



MOST

Motorcycle Operator Safety Training

Annual Report

COLORADO Motorcycle Operator Safety Training (CO MOST)

State Fiscal Year 2021/2022



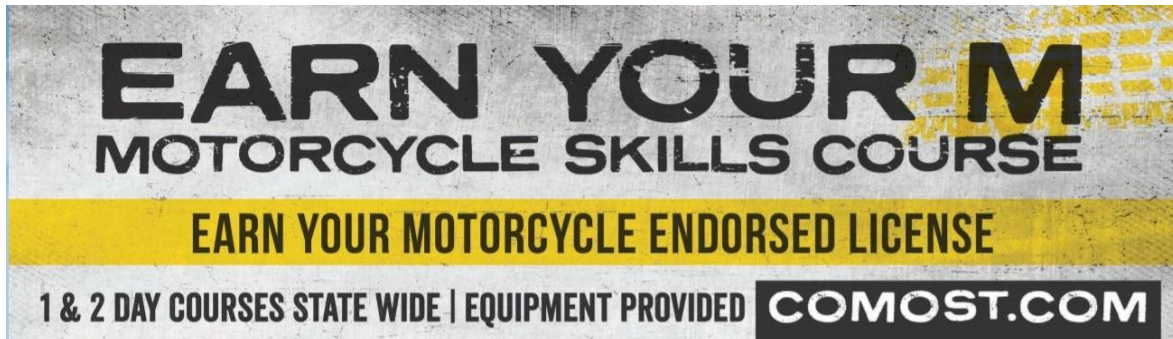


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Motorcycle Operator Safety Training

Table of Contents

Mission	3
Introduction	3
Enabling Statue of the Colorado Motorcycle Operator Safety Training (MOST) Program	4
Effectiveness of MOST	5
Annual Motorcycle Fatalities and Crashes	6
FARS Motorcyclist Fatalities - 2022	6
Availability of Training Throughout the State	17
Counties where Colorado Motorcycle Operator Safety Training was Held	17
Availability of Training Throughout the State By Registration	18
CO MOST Instructors	19
Current Training Cost	20
CO MOST Revenue and Expenses	21
CO MOST Program Expenditures	22
CO MOST Performance Measures	25
Students Trained by MOST Program Vendors	25
Students by Course and Age	26
Student Pass and Return Rate	27
CO MOST Pillars of Operation	28
CO MOST Stakeholder Engaement	30
Instructor and Vendor Conference	30
Awards	31
Subcommittee Engagement	33
Contractor’s Report	37
Promotion of MOST Courses	41
Motorcycle Operator Safety Advisory Board	47
Contact Information	49





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Motorcycle Operator Safety Training

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.

Introduction

The Colorado Motorcycle Operator Safety Training (CO MOST) program was created in 1991 by Colorado Revised Statute CRS § 43-5-502. 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 CO MOST program oversees approved courses related to the operation of motorcycles and courses to train instructors. CO MOST has oversight over the implementation of certified motorcycle training and ensures the highest level of instruction providing a shared experience for all students through the highest level of instruction and a program agreement with the vendors. Students can be licensed Colorado residents, those who are active-duty military personnel and adults who hold valid driver's licenses and are eligible for a motorcycle license in the same state.

Both CDOT and CO tracks crash data 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 Fiscal Year (FY) 2021/2022 CO MOST approved curricula courses were offered in 15 counties. These counties account for 67.1% of Colorado's 165,387 registered motorcycles (a decrease of 6,198 registered motorcycles as compared to FY 2020/2021).

CO MOST believes that the first step in addressing the motorcycle crash picture lies in quality approved training courses that increase the skill level of the rider and assist in reduction of motorcycle fatalities and crashes. The number of motorcyclist fatalities had leveled off from CY 2017 to CY 2019 with 103. However, in CY 2020 Colorado motorcycle crash fatalities hit a peak



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with 140, and then declined in CY 2021 to 135, a reduction by 5%. It is the belief of the CO MOST program that this number of fatalities continues to be too high.

Conventional wisdom would indicate that the solutions lies in proper instruction, safety equipment and strict enforcement. In further analysis of the CY 2021 data, 50 riders or 37% of motorcycle fatalities were not wearing helmets. As compared to CY 2020 where 52.1% of motorcycle fatalities were not wearing a helmet. This indicates that helmet use has a signification impact in the outcome of the crash.

Education also contributes to that proper instruction and to that ends CO MOST has worked diligently to provide marketing of the CO MOST program and the CO MOST vendors to the riding public. During FY 2021/2022, the CO MOST vendors saw continual stream of students to a CO MOST approved course. According to the Motorcycle Industry Council Retail Sales Report, motorcycle and scooter sales rose 9.0% in CY 2021.

While the overall number of motorcycle fatalities decreased in CY 2021, due to multiple reasons, sustainability remains in the fact that it is still increasingly important 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.

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 Colorado Motorcycle Operator Safety Training Program through the Special Operations Unit of the CS



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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 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 Colorado 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..

It is important to note that the 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=10010>

In FY 2021/2022, CSP contracted with 19 CO MOST vendors to provide the training programs. These vendors completed 1,650 CO MOST approved curricula 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 2021 is preliminary and will not be finalized until December 31, 2022.

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 2021 is also preliminary and will not be finalized until December 31, 2022.

FARS Motorcyclist Fatalities – CY 2021

- 135 motorcyclists were killed in motorcycle crashes in 2021, 120 were male and 15 were female. Of the motorcycle fatalities, 128 were motorcycle operators and 7 were motorcycle passengers.
- Motorcyclist fatalities represented 19.5% of Colorado's total traffic fatalities (135 of 691).
- 101 or 74.8% of motorcycle operators involved in fatal crashes were determined to be "at fault."
- In 2021, 40 motorcycle operators (29.6%) that were killed in a fatal crash tested positive for alcohol (BAC \geq 0.08).
- Motorcyclist fatalities aged 40 and over represented 56% in 2017, 55% in 2018, 52% in 2019, 51% in 2020 and 54% in 2021.
- In 2021, 37% of motorcycle fatalities were not wearing a helmet, which is a reduction from 52% in 2020.



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Annual Motorcyclist Fatalities¹

Annual Motorcyclist Fatalities by County, 2017-2021						
County	2017	2018	2019	2020	2021	Total by County
El Paso	8	12	19	26	19	84
Jefferson	9	12	13	15	16	65
Denver	13	7	15	11	13	59
Adams	13	10	10	12	13	58
Pueblo	7	8	4	9	12	40
Weld	9	3	5	9	7	33
Arapahoe	6	9	2	8	7	32
Larimer	10	9	8	8	6	41
Douglas	5	3	3	8	6	25
Mesa	2	6	2	7	5	22
Boulder	5	3	4	0	5	17
Fremont	2	1	1	2	5	11
La Plata	0	2	0	0	3	5
Broomfield	1	0	2	2	2	7
Park	1	1	0	3	2	7
Eagle	1	0	0	0	2	3
Montezuma	0	0	0	0	2	2
Garfield	5	2	2	1	1	11
Chaffee	0	0	4	0	1	5
Pitkin	0	0	2	1	1	4
Clear Creek	0	0	1	1	1	3
Rio Grande	0	0	1	0	1	2
Logan	0	0	0	0	1	1
Mineral	0	0	0	0	1	1
Otero	0	0	0	0	1	1
Ouray	0	0	0	0	1	1
San Miguel	0	0	0	0	1	1
Gunnison	0	5	1	1	0	7
Custer	0	1	0	3	0	4
Montrose	1	1	0	2	0	4
Teller	0	1	0	3	0	4
Grand	0	1	1	1	0	3
Delta	0	1	0	1	0	2
Elbert	0	0	0	2	0	2

¹ Source: CDOT Fatality Analysis Reporting System (FARS), or past MOST FY Reports



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Annual Motorcyclist Fatalities²

Annual Motorcyclist Fatalities by County, 2017-2021						
County	2017	2018	2019	2020	2021	Total by County
Las Animas	1	1	0	0	0	2
Rio Blanco	0	0	1	1	0	2
Summit	1	0	0	1	0	2
Gilpin	0	0	0	1	0	1
Hinsdale	0	0	0	1	0	1
Huerfano	0	1	0	0	0	1
Jackson	1	0	0	0	0	1
Lake	1	0	0	0	0	1
Moffatt	0	0	1	0	0	1
Morgan	1	0	0	0	0	1
Routt	0	0	1	0	0	1
San Juan	0	1	0	0	0	1
Washington	0	1	0	0	0	1
Yuma	0	1	0	0	0	1
Alamosa	0	0	0	0	0	0
Archuleta	0	0	0	0	0	0
Baca	0	0	0	0	0	0
Bent	0	0	0	0	0	0
Cheyenne	0	0	0	0	0	0
Conejos	0	0	0	0	0	0
Costilla	0	0	0	0	0	0
Crowley	0	0	0	0	0	0
Dolores	0	0	0	0	0	0
Kiowa	0	0	0	0	0	0
Kit Carson	0	0	0	0	0	0
Lincoln	0	0	0	0	0	0
Phillips	0	0	0	0	0	0
Prowers	0	0	0	0	0	0
Saguache	0	0	0	0	0	0
Sedgewick	0	0	0	0	0	0
Total	103	103	103	140	135	584

CO MOST vendors provide courses within eight of the twelve counties that had five or more fatalities. The four counties that do not have a vendor located with the county lines have vendors with adjacent counties.

² Source: CDOT Fatality Analysis Reporting System (FARS), or past CO MOST FY Reports



Annual Motorcyclist Fatalities³

Motorcyclist Fatalities by Age Group, 2017-2021					
Age	2017	2018	2019	2020	2021
< 20	3	4	3	1	10
20 – 29*	23	20	23	40	20
30 – 39	19	22	21	27	32
40 – 49	15	18	22	26	16
50 – 59	20	19	16	20	29
60 – 69	18	15	15	19	20
> 70	5	5	3	7	8
Total	103	103	103	140	135

* This age groups have the highest overall numbers as well as the highest percentage of CO MOST Students AND the Largest decline in Motorcycle Fatalities.

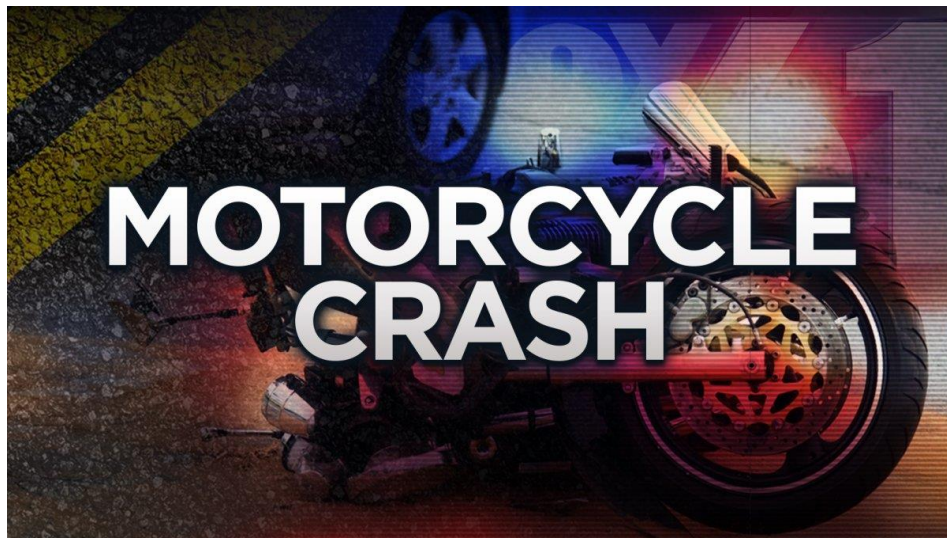


³ Table information on this page is sourced from the CDOT Fatality Analysis Reporting System (FARS), or past CO MOST FY Reports



Annual Motorcycle Crashes

- Statewide in calendar year (CY) 2021 there were approximately 92,901 motor vehicle crashes and 1,892 (2%) of those crashes involved motorcycles. There were 124 CO MOST students (who passed the course in CY 2021 were involved in a crash in CY 2021) after completing their CO MOST approved course.
- Of the 1,892 crashes involving a motorcycle, 567 crashes resulted in a serious injury⁴ and 135 crashes (FARS) resulted in a fatal injury.
- Of the 1,892 motorcycle crashes, 1,280 of the motorcycle operators were at fault in the crash (67.6%). Among the 124 motorcycle operators who were CO MOST students in CY 2021 had a crash, 78 were at fault in the crash (69.9%).
- In 2021, there were 136 crashes where alcohol or drugs were suspected among motorcycle operators at fault in a crash. Only six 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, 827 were properly wearing helmets⁵ (43.7%). Among the 124 CO MOST students involved in a crash, 61 were wearing helmets properly (49.2%).



⁴ Crashes with serious injury are identified where at least one occupant had an injury severity of 03. Evident incapacitating on the DR 3447 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, CY 2021					
Ranking	Violation	All At-Fault Motorcycle operators (count) (n=1,280)	All At-Fault Motorcycle operators (percent)	MOST students ⁷ (count) (n=78)	MOST students (percent)
1	Careless Driving	426	33.3%	23	29.5%
2	Reckless Driving	69	5.4%	1	1.3%
3	Following Too Closely	60	4.7%	2	2.6%
4	Careless Driving Caused Bodily Injury	46	3.6%	6	7.7%
5	Drive Vehicle While Under the Influence of Alcohol or Drugs or Both	23	1.8%	1	1.3%
6	Drove Vehicle Improperly on Mountain Highway	16	1.3%	0	0.0%
7	Changed Lanes when Unsafe	12	0.9%	0	0.0%
8	Failed to Obey Traffic Control Signal	12	0.9%	0	0.0%
9	Failed to Drive in Designated lane	10	0.8%	0	0.0%
10	Failed to Present Immediate Evidence of Insurance Upon Request	10	0.8%	0	0.0%

Top First Harmful Event* - Prevalence in Motorcycle At-Fault Crashes, CY 2021					
Ranking	First Harmful Event (FHE)	All At-Fault Motorcycle operators (count) (n=1,280)	All At-Fault Motorcycle operators (percent)	MOST students (count) (n=78)	MOST students (percent)
1	Overtuning/Rollover (non-collision)	461	36.0%	37	47.4%
2	Front to Rear	186	14.5%	0	0.0%
3	Front to Side	150	11.7%	0	0.0%
4	Curb	107	8.4%	12	15.4%
5	Side to Side- Same Direction	58	4.5%	2	2.6%
6	Other (non-collision)	48	3.8%	3	3.8%
7	Ground	36	2.8%	3	3.8%
8	Front to Front	34	2.7%	2	2.6%
9	Parked Motor Vehicle	25	2.0%	2	2.6%
10	Embankment	22	1.7%	1	1.2%

*Top first harmful event is the event that caused the most damage to the vehicle or the fatality, as a result, it is not surprising that overturning or rolling is the top event, but it conceals the actual cause of the accident.

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 21 and FY 22. 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, CY 2021					
Ranking	Human Factor ⁹	All At-Fault Motorcycle operators (count) (n=1,280)	All At-Fault Motorcycle operators (percent)	MOST students (count) (n=78)	MOST students (percent)
1	Driver Inexperience*	226	17.7%	25	32.1%
2	Aggressive Driving**	203	15.9%	5	6.4%
3	Other Contributing Factor	137	10.7%	12	15.4%
4	Driver Unfamiliar with Area	64	5.0%	4	5.1%
5	Distracted /Other Exterior	35	2.7%	1	1.3%
6	DUI, DWAI, DUID	30	2.3%	1	1.3%
7	Looked Did Not See	28	2.2%	0	0.0%
8	Age/Driver Ability	27	2.1%	3	3.8%
9	Evading Law Enforcement	15	1.2%	0	0.0%
10	Distracted / Other (Food, Objects, etc.)	13	1.0%	0	0.0%

*Driver inexperience is the top human contributing factor which is why CO MOST is focusing on the lifelong learner model and increase the competency of the instructor corp.

**The aggressive driving causal factor is a mindset, and the lack of understanding of the consequences of aggressive practices. CO MOST is trying to leverage education campaign to broaden riders perspective of the consequences of their behavior.

Top Movements of At-Fault Motorcycle Operators in a Crash, CY 2021					
Ranking	Vehicle Movement	All At-Fault Motorcycle operators (count) (n=1,280)	All At-Fault Motorcycle operators (percent)	MOST students (count) (n= 78)	MOST students (percent)
1	Going Straight	555	43.4%	34	43.6%
2	Negotiating a Curve	142	11.1%	10	12.8%
3	Out of Control	115	9.0%	8	10.3%
4	Other	105	8.2%	7	9.0%
5	Making Left Turn	70	5.5%	2	2.6%
6	Slowing	65	5.1%	4	5.1%
7	Making Right Turn	59	4.6%	4	5.1%
8	Changing Lanes	51	4.0%	1	1.3%
9	Weaving	39	3.0%	1	1.3%
10	Passing	32	2.5%	3	3.8%

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 21 and FY 22. 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 and unknown for all at-fault motorcycle operators and '0. No Apparent Contributing Factor and unknown for MOST students.



Annual Motorcycle Crashes¹⁰

Helmet Use Among Motorcycle Operators in a Crash, CY 2021				
Helmet Status*	All Motorcycle operators (count) (n=1,892)	All Motorcycle operators (percent)	MOST students (count) (n= 124)	MOST students (percent)
Helmet Properly used	827	43.7%	71	57.3%
No Helmet	620	32.8%	24	19.4%
Helmet Improperly used	32	1.7%	0	0.0%
Available, not used	23	1.2%	0	0.0%
Unknown	336	17.8%	29	23.4%

*There is no current legislation being brought forward within the State of Colorado nor any current helmet laws for riders under the age of 18.

License Endorsement Compliance among all Motorcyclist Operators Involved in a Crash, CY 2021				
License Endorsement Status	All Motorcycle operators (count) (n=1,892)	All Motorcycle operators (percent)	MOST students (count) (n= 124)	MOST students (percent)
Endorsement Required & Complied With	872	46.1%	71	57.3%
Endorsement Required & Not Complied With	926	48.9%	28	22.6%
Endorsement Compliance Not Known	94	5.0%	25	20.2%

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 21 and FY 22. Percentage totals will not add to 100% due to rounding.



Annual Motorcycle Crashes¹¹

Top Road Descriptions among Motorcycle Crashes, CY 2021					
Ranking	Road Description	All Motorcycle Crashes (count) (n=1,892)	All Motorcycle Crashes (percent)	Crashes with MOST students (count) (n= 124)	Crashes with MOST students (percent)
1	Non-intersection	821	43.4%	52	41.9%
2	At intersection	652	34.5%	43	34.7%
5	Intersection Related	195	10.3%	6	4.8%
4	Driveway Access Related	132	7.0%	10	8.1%
5	Ramp	34	1.8%	7	5.6%

Condition of Road among Motorcycle Crashes, CY 2021					
Ranking	Road Condition	All Motorcycle Crashes (count) (n=1,892)	All Motorcycle Crashes (percent)	Crashes with MOST students (count) (n= 124)	Crashes with MOST students (percent)
1	Dry	1,800	95.1%	121	97.6%
2	Wet	43	2.3%	2	1.6%
3	Foreign Material	11	0.6%	0	0.0%
4	Sand/Gravel	11	0.6%	0	0.0%
5	Icy	8	0.4%	0	0.0%

¹¹ 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 21 and FY 22. Percentage totals will not add to 100% due to rounding or only listing top descriptions.



Motorcycle Registration

Motorcycle Registrations by County^{12,13}

County	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Adams	15,710	15,351	14,037	13,525	13,369
Alamosa	568	558	540	496	455
Arapahoe	15,519	14,999	13,499	12,914	12,068
Archuleta	769	789	798	790	824
Baca	142	153	153	144	139
Bent	113	122	123	133	118
Boulder	10,358	10,147	9,186	8,938	8,375
Broomfield	2,081	2,025	1,842	1,766	1,688
Chaffee	1,393	1,422	1,357	1,391	1,75
Cheyenne	98	77	75	85	74
Clear Creek	741	696	656	630	575
Conejos	363	338	348	335	307
Costilla	199	181	185	183	216
Crowley	121	123	122	126	127
Custer	351	336	327	298	329
Delta	1,475	1,505	1,483	1,423	1,451
Denver	13,503	12,870	11,070	11,011	9,995
Dolores	120	110	109	100	98
Douglas	10,812	10,850	10,005	9,848	9,528
Eagle	2,392	2,323	2,240	2,055	2,041
El Paso	23,610	23,453	22,024	21,658	20,848
Elbert	1,603	1,635	1,558	1,561	1,568
Fremont	2,687	2,693	2,624	2,516	2,571
Garfield	2,446	2,361	2,218	2,086	2,110
Gilpin	559	558	526	484	464
Grand	956	935	909	880	829
Gunnison	986	1,025	954	925	864
Hinsdale	97	88	74	68	56
Huerfano	342	349	351	350	325
Jackson	76	77	71	78	82
Jefferson	23,389	22,740	20,373	19,460	18,197
Kiowa	52	54	59	59	53

¹² Table information on this page for FY 2018-2022 is sourced from Colorado Department of Revenue Annual Reports, available at: <https://www.colorado.gov/pacific/revenue/annual-report>

¹³ FY 2022 table information on this page is sourced from the Colorado Department of Revenue, Driver Testing and Education Administrator and are preliminary.



MOST

Motorcycle Operator Safety Training

Motorcycle Registrations by County Continued^{14,15}

County	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Kit Carson	329	285	263	246	229
La Plata	341	322	317	317	2,621
Lake	2,982	2,859	2,735	2,728	340
Larimer	14,495	14,130	13,307	12,547	12,047
Las Animas	617	617	543	577	582
Lincoln	229	225	216	192	184
Logan	886	862	857	799	807
Mesa	6,245	6,379	6,162	6,091	6,014
Mineral	76	70	73	65	54
Moffat	559	531	487	430	422
Montezuma	1,062	1,050	990	979	958
Montrose	1,717	1,744	1,798	1,830	1,799
Morgan	1,122	1,062	1,046	1,057	1,002
Otero	721	664	638	627	603
Ouray	454	470	455	460	456
Park	1,525	1,476	1,415	1,377	1,342
Phillips	227	232	233	215	210
Pitkin	1,276	1,269	1,159	1,091	1,002
Prowers	419	398	396	395	423
Pueblo	5,910	5,815	5,262	4,958	5,044
Rio Blanco	234	240	230	220	197
Rio Grande	468	475	455	437	423
Routt	1,443	1,424	1,373	1,315	1,1189
Saguache	289	291	280	274	290
San Juan	80	69	78	79	79
San Miguel	614	615	605	561	564
Sedgwick	109	111	115	113	98
Summit	1,555	1,616	1,406	1,364	1,327
Teller	1,740	1,769	1,669	1,633	1,609
Washington	259	260	234	235	246
Weld	12,410	12,421	11,800	11,579	11,658
Yuma	463	461	439	425	405
State Issued	360	248	183	53	44
TOTAL	194,847	191,403	177,115	171,585	165,387

CO MOST vendors provide training courses within nine of the eleven counties that have motorcycle registration greater 5,000. The two counties that do not have a vendor located with the county lines have vendors with adjacent counties.

¹⁴ Table information on this page for FY 2018-2022 is sourced from Colorado Department of Revenue Annual Reports, available at: <https://www.colorado.gov/pacific/revenue/annual-report>

¹⁵ FY 2022 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

Availability of Training Throughout the State¹⁶

Availability of Training throughout the State by Counties

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 2021	Aug 2021	Sept 2021	Oct 2021	Nov 2021	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	June 2022
Adams	X	X	X	X	X	X	X	X	X	X	X	X
Arapahoe	X	X	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
El Paso	X	X	X	X	X	X	X	X	X	X	X	X
Garfield	X	X										X
Jefferson	X	X	X	X	X	X	X	X	X	X	X	X
La Plata	X	X	X	X						X	X	X
Larimer	X	X	X	X	X	X	X	X	X	X	X	X
Logan	X	X									X	X
Mesa	X	X	X	X					X	X	X	X
Montrose	X	X	X	X						X	X	X
Pueblo	X	X	X	X	X				X	X		
Summit	X	X										X
Weld	X	X	X	X	X	X	X	X	X	X	X	X



¹⁶ Table information on this page is sourced from Colorado Motorcycle Operator Safety Training program.



Availability of Training Throughout the State¹⁷

Availability of Training throughout the State by Registration

In FY 2021/2022, CO MOST approved courses were offered in 15 counties. These counties account for 67.1% of Colorado’s registered motorcycles. Data from the Colorado Department of Revenue shows 165,387 motorcycles registered in fiscal year 2022.

Motorcycle Registrations Fiscal Year 2022	Total 165,387	Percentage 100%
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COLORADO COUNTIES where training is provided		County Motorcycle Registrations	Percentage of Total State Motorcycle Registrations
1	El Paso	20,848	12.60%
2	Jefferson	18,197	11.00%
3	Adams	13,369	8.10%
4	Arapahoe	12,068	7.30%
5	Larimer	12,047	7.30%
6	Weld	11,658	7.00%
7	Mesa	6,014	3.60%
8	Pueblo	5,044	3.00%
9	La Plata	2,621	1.60%
10	Garfield	2,110	1.30%
11	Montrose	1,799	1.10%
12	Broomfield	1,688	1.00%
13	Delta	1,451	0.90%
14	Summit	1,327	0.80%
15	Logan	807	0.50%
	Total	111,048	67.1%

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



CO MOST Instructors

The key to the success of the CO MOST program is the instructors. CO MOST utilized approximately 144 CO MOST Instructors throughout the year. They are have the opportunity to make a transformational impact on each student, and save their lives. The utilization of PDW programs, QA assessments, and MOST Instructor training is intended to ensure that the educational experience is not transactional, but transformational.

Of the 144 Instructors, 25 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.



During the FY 2021/2022 rule making session CO MOST vendors' recommended and it was adopted;

7. CO MOST PROGRAM INSTRUCTORS

7.2 CO MOST PROGRAM INSTRUCTOR MAINTENANCE. To continue as a CO MOST Program Instructor, an Instructor must:

7.2.3. Teach a minimum of three (3) CO MOST Program Approved Courses or the equivalent thereof during a CO MOST Program Instructor annual Certification period as is identified to occur by these rules.

This is an increase of one additional CO MOST approved Program Course, either a one day or two day course. This provides the CO MOST vendor with a minimum of 144 more days that CO MOST Instructors will be available to teach a course. It also provides the CO MOST Instructor with at least one more day of teaching to enhance their skill as a CO MOST Instructor.



MOST

Motorcycle Operator Safety Training

CO MOST Instructor Training



Throughout the county, the majority of states are struggling to train enough coaches to meet the demand of training. CO MOST listened to the request of the vendors while approving and funding five MSF RiderCoach Preps (RCP's) during FY 2021/2022 that successfully trained 24 candidates. CO MOST with the assistance of vendors developed pre Instructor training policies that prepare the candidate for the training so they are better equipped when entering training. Also developed post instructor training that provides the new

instructor with two mentorship courses in order to work under a mentor to gain additional guidance.

The sites of the RCP's were CO Springs, Lakewood, Aurora, and Loveland. CO MOST was unable to secure enough candidates to sponsor a RCP on the Western Slope of CO.

CO MOST approved and funded training of four Total Control Instructor Training.

CO MOST was fortunate to have three RiderCoaches move to CO from out of state.

Current Motorcycle Operator Safety Training Costs

CO MOST vendors charge a competitive fee for their services. The State of Colorado training schools are privately run businesses that are able to set their own price.

For FY 2022 the course fee for the:

- 2 day BRC ranged from \$219 to \$395
- 1 day BRC 2 or IRC ranged from \$200 to \$250
- 3 Wheel BRC ranged from \$99 to \$350



MOST

Motorcycle Operator Safety Training

FY 2022 CO MOST Program Revenue and Expenses

Revenue (endorsements and registrations)		
Beginning Balance		\$1,693,759.43
Revenue (endorsements and registrations)		\$997,657.00
Revenue (interest)		\$21,081
15% allowed for Administration	\$149,648.55	
Total Budget		\$2,710,101.27
EXPENSES		
5.1.1 Administrative Expenses		
Payroll	\$70,640.00	
Payroll Expenditures	\$16,054.32	
Operating	\$31,841.62	
Total Administrative	\$118,535.94	
5.1.2 Contract Expenses		
Public relations/Promotions	\$175,714.50	
Program Evaluation (QA work for MOST)	\$3,257.65	
Professional Development Workshops	\$10,338.64	
MOST Instructor Training*	\$31,334.86	
MSF Contract	\$312,110.00	
MSF Continuation Work prior to Contract through PO	\$164,965.00	
Total Contract Expenses	\$697,720.65	
5.2 Vendor Reimbursements/Mobile		
Training/Travel	\$38,255.20	
Total Expenditures		\$854,511.79
CARRY FORWARD for FY 2022		\$1,836,904.64

*The FY22-26 contract does not have MOST Instructor Training as an contract obligation.



MOST

Motorcycle Operator Safety Training

FY 2022 CO MOST Program Expenditures

Admin Cost			Marketing	
Admin Rules	\$883.21		\$99 Social	\$1,178.00
Adobe	\$179.88		Bonneville	\$59,558.00
Amazon Office	\$430.06		iHeart Media	\$110,491.00
Audit of Paper Packets	\$1,050.00		Jasmine Bluecreek	\$1,487.50
Car Wash	\$15.00		Mobile Billboard	\$3,000.00
Cell Phone/Wifi	\$968.52		TOTAL	\$175,714.50
Copies	\$784.15			
Home Depo Supplies	\$197.87		Mobile Training	
Host Gator	\$588.24		Abate	\$18,819.09
Interpreter Fee	\$879.00		Ace	\$17,703.89
Marketing	\$1,006.00		TOTAL	\$36,522.98
MOSAB	\$119.00			
MOSAB Transcription	\$1,026.65		PDW	
MOSAB_Location	\$944.35		Skills Test	\$170.00
Office Depo	\$106.97		RRETS	\$2,445.66
Postage	\$542.04		Range Painting	\$113.50
QA	\$604.06		QASCC Training	\$10,338.64
RCP_Range Cards	\$7,497.00		TOTAL	\$13,067.80
Replacement Levers	\$300.00			
			RCP (Contract Expense)	
Secret Shopper	\$1,030.00			
Sexual Harassment and Diversity Training	\$820.00		QA	\$3,257.65
Shipping	\$157.08		Range Rental	\$17,400.00
SMSA	\$1,258.18		TCTI	\$1,927.00
Survey Monkey	\$384.00		Trainer Fee	\$12,007.86
Training Books	\$23.05		TOTAL	\$34,592.51
Vendor Conference	\$2,568.15			
Website Update	\$1,750.00			
TOTAL	\$31,841.62			



Funding and Expenditures

FY 2022 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 2022, that amount was \$997,657. CO MOST collected interest revenue of \$21,081.

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. CO MOST PROGRAM EXPENDITURES

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

CO MOST Administrative Expenses

5.1.1. CO MOST PROGRAM ADMINISTRATIVE EXPENSES. The CO 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 and with consideration given to MOSAB and other stakeholder communications, the CO MOST Program Office may use available CO MOST Program Funds for reasonable and necessary 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.



MOST

Motorcycle Operator Safety Training

“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

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

5.1.2.1. Expenses incurred to promote the CO MOST Program, including public relations expenses, banners, advertising, and CO MOST program promotional materials, as ordered through the CSP CO MOST Program; and

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

In FY 2021/2022, the CO MOST Program started its first year of a five-year contract between the State of Colorado and the Motorcycle Safety Foundation (MSF), subject to renewal on an annual basis. The contract is for contractor support, in order to assist and improve the day-to-day operations, duties, and responsibilities of the MOST program for the next five years (FY 2022- FY 2027).





MOST

Motorcycle Operator Safety Training

Performance Measures

FY 2017-2022 Students Trained by MOST Program Vendors						
VENDOR	2017	2018	2019	2020*	2021	2022
1st Skills Driving & Riding School ¹	0	0	0	22	62	62
ABATE of Colorado	1,142	1,257	1,214	864	1,222	1,254
ACE Rider ²	0	0	0	0	32	155
ASH Motorsports LLC (Harley- Durango)	0	12	183	183	195	220
Black Bag ³	205	199	215	185	133	0
Bluecreek Motorcycle Training ⁴	65	0	0	0	0	0
Chain Reaction Motorcycle School ⁵	0	0	0	0	0	203
Clutch Motorcycle School ¹	0	0	0	140	1,053	1306
Colorado Motorcycle Academy	18	210	282	375	375	236
Full Throttle ⁶	997	996	636	0	0	0
G Force	286	470	547	489	672	585
Harley Davidson—Avalanche ¹	0	0	0	87	230	137
Harley Davidson—Grand Junction	0	0	125	190	202	217
Harley Davidson—Greeley (Wild West Powersports)	0	77	125	163	265	257
Harley Davidson—Mile High	0	143	297	131	270	208
Harley Davidson—Pikes Peak ²	0	0	0	0	10	96
Harley Davidson—Rocky Mountain ⁷	0	76	139	46	0	0
Harley Davidson—Thunder Mountain	0	269	308	363	466	136
Iron Buffalo Motorcycle School	815	0	538	658	1,369	967
Mighty Quinn Motorcycle Training ⁸	0	826	227	0	0	0
Motorcycle Rider Training Center	688	661	634	417	616	521
Motorcycle Training Academy	1,912	1,923	1,987	2,424	3,335	3544
Ricky Orlando Motorcycle School	143	177	173	232	348	112
Sleeping Giant Motorsports ⁷	4	5	10	0	0	0
T3RG	588	539	491	451	628	649
Two Old Guys ⁹	42	38	0	0	0	0
TOTALS	6,905	7,881	7,640	7,420	11,483	10,865

Number of students trained is based on student roster numbers submitted as of June 30, 2022.

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

1 New Vendor as of FY 2020.

2 New Vendor as of FY 2021.

3 Vendor Sold business to Motorcycle Training Academy

4 Vendor lost use of range and subsequently closed.

5 New Vendor as of FY 2022, purchased Ricky Orlando Motorcycle School.

6 Vendor was inactivated by MSF May 2019.

7 Vendor decided to no longer provider Motorcycle Training

8 Vendor Acquired by Iron Buffalo Motorcycle School

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



MOST

Motorcycle Operator Safety Training

Performance Measures

CO MOST Students by Course

Course	FY 2021	FY 2022	% Change
BRC	9973	9130	-8%
BRC2/Intermittent	1183	1447	+23%
3 Wheel	327	288	-22%

CO MOST Students by Age

Age	<20	20-29	30-39	40-49	50-59	60-69	>70
	994	3,785	2,691	1,677	1,214	416	88
% of Total	9.1%	34.8%	24.8%	15.4%	11.2%	3.8%	0.8%





MOST

Motorcycle Operator Safety Training

CO MOST Students by Gender

Gender	FY 2021	% of Courses	FY 2022	% of Courses
Female	3194	28%	2809	26%
Male	8289	72%	8056	74%



MOST Students Pass Rate

Course	Students Pass	Pass Rate
BRC	8,565	93.8%
BRC2/Intermittent	1,417	97.9%
3 Wheel	284	98.6%

MOST Students Return Rate*

Course	Returning Student	Return Rate
BRC	353	62.5%
BRC2/Intermittent	30	100%
3 Wheel	2	50%

* Return to a CO MOST Approved course after the student: Failed, Dropped Early, Dropped Late

Students fail and drop the course for a variety of reasons. Upon failing or dropping a student is given the opportunity to return to take another course generally after the student had some time to reflect on their experience.

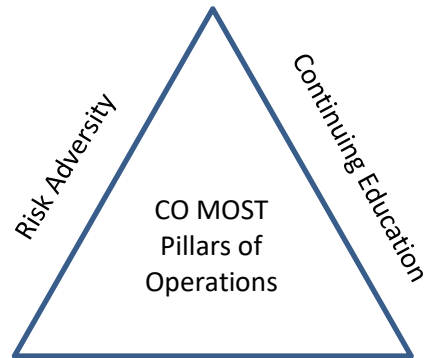


MOST

Motorcycle Operator Safety Training

CO MOST Pillars of Operation

CO MOST developed three pillars of operation strategic plan.



Collaborative/Co-Teaching Model

1. Continuing Education

Provide the MOST Instructors with appropriate Professional Development Workshops (PDW's) which:

- Keeps them up to date with curriculum standards
- Puts them in the role of a student in order to stay humble while instructing new motorcycle riders.
- Positions them to be referenced as a professional
- Decreases their risk adversity



2. Risk Adversity

Provide the CO MOST Vendors and Instructors with guidance and training in order to reduce the risk of:

- Injuries on the training sites



MOST

Motorcycle Operator Safety Training

- b. Law suits if an incident does occur on the training site
- c. The ability to not defend their business practice if a lawsuit is filed

3. Collaborative/Co-Teaching model

Removes the notion that a quality assurance (QA) visit is there to find issues but rather:

- a. There to assist and coach up the MOST Instructor during a QA visit.
- b. There to assist during the RiderCoach Preps

CO MOST has received request from CO MOST Vendors to do QA/Co-teaching with specific CO MOST Instructors. This shows an increase of trust within the program that CO MOST vendors trust MOST enough to request.





Stakeholder Engagement

CO MOST Vendor Conference

CO MOST had its 3rd annual CO MOST Vendor Conference on February 23, 2022. 18 of the 19 CO MOST vendors were able to attend the meeting. The meeting agenda included:

- CO MOST Instructor Training subcommittee update
- Case study related to Waivers and Skills Test Scoring
- Discussion of Case Study, incident report, and waiver with Janice Bagley of Affordable Home Solutions Insurance.
- Mentor Program
- Skills Test update
- Marketing and growth of the MOST program to reach non endorsed riders
- Discussion on PnP; Vendor Agreement; and Rules & Regulations update

There was also a lot of discussion of best practices and side bar conversations between vendors that strength the relationship among vendors and promote a working culture amongst the industry.

CO MOST Instructor Conference

CO MOST hosted its 2nd Annual CO MOST Instructor Conference on March 12-13, 2022. This conference was a Regional Rider Education Training Seminar (RRETS). The MSF curriculum developer and his team came in from California to conduct the weekend.

In attendance were 73 CO MOST Instructors and 9 RiderCoaches from Wyoming.

The Classroom meeting agenda included:

1. RiderCoach Guide Review.
2. Level II Classroom.
3. Range Exercises Review. (All BRC)
4. Skill Test Scoring. (With CO MOST proposed changes.)
5. Preventing Incidents.
6. MSF RETS Update.
7. RiderCoach Levels.

8. Quality Assurance Measures.
9. RETS Underpinnings.
10. Program Evaluation.
11. Historical Perspectives.
12. RiderCourses Beyond the BRC.
13. What's New and Under Development.
14. Copious Q&A.



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Motorcycle Operator Safety Training

The Range portion agenda included:

COURSE	EX #	Name/Topics
BRC	#02	Talk though (Principles/Priorities)
BRC	#08	MODEL (Principles/Priorities)
BRC	#09	RUN (Warm-Up)(Priorities/Positions)
BRC	#13	RUN (Path of Travel & (P&Ps)
CO TEST	#3 & #5	Talk though (Principles/Priorities)



CO MOST Monthly Vendor Meeting

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 CO MOST 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 2018/2019.

AWARDS

Stakeholder of the Year

MOST presented the 1st Annual Stakeholder of the Year award to Kyle McCarty for his assistance with: developing the QA team into a respected co-teaching collaborative team; bubbling up the culture of MOST to one of trust and respect; and for his dedication as the lead “help agent” within the MOST organization.



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Motorcycle Operator Safety Training

Vendor of the Year



MOST presented the 1st Annual Vendor of the Year award to Clutch Motorcycle School for their assistance with: Hosting multiple MOST events; Being a representative on MOSAB; Assisting on multiple subcommittees as a Vendor Rep; Having out the side box group courses and to their pursuit of the MOST culture change.

Instructor of the Year

MOST presented the 1st Annual Instructor of the Year award to MOST Instructor Marc Gatto for his assistance with: Leading workshops; taking the lead on QA mentorships; assistance on coaching up new RiderCoaches; Being a representative on MOSAB; Assisting on multiple subcommittees as a MOST Instructor Rep and his pursuit to the MOST culture change.



Subcommittee Engagement

During FY 2021/2022, 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. Skills Test Scoring Revamp

This subcommittee, unlike the others formed, did not start with any CO MOST jumping off points as it was the groups decision to go forward with this project, based on discussions and findings.

- a. The goals of this committee were to look at the MSF Skills Test and determine:
 - i. If there was a need to revamp the Skills Scoring
 - ii. If increasing the penalty points would:
 1. Reduce the number of motorcycle crashes of MOST students
 2. Increase the number of failing students that would not over burden the CO MOST Vendor
 3. Increase the amount practice time the student who failed would have to increase their comfortability while on the motorcycle.
 4. Allow those students who failed additional time to determine if this activity was for them. If not for them thereby possible decreasing the number of crashes.
 - iii. Which Skill Test(s) skill would be evaluated for the updated of scoring
 1. Agreed upon to be Skills Test exercise #3 (quick braking) and #5 (curve)
 - iv. By which increment the penalty points would go up
 - v. If a cap on the penalty points was required
 - vi. How to best train the MOST Instructors prior to the roll out of the update.

Outcome

A 3-year field study on skills test #3. Front to Rear (Motorcycle to rear of vehicle) ranked 2nd of the top first harmful event causes a Motorcycle crash and going straight ranked 1st of the top movements of At-Fault Motorcycle Operator in a crash. The max score of 5 points was replaced with a max score of 10 based on time of entry and distance required to stop. As stopping 10' passed the objective equals riding into the back of a car or riding into an intersection



MOST

Motorcycle Operator Safety Training

A 3-year field study on skills test #5. Going straight ranked 1st and Negotiating a curve ranked 2nd of the top movements of At-Fault Motorcycle operators in a crash. The max score of 5 points was replaced with a max score of 10 based on time and speed. Going outside the path of travel equals the motorcyclist riding outside their lane and riding into oncoming traffic or riding off the road because they were unable to negotiate the curve.

2. Approval of MSF new Curriculum Delivery eP 1 x11; eP 2x 6; and 3WBRC ep1 x 7-9

This subcommittee consisted of seven MSF MOST Instructors who were interested in assisting with the possible approval of the new delivery method of the currently CO MOST approved MSF curriculum.

- a. Each member was required to watch the updated curriculum delivery method, which is a 5- 6 hours eCourse that provides the student with 90% of the curriculum which was delivered on the 1st day of course under the BRC 3e 5x10. The Video has 3D graphics and in order to go to the next module a module test needs to be scored successful.
- b. CO MOST utilized the SMSA National Entry-Level Rider Training Standards Review Matrix to assess the curriculum.
- c. The group discussed:
 - i. Which aspects of the curriculum update were presented in the Matrix.
 - ii. The Pros and Cons of CO MOST approving this delivery method.
 1. Pro:
 - a. Consistent delivery of classroom portion of curriculum
 - b. Student learns at their own pace and can re-watch parts they feel uncomfortable about multiple times to understand wording.
 - c. CO MOST Vendors will not be required to provide a classroom environment.
 - d. Very interactive
 2. Cons:
 - a. Instructors thought they would not develop the bonds of trust with the students as quickly
 - b. A bit confusing at first
- d. End result:
 - i. eP 1 x 11 was approved by CO MOST on April 18, 2022.



MOST

Motorcycle Operator Safety Training

1. Roll out of the updated delivery in Colorado was July 1, 2022
 - ii. Not mandatory for CO MOST Vendor to switch over to this delivery model.
 - iii. eP2 x 6; and 3WBRC ep1 x 7-9 which are variations of ep 1 x 11 were approved by CO MOST for roll out in the State of Colorado was July 1, 2022.

3. Update to CO MOST rules and regulations 8 CCR 1507-56

CO MOST opened the rules during the FY 2021/2022. The committee consisted of Angie Page, Captain Robert W. Juchem, Chris Corbo, and Kyle McCarty. Stakeholder engagement consisted of:

- a. Open meeting in Durango
- b. Open meeting Colorado Springs
- c. Open meeting Loveland, CO
- d. Open meeting Golden, CO
- e. All meeting had a virtual component as well
- f. Feedback was received via the open meetings as well as email and phone conversations

The final, formal rule-making meeting was December 15, 2021 and signed by Colonel Packard December 18, 2021. The new rules went into effect Feb 1, 2022.

4. Update the Accountability and Resolution Matrix and CO MOST Policy and Procedures

These two documents are opened once per fiscal year to update them with changes that have been noted throughout the year. A subcommittee was set up for each document. The Accountability and Resolution Matrix has a stated subcommittee make up, while the Policy and Procedures is made up of volunteer CO MOST Vendors and Instructors. The updates are presented at the CO MOST Vendor Conference and at the CO MOST Instructor Conference.

- a. The Policy and Procedures updates included:
 - i. Requirements for out of state instructors who wish to become MOST certified.
 - ii. Allowing CO MOST Vendors the ability to host private RiderCoach Preps.
- b. The Accountability Matrix did not have many updates, the biggest one being:
 - i. Quantifying the amount of time an Incident Reports need to be turned into MOST.



MOST

Motorcycle Operator Safety Training

Accountability and Resolution Matrix

FY 2021/2022 was the 2nd year that the Accountability and Resolution Matrix was active; therefore, all the CO MOST Vendors and Instructors were aware of its existence. As CO MOST had and continues to hear from the motorcycle training industry that it wants accountability so the program has a whole can improve and thrive.

FY 2021/2022 Notices and Suspensions:

- a. Show of Cause Letters sent out: 12
- b. Disciplinary Action Letters sent out: 7
- c. Suspension Letters sent out: 6



MOST

Motorcycle Operator Safety Training

Contractor's Report



The Colorado State Patrol Motorcycle Operator Safety Training (MOST) Project Manager (PM) was hired in December 2019, and continues in the role through FY 2023. Kyle McCarty executes the contract between the MOST program and the Motorcycle Safety Foundation (MSF).

This contract was initiated as a result of a State Audit in 2011 of the MOST program and an assessment by the National Highway Traffic Safety Administration in 2014. The Program Manager (PM) was initially hired in August 2016 to execute the contract between CO MOST program and the Motorcycle Safety Foundation (MSF). A new and updated five year contract began Oct 1, 2021.

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

1. Administration and coordination of Quality Assurance activities
 - a. recurrent inspections of all training facilities
 - b. assessments of CO MOST Instructors
 - c. compliance to curricula, policy and procedure, and legal standards
 - d. training and support of the Quality Assurance Specialist team
2. Providing technical and curriculum assistance to:
 - a. CO MOST Vendors
 - b. CO MOST Instructors
 - c. Stakeholders
3. Offering and delivering training and development activity support to:
 - a. CO MOST Vendors
 - b. CO MOST Instructors
 - c. Stakeholders

The Program Manager is supported by national staff providing material and technology resources for CSP, CO MOST, MOST Vendors, MOST Instructors, and Stakeholders.

Throughout FY 2021/2022, the Program Manager facilitated and supported the following:



QUALITY ASSURANCE

Per 8 CCR 1507-56 (v.02.14.22) Rules,

Program Manager will coordinate and review periodic QAs of CO MOST Program approved Training Sites, MOST Vendors, and MOST Instructors; to assess compliance with rules, applicable CO MOST Program Agreement obligations, applicable CO MOST Program Approved Courses, the CO MOST PnP, and applicable state laws, to improve program performance and ensure MOST approved courses are conducted safely and consistent with best practices.

Annually, each CO MOST Program Vendor will be assessed and include an evaluation of all applicable elements, criteria, and curricula standards.

A visitation schedule, implemented in July 2021, doubled the QAs from 2020. 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. The Program Manager was actively engaged in recruiting, training, and developing, QA staff, including the support and facilitation of a Quality Assurance Specialist – Certification Course (QAS CC) via MSF National Staff. Dr. Ochs and Matt Gentile were brought in to host the two-day national certification event.

The CO MOST formalized QA Follow-Up Letter has continued to be implemented to track Vendor / Site / Date / Notes *, including any follow-up issues for compliance or safety concerns.

The QA Report and Follow-Up Letter have proven useful to align Vendors with safety concerns, curricula standards, and providing documented results. QA visits are typically split between July-October and April-June due to weather challenges and scheduling availability.

Statistics:

- FY 2021/2022 afforded, 72 QAs of a variety of curricula, classes, and training events.
- FY 2022/2023 staffing and scheduling is aiming for 100 site visits to be conducted.

This QA schedule will ensure compliance with standards as well as providing opportunities for growth and development for Instructors and Vendors. For the future, MOST QA is evolving to employ “visits” along with PDWs (Professional Development Workshops) based upon common QA issues, as well as co-teaching with Vendor Instructors/Rider Coaches.

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



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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 update student enrollment information.

RERPS

(Rider Education Recognition Program) Range Approvals

The Program Manager, supported by MSF national staff, provided assistance and guidance to add new training ranges in Colorado:

- 3 new BRC training ranges:
 - Golden; Westminster; and Aurora
- 4 DBS/ADV sites:
 - Morrison (a)(b); Telluride; and Delores

Prospective training ranges are being supported through Program Manager and QA to pre-approve, set-up/chalk, and help Vendors submit CO MOST and MSF paperwork for approval.

PDWS

(Professional Development Workshops)

One of the three pillars of CO MOST

- Requested by Vendors: 18 completed FY2022
 - BRC: LEVEL II vs eP1
 - BRC2 (What, Why, How)
 - Waivers/Testing Protocols
 - Give The Gift (Communications)
 - Range Drills (demos and beyond)
 - SEE: Curricula Underpinnings
 - What do we need to know on-range
 - Risk Management / Liability
- Requested by Vendors: FY 2023 implementation:
 - ARC CC - Oct 2022
 - QAS CC - Feb 2023
 - Bike Bonding - Mar 2023
 - Skills Lab CC
 - DBS Certification



LICENSE INTEGRITY

Collaboration with DOR/DMV and MSF (national) supporting completion card reconciliation

- Identification and reporting of “Lost” vs. “Voided” cards
- Investigation of Card ### inappropriately or incorrectly issued
 - Course paperwork audit to ensure accurate scoring of Skills and Knowledge Tests

QA GENERAL TOPICS AND COMMON THEMES:

1. WAIVERS

- a. Incorrect versions (old, out of date, or wrong forms)
- b. Incomplete/Inaccurate (missing dates, signatures; wrong (birth) dates)

2. INCIDENT REPORT

- a. Incomplete/Inaccurate (only partial information filled-in)

3. COURSE COMPLETION CARDS

- a. Voided or Lost MUST account for (VOID/LOST)
- b. MUST not pre-sign/pre-date

4. TEST SCORING

- a. Knowledge *report correctly into RES
- b. Skills *report correctly into RES

5. COMPLIANCE (CURRICULA / P&P / CCRs)

- a. CERTIFICATION *instructors non-certified/non-active utilized to teach
- b. SAFETY
 - i. ATGATT riding/demoing without gear (Students & Instructors)
 - ii. MC Issues i.e. Fork Seals, Tires, Levers, Oil leaks
- c. EX. ACTION STEPS skipping parts
- d. EX. EFFECTIVENESS Training exercises to short in time duration
- e. EX. SEQUENCE Training exercise’s being performed out-of-order
- f. Level II ACTIVITIES Inappropriately conducted or omitted



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Promotion of Motorcycle Operator Safety Training Courses

The program promotes motorcycle safety awareness through CSP's motorcycle safety website www.comost.com.

Was updated in FY 2022 and moved to a more user-friendly platform, where the MOST staff can make updates. The website features a back portal where the CO MOST Vendors and Instructors will be able to access documents related to CO MOST operations. These documents are currently located in a CO MOST Vendor Google File or a CO MOST Instructor Google File.

The website has readily accessible information about:

- Motorcycle Operator Safety Training
- Becoming a CO MOST Instructor
- 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
- MOST Annual Reports
- Calendar of events, including instructor training

CO MOST Approved Courses Training Campaigns

Statute mandates that the CO MOST program promote motorcycle safety awareness. In FY 2021/2022, the CO MOST program utilized funds to promote motorcycle skills training through the Ride Skilled, Ride Legal, Get your Motorcycle Endorsement Today. 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 focused its efforts on promoting a safety message through skills training as well as advising individuals it is not legal to ride with an M endorsement. This allowed the CO MOST program to have a consistent presence in the market starting in spring with a huge presence during the riding season, which then continued until the official riding season had concluded.

The campaign tactics included:

- iHeart radio ads using well known personalities
 - 103.5 The Fox in Denver (Rick Lewis)



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- 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 through Colorado
- 300 PSA messages (900 Total) on iHeart Media in each of the following markets:
 - Fort Collins Market
 - Denver Market
 - CO Springs Market
- iHeart Audience Network
- Total Traffic and Weather Network
- Amazon Over the Top - Twitch
- Paid Social Media (Facebook & Instagram)
- Post content on MOST Instagram account
- Online video
- Address based Behavioral GeoFencing with banners
- Address based Video GeoFencing
- Post content on MOST Facebook and Twitter 1x’s per day
- CO MOST Skills rating maps
- Brochures

CO MOST 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; which allows those who do not have a motorcycle the knowledge that they can take a course prior to purchasing one.
3. Motorcycle Endorsement 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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CO MOST Approved BRC Training Campaigns Continued





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CO MOST Approved BRC Training Campaigns Continued



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Published by Sendible · June 20 ·

Do you have an admiration for motorcycles? If you're an advanced rider, becoming a riding instructor can help you embrace your passion!

Connect with us to get started: <https://www.comost.com/become-instructor>

#RidingInstructor #MSF



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



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Published by Sendible · August 15 at 1:28 PM ·

How long have you owned your motorcycle helmet? At some point, this safety gear will require replacement!

Here are some signs that your helmet needs repaired or replaced:
<https://motorcyclistlifestyle.com/replace-motorcycle-helmet/>

#RidingSafety #MotorcycleHelmet



CSP MOST

Published by Sendible · May 12 ·

Do you desire to learn how to ride a motorcycle? If you have two days to spare, you can become a basic-level motorcycle rider!

Get started today by connecting with us: <https://www.comost.com/course-detail/1>

#BasicRidingCourse #MSF





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CO MOST Approved BRC Training Campaigns Continued

CSP MOST
Published by Sendible · April 27 ·

Are you planning a motorcycle camping trip? The right items and desired camping area need to be discussed beforehand!

Here are some tips to help you do so successfully: <https://roadtrippers.com/.../tips-for-going-motorcycle.../>

#MotorcycleTrip #Camping

CSP MOST @CSP_MOST · Jul 14

Are you aware that motorcycle riding works with your core muscles?

Learn why this happens here: motorbiscuit.com/motorcycle-rid...

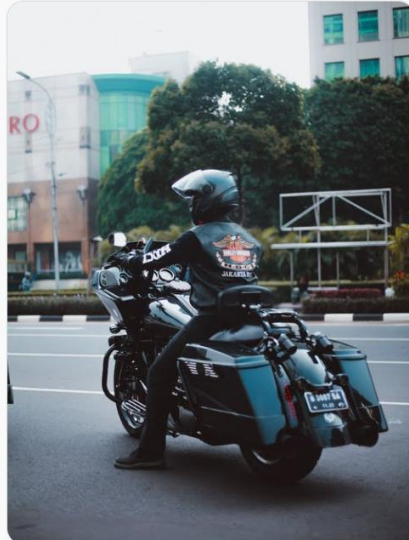
#Motorcycle #Riding

CSP MOST @CSP_MOST · Jul 10

"What is the registration fee for a motorcycle Basic Rider Course (BRC)?"

Answers to this question and more can be found in our FAQ section: comost.com/faq/

#MSF #MotorcycleSafetyTraining





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CO MOST Instructor Training Campaigns

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BECOME A MOTORCYCLE TRAINING INSTRUCTOR

CLICK HERE TO APPLY

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Motorcycle Operator Safety Training

Get Paid to Teach New Riders

BECOME AN INSTRUCTOR ▶

Training Provided



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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, Glenn Davis, 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
 - New representatives being vetted
 - One member who represents third-party testers
 - Ricky Orlando, Ricky Orlando MC School
 - One member who represents instructor training specialists
 - Marc Gatto
 - One member who represents instructor training specialists
 - Mary Mellick
 - One member who represents the 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
 - New representatives being vetted



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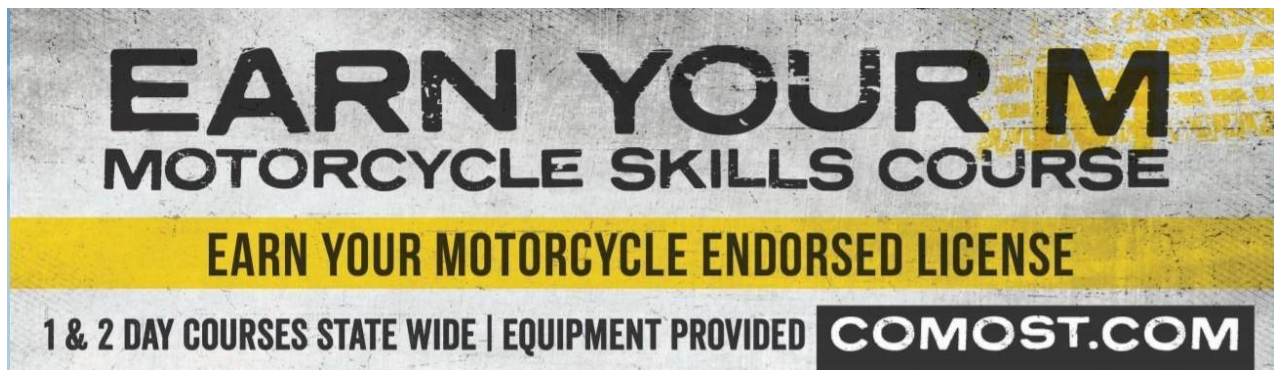
Motorcycle Operator Safety Training

The Motorcycle Operator Safety Advisory Board meetings were held quarterly on the following dates: September 19, 2019; November 20, 2019; February 10, 2022; and May 4, 2022.

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

The Motorcycle Safety Advisory Board abides by the following mission and vision for the program:



Contact Information



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For more information about the MOST program, please contact:

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