reworked the PDWs to address opportunities to enable the vendors to perform effectively and elegantly. In order to continue improving the quality and efficiency of CO MOST a Quality Assurance Specialist - Certification Course (QAS CC) via MSF National Staff Dr. Ochs will be hosted during winter 2022.

Training and Professional Development

Vendor support for both training-need as well as retention opportunities continue. Both were challenges within FY21.

CO MOST supported the vendor and administratively processed RiderCoach Preps (RCPs) by:

- Processing all candidate forms/applications
- Coordinating and mailing all pre-course materials

Initiatives begun in FY21 that are continuing into FY22 for implementation are:

- QA training, reporting, and certification
- Accountability and Resolution Matrix
- RERP and Range Set-Up and Approval support
- PDWs development and facilitation guides:
 - MSF: 3WBRC; BRC2; BB/UBB
 - TC: BRC; IRT

Additional PDWs were researched and initiated based upon Instructor and Vendor requests, such as:

- Range Exercise workshops
 - Education on how to better teach certain range exercises
- Risk and liability
 - Effective and appropriate use of Waivers
 - Effective and appropriate use and security of Course Completion Cards
- Communication to/with Students
 - Workshop called “Give The Gift - Treat others as you...”



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- Curricula Underpinnings
 - Why’s, How’s, and What’s
- CSP Track Day Level III
 - Predictive Cornering, Trail Braking, Line(s) Selection
- Range Exercises
 - Best Practices
- QA
 - Co-Teaching
 - With on-site Instructors to highlight best practices and Q&A dialogues
 - Range Review
 - Setting-up a range to meet curricula requirements
 - Range Painting 101
 - Setting-up a range and chalking for painting

Program Growth

Collaborating with Vendors per localized need to add, re-size, or relocate training ranges as necessary.

Supported and submitted NEW range sites:

▪ ACE Motorcycle School	(1 st site)	Montrose	BRC/BRC2
▪ Pikes Peak H-D R.A.	(1 st site)	Colorado Springs	BRC/SRC
▪ Overland Adventure Tours	(1 st site)	Telluride/Placerville	DBS/ADV
▪ Avalanche H-D R.A.	(1 st site)	Golden	BRC/BRC2

Supported and submitted UPDATES of sites: re-sizing/platform:

▪ Durango H-D	(added)	BB/UBB/ARC
▪ CLUTCH	(added)	ARC
▪ Chain Reaction MC Schools	(updated)	purchase of Ricky Orlando’s business

MSF Ridercourse Enrollment System (RES)

MSF national staff provides ongoing support for all CO 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 CO MOST completion cards.

MSF continues to support and assist CO MOST, DOR/DMVs with training and Information Technology maintenance with RES (MSF program) as it links to DRIVES (DOR’s program) to



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update student enrollment information.

This includes auditing of Vendor course files/packets, which are acquired by CO MOST per statute, as appropriate based upon data integrity and/or compliance concerns identified by supporting agencies.

The challenges discovered in the audit findings have been added into PDWs provided to CO MOST Instructors/Vendors.

Findings have included:

- Students “passed” who actually had failed a Knowledge and/or Skills Test
- Incomplete/Incorrectly scored and/or missing Knowledge Tests
- Incomplete/Incorrect course completion card data entry (Void vs Lost vs License errors)
- Inappropriate security of course completion cards (Shredded and/or Missing)
- Incomplete/Incorrect and/or missing Student Waivers (Missing data fields, signatures)

Training / Testing Support: Range Catalog

The Range Cataloging project continues by documenting each Vendor training location and site specifics to verify and corroborate dimensions and safety. The QA team will also have advanced knowledge of any range abnormalities or will be able know if the vendor has shifted their range without approval.

To minimize risk and liability, each range will be inspected, measured, and photographed to validate and confirm RERP approved status via:

- Length & Width * as noted by approved RERP
- Corner Photos * A <-> B; B <-> A; B <-> C; C <-> B; C <-> D; D <-> C; D <-> A; A <-> D; (A)BC; (A)DC, etc.
- Measurements * Skills Test Components: Swerve ; Quick Stop ; Curve ; U-Turn





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- Technical guidance to stakeholders via calls, texts, and emails
- Editorial and content development to update CO MOST policy documents, rules, and promotional materials
- Executing support through additional roles as requested by CO MOST and MSF:
i.e. including painting support of vendor ranges; resolving curricula, logistical, and/or QA inconsistencies
- Coordination with MSF staff to provide ongoing support for vendor technical assistance and supply resources, both professional and material, that are required by vendor or instructor.
- Coordination with CO DOR staff to assist in Course Completion Card reconciliation and audit assessments
- Provide preliminary exploration and acknowledgement of site support for establishment of new CO MOST sites
- Perform visits to local and regional motorcycle retailers to promote and market the CO MOST program as well as the CO MOST vendors
- And other projects, assignments, and duties as requested





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FY 2021 CO MOST Program Expenditures

Revenue (endorsements and registrations)		
Beginning Balance		\$1,468,830.69
Revenue (endorsements and registrations)		\$932,727.06
Revenue (interest)		\$18,684.84
Total Budget		\$2,401,557.75
EXPENSES		
5.1.1 Administrative Expenses (allowance of 15% of Revenue)		
Payroll	\$68,483.59	
Payroll Expenditures	\$15,532.26	
Operating/Travel	\$40,161.77	
Total Administrative	\$124,161.62	
5.1.2 Contract Expenses		
Public relations/Promotions	\$225,381.50	
Program Evaluation (in Admin)	\$0	
Professional Development Workshops (in Admin)	\$0	
MSF Contract	\$320,000	
Total Contract Expenses	\$545,381.50	
5.2 Vendor Reimbursements		
Training/Travel	\$38,255.20	
Total Expenditures		\$707,798.32
CARRY FORWARD for FY 2020		\$1,693,759.43



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Additional Performance Measures

CO MOST Rules

All CO MOST vendors are subject to CO MOST Rules and Regulations as defined in 8 CCR 1507-56. CO CO MOST Rules can be found at the following link:

<https://www.sos.state.co.us/CCR/GenerateRulePdf.do?ruleVersionId=7739>

FY 2021 CO MOST Program Funding

The CO 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 is credited to the CO MOST fund. For the fiscal year 2021, that amount was \$932,727.06. CO MOST collected interest revenue of \$18,684.84

The CO MOST program is permitted to retain up to 15% of annual CO MOST revenues for administrative purposes. The remainder is utilized by the program to promote safety and motorcycle awareness. Monies in the CO MOST fund are continuously appropriated, and unspent monies remain in the fund for use in a future fiscal year.

The CO MOST program office utilizes funds allocated to implement and administer the CO 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. Colorado MOST Program Expenditures.

5.1. The MOST Program Office will make use of funds allocated pursuant to CRS §43-5-504, 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 CRS §43-5-503, (1) (e) 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



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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

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.

In FY2021, the CSP renewed the contract between the state and MSF, subject to renewal on an annual basis. During FY 2021, a new request for proposal (RFP) was developed for contractor support, to assist and improve the day-to-day operations, duties, and responsibilities of the CO MOST program for the next five years (FY 22- FY 27). Prior to Jun 30, 2021 the contract was awarded to Motorcycle Safety Foundation.

MOST Administrative Expenses

The CO MOST Program Office may use CO 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% administrative fee is calculated using the total collected registration and endorsement fees for the Fiscal Year before any carry forward is added to the FY budget.

Administrative costs for the program are outlined in the CO 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.”



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Contract Expenses/Public Awareness

Statute mandates that the CO MOST program promote motorcycle safety awareness. In FY 2021, the CO MOST program utilized its funds to promote motorcycle skills training through the Ride Skilled, Ride Legal, Get your Motorcycle Endorsement Today. Those marketing efforts allowed the CO MOST program to have a consistent presence starting in the spring and lasting until the official riding season had concluded. Based on a review of the previous campaign, CO MOST decided to continue to come out with a straightforward message directing people to sign up for a motorcycle safety course. The advertising campaign focuses its efforts on promoting a safety message through skills training as well as advising individuals it is not legal to ride without an M endorsement.

Stakeholder Engagement

CO MOST had its 2nd annual CO MOST Vendor Conference on February 24, 2021. 17 of the 19 CO MOST vendors were able to attend the meeting. The meeting agenda included:

- CO MOST Instructor Training subcommittee update
- Accountability/Resolution Matrix and Protocol
- Motorcycle Maintenance software presentation
- Epidemiology Study update
- RES/DRIVES update

CO MOST had its 1st Annual CO MOST Instructor Conference on March 20-21, 2021. It was attended by 51 CO MOST Instructors. The meeting agenda included:

1. Introduction of the Colorado Knowledge Test, which the Instructors completed
2. Discussion of the PNP related to
 - Double Check DL
 - Waivers signed and dated
 - Void Completion Cards
3. Motorcycle Maintenance software presentation
4. Give the Gift to highlight CO MOST Instructor personality trait related to connecting with students and other CO MOST Instructors on the range.

CO MOST continues to hold a monthly vendor meeting the last Wednesday of each month. This includes a short agenda with allows the rest of the hour meeting to be open communication time. During this time vendors can talk amongst themselves regarding best practices, ask questions to CO MOST or each other. This was a recommendation provided to CO MOST during the sunset review process during FY 2019.



Subcommittee Work

During FY 21, CO MOST formed two subcommittees. Each subcommittee consisted of CO MOST vendors, CO MOST Instructors, CO MOST Project Manager, and CO MOST Program Coordinator.

1. Quality Assurance (QA) Subcommittee

- a. The goals of this committee were to and accomplished the following:
 - i. Define the qualifications of a new QA member
 - ii. Revamp the hiring process of a QA member
 - iii. Policy for Onboarding
 - iv. Setting different levels of the QA team
 - v. Developing continual education opportunities for QA members
 - vi. Ways to demystify the QA on site visit
 - vii. Develop QA protocols
 - viii. Develop an Accountability and Resolution Matrix
 - ix. Writing of a new mission and vision statement

The Mission of the CO MOST QA:

To save lives through education and instructor awareness; of curricula standards and best practices, thereby reducing crashes; injuries; and fatalities. That is purposely focused on establishing a culture of accountability by evaluating and mentoring stakeholders toward success.

Vision of CO MOST QA:

To assist Colorado MOST Vendors and MOST Instructors to become the preeminent motorcycle safety-training program in the US. That models best practices and builds trust through positive and collaborative team experiences.

2. CO MOST New Instructor Course Training

- a. The goals of this committee were to and accomplished the following:
 - i. New guidelines for vetting a potential candidate to include
 1. Pre course apprenticeship
 2. Completion of a curricula course prior to the training
 - ii. New guidelines for post training of candidate to include
 1. Completion of two (2) Mentorship courses
 2. Completion a CO specific knowledge test; referencing PNP; Rules; and statute
 3. Completion the curricula skills test with 5 points or less
 - iii. Provide site guidelines
 1. Training allowed on Compact Ranges
 2. Funded and Non-Funded Instructor Training Courses



Additional Performance Measures

Safety Training Campaigns

The campaign tactics included:

- iHeart radio ads using well known personalities
 - 103.5 The Fox in Denver (Rick Lewis)
 - 106.7 The Bull in Denver (Denise Plante)
 - 106.3 Sunny in CO Springs
- Bonneville radio ads
 - 104.3 The Fan in Denver
 - 104.3 Streaming
 - ESPN 1600 in Denver
- Sponsorship of “On the Road” during the Colorado Rockies away games
 - KOA AM/FM/Streaming all season
- 300 PSA messages on KPBI and KVUU in CO Springs
- 300 PSA messages on 103.5 The Fox in Denver
- iHeart Digital Radio
- iHeart Over the Top TV with retargeting
- Paid Social Media
- Address based Behavioral GeoFencing with banners
- Address based Video GeoFencing
- Post content on CO MOST Facebook and Twitter 1x’s per day
- Post content on CO MOST Instagram account 1 x per week
- CO MOST Skills rating maps
- Brochures
- Online video

The CO MOST program campaigns are designed to make motorcyclists aware of the Basic Riding Course, both 1 and 2-day courses as well as the 3 wheel courses. Four primary points of the messaging:


1. Ride Skilled: Lack of skills is a huge factor in Colorado’s fatal motorcycle crashes. Motorcycle riders were found to be at fault in 8 out of 10 fatal crashes.
2. 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.
3. Motorcycle License is required: It is not legal to ride without an “M” on your license.
4. Both 1 and 2-day courses and 3 wheel courses are available for a wide range of riders.



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Safety Training Campaigns Continued



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**Motorcycle Enthusiast
Top Driver Actions
among at-Fault
Motorcycle Riders in
Crashes, 2018**

- Careless Driving 31.7%
- Exceeded Speed Limit 10.7%



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WWW.COMOST.COM

**Ride Skilled,
Ride Legal,
Training is
Everything**



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1 AND 2 DAY COURSES | MOTORCYCLE AND HELMET SUPPLIED | 2 AND 3 WHEEL COURSES

CLICK HERE TO REGISTER



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Safety Training Campaigns Continued

CSP MOST
Published by Fanbooster · August 26 at 10:26 AM · 🌐


What are you waiting for? If you're contemplating joining the motorcycling world, do so safely with the help of the Colorado State Motorcycle Vendors. Take a course through comost.com
Register for our beginner riding course here: comost.com
[#BeginnerCourse](#) [#MSF](#)



43 People Reached 1 Engagement ↑ +1.1x Average Distribution Score [Boost Post](#)

CSP MOST
Published by Fanbooster · August 24 at 10:09 AM · 🌐

Have you been riding motorcycles for multiple years? There are new riders every day looking to achieve the same but need the right guidance! Why not be that for them?
Become an instructor today: <https://qoo.ly/3drbi4>
[#MSF](#) [#Instructor](#)




40 People Reached 0 Engagements ↓ -1.1x Average Distribution Score [Boost Post](#)

A motorcycle tire in great condition is always imperative to ensure safety!
Here's why cold tires are dangerous: <https://qoo.ly/3c2pth>
[#MotorcycleTires](#) [#MotorcyclingSafety](#)



Motorcycling boots are very important! There are many types of motorcycle boots available but you must pick one that's suitable for you.
Reading this article will help make your decision easier:
<https://qoo.ly/3ctum5...> [See More](#)





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Motorcycle Operator Safety Training

Safety Training Campaigns Continued





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Additional Performance Measures

FY 2016-2021 Students Trained by CO MOST Program Vendors						
VENDOR	2016	2017	2018	2019	2020*	2021
1st Skills Driving & Riding School ²	0	0	0	0	22	62
ABATE of Colorado	1,471	1,142	1,257	1,214	864	1,222
ACE Rider ⁷	0	0	0	0	0	32
ASH Motorsports LLC (Harley- Durango)	0	0	12	183	183	195
Black Bag ⁹	246	205	199	215	185	133
Bluecreek Motorcycle Training ¹	375	65	0	0	0	0
Clutch Motorcycle School ²	0	0	0	0	140	1,053
Colorado Motorcycle Academy	0	18	210	282	375	375
Full Throttle ³	1,627	997	996	636	0	0
G Force	171	286	470	547	489	672
Harley Davidson—Avalanche ²	0	0	0	0	87	230
Harley Davidson—Grand Junction	0	0	0	125	190	202
Harley Davidson—Greeley	0	0	77	125	163	265
Harley Davidson—Mile High	0	0	143	297	131	270
Harley Davidson—Pikes Peak ⁷	0	0	0	0	0	10
Harley Davidson—Rocky Mountain ⁸	0	0	76	139	46	0
Harley Davidson—Thunder Mountain	0	0	269	308	363	466
Iron Buffalo	525	815	0	538	658	1,369
Mighty Quinn Motorcycle Training ⁴	0	0	826	227	0	0
Motorcycle Rider Training Center	636	688	661	634	417	616
Motorcycle Training Academy	1,649	1,912	1,923	1,987	2,424	3,335
Ricky Orlando Motorcycle School	131	143	177	173	232	348
Sleeping Giant Motorsports ⁵	3	4	5	10	0	0
T3RG	510	588	539	491	451	628
Two Old Guys ^{5 6}	118	42	38	0	0	0
TOTALS	7,462	6,905	7,881	8,131	7,420	11,483

Number of students trained is based on student roster numbers submitted as of June 30, 2021.

* All Vendors affected by COVID-19 Stay at Home and Safer at Home Orders

1 Vendor lost use of range and subsequently closed.

2 New Vendor as of FY 2020.

3 Vendor was inactivated by MSF May 2019.

4 Vendor Acquired by Iron Buffalo

5 Vendor does not offer road courses any more, therefore no longer a CO MOST vendor

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

7 New Vendor as of FY 2021.

8 Vendor decided to no longer provide motorcycle training

9 Vendor Acquired by Motorcycle Training Academy



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Motorcycle Operator Safety Training

Additional Performance Measures

CO MOST Students by Course

Course	FY 2020	FY 2021	% Change
BRC	6,584	9,973	+34%
BRC2/Intermittent	620	1,183	+48%
3 Wheel	216	327	+34%

CO MOST Students by Gender

Gender	FY 2020	% of Courses	FY 2021	% of Courses
Female	1,950	26%	3,194	28%
Male	5,470	74%	8,289	72%

CO MOST Students by Age

Age	<20	20-29	30-39	40-49	50-59	60-69	>70
	996	3,995	2,874	1,848	1,257	437	76
% of Total	8.8%	35.4%	25.3%	16.3%	11%	3.9%	.7%





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Motorcycle Operator Safety Training

Motorcycle Registrations by County^{16,17}

County	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Adams	16,091	15,710	15,351	14,037	13,525
Alamosa	567	568	558	540	496
Arapahoe	15,834	15,519	14,999	13,499	12,914
Archuleta	744	769	789	798	790
Baca	133	142	153	153	144
Bent	127	113	122	123	133
Boulder	10,671	10,358	10,147	9,186	8,938
Broomfield	2,103	2,081	2,025	1,842	1,766
Chaffee	1,352	1,393	1,422	1,357	1,391
Cheyenne	92	98	77	75	85
Clear Creek	739	741	696	656	630
Conejos	351	363	338	348	335
Costilla	203	199	181	185	183
Crowley	122	121	123	122	126
Custer	339	351	336	327	298
Delta	1,422	1,475	1,505	1,483	1,423
Denver	13,949	13,503	12,870	11,070	11,011
Dolores	123	120	110	109	100
Douglas	10,779	10,812	10,850	10,005	9,848
Eagle	2,447	2,392	2,323	2,240	2,055
El Paso	23,795	23,610	23,453	22,024	21,658
Elbert	1,617	1,603	1,635	1,558	1,561
Fremont	2,634	2,687	2,693	2,624	2,516
Garfield	2,430	2,446	2,361	2,218	2,086
Gilpin	578	559	558	526	484
Grand	908	956	935	909	880
Gunnison	976	986	1,025	954	925
Hinsdale	107	97	88	74	68
Huerfano	311	342	349	351	350
Jackson	78	76	77	71	78
Jefferson	23,726	23,389	22,740	20,373	19,460
Kiowa	53	52	54	59	59

¹⁶ Table information on this page for FY 2017-2020 is sourced from Colorado Department of Revenue Annual Reports, available at: <https://www.colorado.gov/pacific/revenue/annual-report>

¹⁷ FY 2021 table information on this page is sourced from the Colorado Department of Revenue, Driver Testing and Education Administrator and are preliminary.



Motorcycle Registrations by County Continued^{18,19}

County	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Kit Carson	355	329	285	263	246
La Plata	342	341	322	317	317
Lake	3,015	2,982	2,859	2,735	2,728
Larimer	14,633	14,495	14,130	13,307	12,547
Las Animas	615	617	617	543	577
Lincoln	208	229	225	216	192
Logan	923	886	862	857	799
Mesa	6,184	6,245	6,379	6,162	6,091
Mineral	73	76	70	73	65
Moffat	570	559	531	487	430
Montezuma	1,088	1,062	1,050	990	979
Montrose	1,635	1,717	1,744	1,798	1,830
Morgan	1,089	1,122	1,062	1,046	1,057
Otero	723	721	664	638	627
Ouray	444	454	470	455	460
Park	1,518	1,525	1,476	1,415	1,377
Phillips	231	227	232	233	215
Pitkin	1,351	1,276	1,269	1,159	1,091
Prowers	416	419	398	396	395
Pueblo	5,982	5,910	5,815	5,262	4,958
Rio Blanco	234	234	240	230	220
Rio Grande	484	468	475	455	437
Routt	1,459	1,443	1,424	1,373	1,315
Saguache	281	289	291	280	274
San Juan	87	80	69	78	79
San Miguel	614	614	615	605	561
Sedgwick	117	109	111	115	113
Summit	1,563	1,555	1,616	1,406	1,364
Teller	1,688	1,740	1,769	1,669	1,633
Washington	241	259	260	234	235
Weld	12,313	12,410	12,421	11,800	11,579
Yuma	490	463	461	439	425
State Issued	6,095	360	248	183	53
TOTAL	202,462	194,847	191,403	177,115	171,585

¹⁸ Table information on this page for FY 2017-2020 is sourced from Colorado Department of Revenue Annual Reports, available at: <https://www.colorado.gov/pacific/revenue/annual-report>

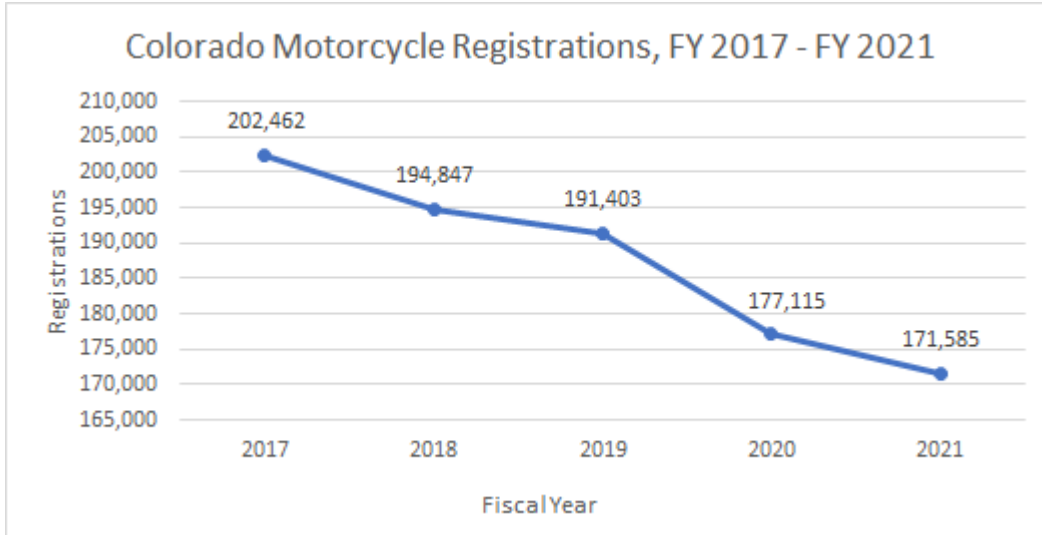
¹⁹ FY 2021 table information on this page is sourced from the Colorado Department of Revenue, Driver Testing and Education Administrator and are preliminary.



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Additional Performance Measures^{20 21}



Motorcycle registrations have dropped year over year, however, motorcycle rider safety training course have been raising in numbers year over year.



²⁰ Table information on this page for FY 2017-2020 is sourced from Colorado Department of Revenue Annual Reports, available at: <https://www.colorado.gov/pacific/revenue/annual-report>

²¹ FY 2021 table information on this page is sourced from the Colorado Department of Revenue, Driver Testing and Education Administrator and are preliminary.



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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, Suzanne Gray, Driver Testing and Education Manager
- The Chief of the Colorado State Patrol or Designee, Major JP Burt
- Nine members appointed by the Chief of the Colorado State Patrol:
 - Two members who represent MOST vendors
 - Shaundell Ross, Colorado MC Academy
 - Armene Piper, Clutch Motorcycle School
 - 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
 - Two members who represents instructor training specialists
 - Marc Gatto, MTA and Thunder Mountain Harley
 - Mary Mellick, Thunder Mountain Harley
 - One member who represents motorcycle riding community
 - 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 10, 2020; November 17, 2020; February 19, 2021; and June 9, 2021 (the 1st in person since 3rd quarter 2020).

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

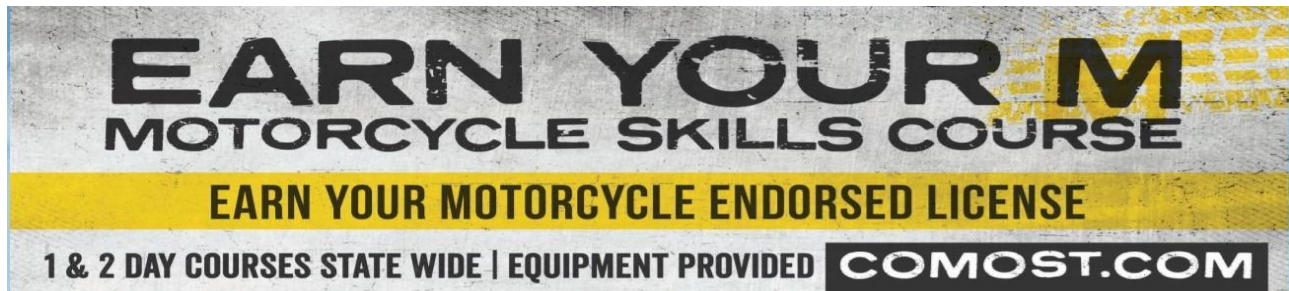
The Motorcycle Safety Advisory Board developed the following
Mission and vision for the program:

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.





MOST

Motorcycle Operator Safety Training

Contact Information



MOST

Motorcycle Operator Safety Training

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MOST

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