



MOST

Motorcycle Operator Safety Training

Annual Report

Motorcycle Operator Safety Training

State Fiscal Year 2018



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Motorcycle Operator Safety Training



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Motorcycle Operator Safety Training

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Motorcycle Operator Safety Training

Introduction

The Motorcycle Operator Safety Training (MOST) program was created in 1991 by Colorado Statute. It mandates that the Colorado Department of Transportation (CDOT) establish a motorcycle operator safety training program that promotes motorcycle safety awareness and supports courses to develop the knowledge, attitudes, habits and skills necessary for the safe operation of a motorcycle. The program was transferred to the Colorado State Patrol (CSP) on January 1, 2018. The MOST program includes instruction relating to the effects of alcohol and drugs on the operation of motorcycles, and a course to train instructors. CSP sets standards for the certification of courses in the program and contracts with vendors for the purpose of providing MOST program classes. Students who are licensed Colorado residents, are active-duty military personnel, and adults who hold valid driver's licenses and are eligible for a motorcycle license in the same state.

In state Fiscal Year (FY) 2018 MOST courses were offered in 17 counties. These counties account for 70% of Colorado's 202,462 registered motorcycles.

One of the objectives of MOST training is to reduce the number of motorcycle fatalities and crashes. This data is tracked by CDOT. Colorado motorcycle crash fatalities decreased from 98 in 2008 to 78 in 2011. Since 2011, the number of motorcyclist fatalities rose, increasing to 125 in 2016 and then dropped to 103 in 2017, a 17.6% decrease. 65 riders or 63% were not wearing helmets.

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



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Motorcycle Operator Safety Training

Effectiveness of the Motorcycle Operator Safety Training Program

Colorado Revised Statute CRS 43-5-502 states:
43-5-502. Motorcycle operator safety training program - rules.

(1) (a) (I) The office shall establish a motorcycle operator safety training program that promotes motorcycle safety awareness and supports courses to teach students to safely operate a motorcycle and train instructors. To be eligible under the program, a course must include instruction on the effects of alcohol and drugs on the operation of motorcycles.

The office shall set standards for the certification of courses in the program, ensure that program training follows these standards, and ensure that courses are offered safely, consistent with best practices. The office shall contract with MOST vendors for the purposes of providing the program.

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

Promoting Motorcycle Safety

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

The website has readily accessible information about:

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



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Effectiveness of the Motorcycle Operator Safety Training Program

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

The MOST program supports, establishes standards, and approves curricula for Basic Rider Courses (BRC) that instill in the student the knowledge, attitudes, habits and skills necessary for the safe operation of a motorcycle.

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

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

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

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

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

Rules Governing the Motorcycle Operator Safety Training Program, which are located in the Code of Colorado Regulations - 2 CCR 601-23.

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

In SFY 2018, CSP contracted with 17 MOST vendors to provide the training programs.



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Annual Motorcycle Fatalities and Crashes

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

The FARS data presented for 2017 is preliminary and will not be finalized until December 31, 2018.

Data pertaining to all motorcycle crashes was acquired from CDOT's Traffic and Safety Engineering Branch. Motorcycle crash data from 2017 is also preliminary and will not be finalized until December 31, 2018.

Motorcyclist Fatalities

- 103 motorcyclists were killed in motorcycle crashes in 2017, 90 were male and 13 were female. Ninety-six were motorcycle operators and seven were motorcycle passengers.
- Motorcyclist fatalities represented 15.9% of Colorado's total traffic fatalities (103 of 648).
- Motorcyclist fatalities decreased from 125 in 2016 to 103 in 2017, a 17.6% decrease.
- 72 (75.0%) motorcycle operators involved in fatal crashes were determined to be "at fault."
- 29 (28.7%) fatal crashes involved only the motorcycle and no other vehicle.
- In 2017, 46 (47.9%) motorcycle operators killed in a fatal crash tested positive for alcohol or drugs. 15 of the motorcycle operators tested positive alcohol (BAC ≥ 0.08) only, 24 operators tested positive for drugs only, and seven motorcycle operators tested positive for both alcohol and drugs.
- 65 (63%) motorcycle operators killed were not wearing a helmet.



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Motorcycle Operator Safety Training

Annual Motorcyclist Fatalities

| Annual Motorcyclist Fatalities by County, 2013-2017 | | | | | | |
|---|------|------|------|------|------|-----------------|
| County | 2013 | 2014 | 2015 | 2016 | 2017 | Total by County |
| Adams | 4 | 7 | 7 | 13 | 13 | 44 |
| Alamosa | 0 | 0 | 7 | 0 | 0 | 7 |
| Arapahoe | 6 | 3 | 0 | 11 | 6 | 26 |
| Archuleta | 0 | 1 | 1 | 0 | 0 | 2 |
| Baca | 0 | 0 | 0 | 0 | 0 | 0 |
| Bent | 0 | 0 | 0 | 0 | 0 | 0 |
| Boulder | 1 | 5 | 5 | 4 | 5 | 20 |
| Broomfield | 1 | 0 | 0 | 2 | 1 | 4 |
| Chaffee | 1 | 1 | 0 | 1 | 0 | 3 |
| Cheyenne | 0 | 0 | 0 | 0 | 0 | 0 |
| Clear Creek | 2 | 0 | 2 | 0 | 0 | 4 |
| Conejos | 1 | 1 | 0 | 0 | 0 | 2 |
| Costilla | 0 | 0 | 0 | 0 | 0 | 0 |
| Crowley | 0 | 0 | 0 | 0 | 0 | 0 |
| Custer | 0 | 2 | 0 | 0 | 0 | 2 |
| Delta | 4 | 0 | 0 | 0 | 0 | 4 |
| Denver | 5 | 7 | 14 | 14 | 13 | 53 |
| Dolores | 0 | 0 | 0 | 0 | 0 | 0 |
| Douglas | 3 | 3 | 5 | 10 | 5 | 26 |
| Eagle | 0 | 0 | 0 | 0 | 1 | 1 |
| El Paso | 12 | 19 | 10 | 10 | 8 | 59 |
| Elbert | 1 | 0 | 1 | 1 | 0 | 3 |
| Fremont | 3 | 3 | 1 | 0 | 2 | 9 |
| Garfield | 1 | 0 | 0 | 0 | 5 | 6 |
| Gilpin | 1 | 1 | 2 | 0 | 0 | 3 |
| Grand | 0 | 2 | 1 | 0 | 0 | 3 |
| Gunnison | 0 | 2 | 4 | 2 | 0 | 8 |
| Hinsdale | 0 | 0 | 0 | 0 | 0 | 0 |
| Huerfano | 0 | 0 | 0 | 0 | 0 | 0 |
| Jackson | 0 | 0 | 0 | 1 | 1 | 2 |
| Jefferson | 9 | 11 | 14 | 15 | 9 | 58 |
| Kiowa | 0 | 0 | 0 | 0 | 0 | 0 |
| Kit Carson | 0 | 0 | 0 | 0 | 0 | 0 |
| La Plata | 3 | 1 | 2 | 3 | 0 | 9 |



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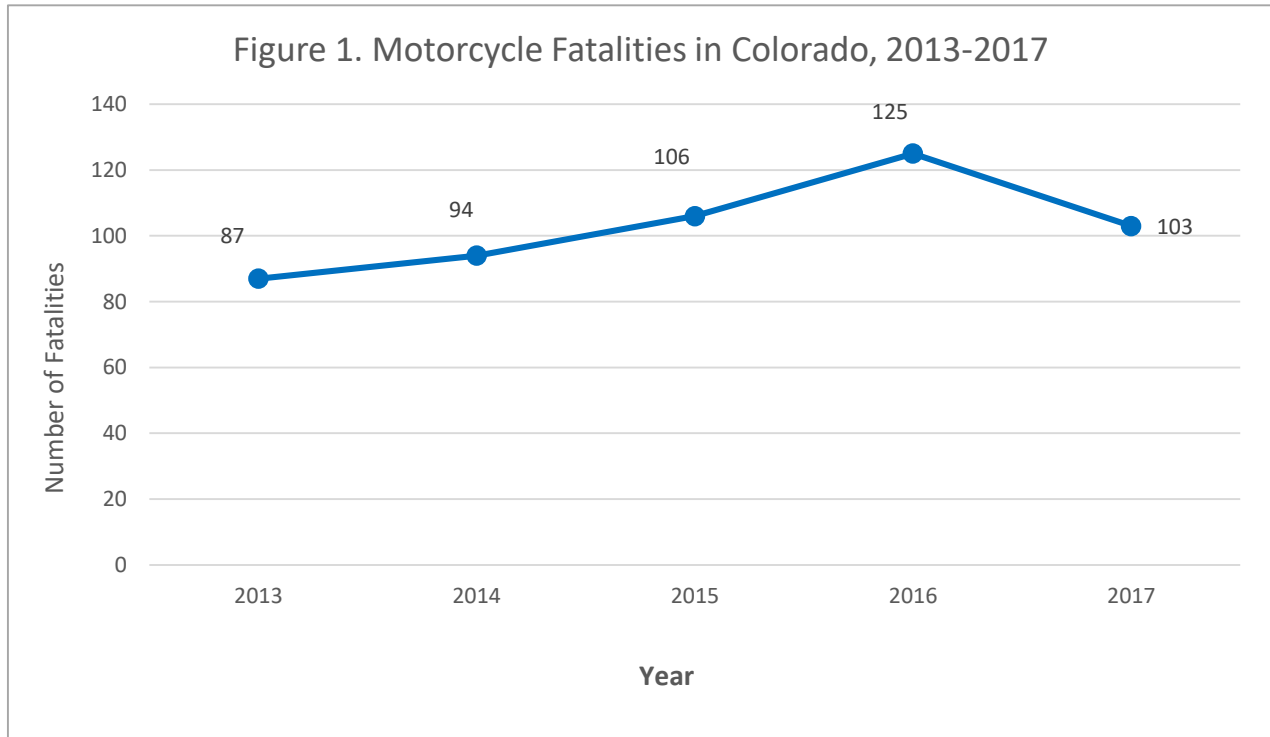
Annual Motorcyclist Fatalities

| Annual Motorcyclist Fatalities by County, 2013-2017 | | | | | | |
|---|------|------|------|------|------|-----------------|
| County | 2013 | 2014 | 2015 | 2016 | 2017 | Total by County |
| Lake | 0 | 0 | 0 | 0 | 1 | 1 |
| Larimer | 6 | 3 | 9 | 11 | 10 | 39 |
| Las Animas | 1 | 0 | 0 | 2 | 1 | 4 |
| Lincoln | 0 | 0 | 0 | 0 | 0 | 0 |
| Logan | 0 | 3 | 2 | 0 | 0 | 5 |
| Mesa | 7 | 2 | 7 | 3 | 2 | 21 |
| Mineral | 0 | 0 | 0 | 1 | 0 | 1 |
| Moffatt | 0 | 0 | 1 | 1 | 0 | 2 |
| Montezuma | 0 | 1 | 0 | 1 | 0 | 2 |
| Montrose | 0 | 1 | 1 | 0 | 1 | 3 |
| Morgan | 1 | 0 | 0 | 0 | 1 | 2 |
| Otero | 3 | 0 | 0 | 0 | 0 | 3 |
| Ouray | 0 | 1 | 0 | 1 | 0 | 2 |
| Park | 2 | 1 | 0 | 0 | 1 | 4 |
| Phillips | 0 | 0 | 0 | 0 | 0 | 0 |
| Pitkin | 0 | 1 | 0 | 0 | 0 | 1 |
| Prowers | 0 | 1 | 0 | 0 | 0 | 1 |
| Pueblo | 0 | 2 | 0 | 6 | 7 | 15 |
| Rio Blanco | 0 | 0 | 0 | 1 | 0 | 1 |
| Rio Grande | 0 | 0 | 0 | 1 | 0 | 1 |
| Routt | 2 | 0 | 1 | 1 | 0 | 4 |
| Saguache | 0 | 0 | 0 | 1 | 0 | 1 |
| San Juan | 0 | 1 | 0 | 1 | 0 | 2 |
| San Miguel | 1 | 1 | 0 | 1 | 0 | 3 |
| Sedgewick | 0 | 0 | 0 | 0 | 0 | 0 |
| Summit | 0 | 0 | 0 | 0 | 1 | 1 |
| Teller | 1 | 0 | 1 | 0 | 0 | 2 |
| Washington | 0 | 0 | 0 | 0 | 0 | 0 |
| Weld | 5 | 7 | 8 | 6 | 9 | 35 |
| Yuma | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 87 | 94 | 106 | 125 | 103 | 514 |

Source: Fatality Analysis Reporting System (FARS)



Annual Motorcyclist Fatalities



Source: Fatality Analysis Reporting System (FARS)

| Motorcyclist Fatalities by Age group, 2013-2017 | | | | | |
|---|-----------|-----------|------------|------------|------------|
| AGE | 2013 | 2014 | 2015 | 2016 | 2017 |
| < 20 | 2 | 1 | 0 | 6 | 3 |
| 20 - 29 | 14 | 23 | 26 | 33 | 23 |
| 30 - 39 | 13 | 12 | 14 | 19 | 19 |
| 40 - 49 | 24 | 18 | 18 | 18 | 15 |
| 50 - 59 | 13 | 25 | 29 | 26 | 20 |
| 60 - 69 | 15 | 12 | 14 | 15 | 18 |
| > 70 | 6 | 2 | 5 | 8 | 5 |
| TOTAL | 87 | 93 | 106 | 125 | 103 |

Source: Fatality Analysis Reporting System (FARS)

Motorcyclist fatalities age 40 and over represented 67% in 2013, 60% in 2014, 61% in 2015, 54% in 2016, and 56% in 2017.



Annual Motorcycle Crashes

Motorcycle Crashes

- Statewide in 2017, there were 120,816 motor vehicle crashes and 2,011 (1.7 percent) of those crashes involved motorcycles.
- The motorcyclist was at fault in the crash 64.5% of the time (1,298/2,011.)
- In 2017, there were 152 crashes where alcohol or drugs were suspected among motorcycle operators at fault in a crash. 124 of the motorcycle operators were suspected of alcohol use only, 13 operators were suspected of drug use only, and 15 motorcycle operators were suspected of both alcohol and drug use.
- In 2017, among all motorcycle operators and passengers involved in a crash, 49.3 percent (1,009/2,047) were properly wearing helmets.
- Of the 2,011 crashes involving a motorcycle, 401 crashes resulted in a serious injury and 99 crashes resulted in a fatal injury.

| Top Driver Actions among at-Fault Motorcycle Riders in Crashes, 2017 | | | |
|--|----------------------------|-------|---------|
| Ranking | Citation Description | Count | Percent |
| 1 | Careless Driving | 438 | 34.6% |
| 2 | Exceeded Speed Limit | 142 | 11.2% |
| 3 | Followed Too Closely | 119 | 9.4% |
| 4 | Lane Violation | 89 | 7.0% |
| 5 | Reckless Driving | 66 | 5.2% |
| 6 | Fail to Yield Right of Way | 44 | 3.5% |
| 7 | Improper Passing | 26 | 2.1% |
| 8 | Improper Turn | 18 | 1.4% |
| 9 | Failed to Stop at Signal | 17 | 1.3% |
| 10 | Disregarded Stop Sign | 10 | 0.8% |

Source: Traffic accident reports, Colorado Department of Transportation



Annual Motorcycle Crashes

| Top First Harmful Event – Prevalence in Motorcycle Crashes, 2017 | | | |
|--|---------------------------------------|-------|---------|
| Ranking | First Harmful Event (FHE) | Count | Percent |
| 1 | Overturning (non-collision) | 416 | 32.3% |
| 2 | Front to Rear collision | 191 | 14.8% |
| 3 | Other (non-collision) | 122 | 9.5% |
| 4 | Front to Side collision | 121 | 9.4% |
| 5 | Collision with Curb | 90 | 7.0% |
| 6 | Side to Side Collision-same direction | 72 | 5.6% |
| 7 | Collision with wild animal | 31 | 2.4% |
| 8 | Collision with guard rail | 29 | 2.2% |
| 9 | Collision with embankment | 21 | 1.6% |
| 10 | Collision with parked vehicle | 13 | 1.0% |

Source: Traffic accident reports, Colorado Department of Transportation

| Top Human Contributing Factors of At-Fault Motorcyclists at Time of Crash, 2017 | | | |
|---|-----------------------------------|-------------------|---------------------|
| Ranking | Movement | MC Operator Count | MC Operator Percent |
| 1 | Driver Inexperience | 227 | 18.3% |
| 2 | Aggressive Driving | 148 | 11.9% |
| 3 | DUI, DWAI, DUID | 116 | 9.3% |
| 4 | Distracted by Food, Object, Other | 74 | 6.0% |
| 5 | Driver Unfamiliar with Area | 62 | 5.0% |
| 6 | Evading Law Enforcement Officer | 12 | 1.0% |
| 7 | Driver Fatigue | 8 | 0.6% |
| 8 | Illness/Medical | 6 | 0.5% |
| 9 | Asleep at the Wheel | 3 | 0.2% |
| 10 | Other (Described in Narrative) | 163 | 13.1% |

Source: Traffic accident reports, Colorado Department of Transportation



Annual Motorcycle Crashes

| Top Movements of At-Fault Motorcyclists at Time of Crash, 2017 | | | |
|--|----------------------------------|----------------------------|---------------------------------|
| Ranking | Movement | MC Operator Movement Count | MC Operator Movement by Percent |
| 1 | Going straight | 777 | 60.1% |
| 2 | Making left turn | 93 | 7.2% |
| 3 | Slowing | 80 | 6.2% |
| 4 | Making right turn | 66 | 5.1% |
| 5 | Spun out of control | 65 | 5.0% |
| 6 | Changing lanes | 47 | 3.6% |
| 7 | Passing | 36 | 2.8% |
| 8 | Weaving | 25 | 1.9% |
| 9 | Avoiding object in roadway | 23 | 1.8% |
| 10 | Making U-turn | 5 | 0.3% |
| 10 | Entering/leaving parked position | 5 | 0.3% |
| 10 | Drove wrong way | 5 | 0.3% |

Source: Traffic accident reports, Colorado Department of Transportation



Annual Motorcycle Crashes

| Top Movements of At-Fault Vehicles (Non-Motorcyclists) at Time of Crash, 2017 | | | |
|---|----------------------------------|--------------------------------|---------------------------------------|
| Ranking | Movement | Non-MC Operator Movement Count | Non - MC Operator Movement by Percent |
| 1 | Making Left Turn | 276 | 40.9% |
| 2 | Going Straight | 184 | 27.3% |
| 3 | Changing lanes | 66 | 9.8% |
| 4 | Making Right Turn | 33 | 4.9% |
| 5 | Backing | 24 | 3.6% |
| 6 | Making U-Turn | 23 | 3.4% |
| 7 | Slowing | 20 | 3.0% |
| 8 | Stopped in Traffic | 10 | 1.5% |
| 9 | Entering/Leaving Parked Position | 8 | 1.2% |
| 10 | Avoiding Object in Roadway | 3 | 0.4% |
| 10 | Weaving | 3 | 0.4% |

Source: Traffic accident reports, Colorado Department of Transportation

| Helmet Use Among Motorcycle Operators and Passengers in Crashes, 2017 | | |
|---|---------------------|-----------------------|
| Helmet Status | Count of Helmet Use | Percent of Helmet Use |
| Helmet Properly used | 1,009 | 49.3% |
| No Helmet | 767 | 37.5% |
| Unknown | 111 | 5.5% |
| N/A (Cars/Trucks) | 82 | 4.0% |
| Helmet Improperly used | 46 | 2.2% |
| Available, not used | 29 | 1.4% |
| Bicycle Helmet | 3 | 0.1% |

Source: Traffic accident reports, Colorado Department of Transportation



Annual Motorcycle Crashes

| License Endorsement Compliance among all Motorcyclists Involved in a Crash, 2017 | | |
|--|-----------------------------------|-------------------------------|
| License Endorsement Status | License Endorsement Status Counts | Percent of MC Licenses Status |
| Endorsement Required & Complied With | 1,161 | 56.7% |
| No Driving Endorsements | 456 | 22.3% |
| Endorsement Required & Not Complied With | 322 | 15.7% |
| Endorsement Required & Compliance Not Known | 39 | 1.9% |
| Unknown | 69 | 3.4% |

Source: Traffic accident reports, Colorado Department of Transportation

| Description of Road among Motorcycle Crashes, 2017 | | | |
|--|----------------------|------------------------|-----------------------------|
| Ranking | Road Description | Incidents of Condition | Percent of Road Description |
| 1 | Non-intersection | 985 | 49.0% |
| 2 | At Intersection | 572 | 28.4% |
| 3 | Intersection Related | 218 | 10.8% |
| 4 | Driveway Access | 128 | 6.4% |
| 5 | Highway Interchange | 67 | 3.3% |
| 6 | Roundabout | 17 | 0.8% |
| 7 | In Alley | 10 | 0.5% |
| 8 | Parking Lot | 2 | 0.1% |
| 9 | Unknown | 12 | 0.6% |

Source: Traffic accident reports, Colorado Department of Transportation



Annual Motorcycle Crashes

| Condition of Road among Motorcycle Crashes, 2017 | | |
|--|------------------------|------------|
| Road Condition | Incidents of Condition | Percentage |
| Dry | 1908 | 94.9% |
| Wet | 59 | 2.9% |
| Foreign Material | 19 | 0.9% |
| Dry W/Visible Icy Road Treatment | 4 | 0.2% |
| Snowy | 3 | 0.2% |
| Muddy | 3 | 0.2% |
| Icy | 3 | 0.2% |
| Wet W/Visible Icy Road Treatment | 2 | 0.1% |
| Slushy | 1 | 0.1% |
| Unknown | 9 | 0.3% |

Source: Traffic accident reports, Colorado Department of Transportation

| Weather Condition among Motorcycle Crashes, 2017 | | |
|--|-----------------------------|------------|
| Weather Condition | Weather Condition Incidents | Percentage |
| None | 1862 | 92.6% |
| Rain | 38 | 1.9% |
| Wind | 18 | 0.9% |
| Snow/sleet/hail | 4 | 0.2% |
| Dust | 2 | 0.1% |
| Unknown | 87 | 4.3% |

Source: Traffic accident reports, Colorado Department of Transportation



Annual Motorcycle Crashes

| Lighting Condition among Motorcycle Crashes, 2017 | | |
|---|------------------------------|------------|
| Lighting Condition | Lighting Condition Incidents | Percentage |
| Daylight | 1,510 | 75.1% |
| Dark - Lighted | 283 | 14.1% |
| Dark - Unlighted | 126 | 6.3% |
| Dawn or Dusk | 82 | 4.1% |
| Unknown | 10 | 0.5% |

Source: Traffic accident reports, Colorado Department of Transportation





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Motorcycle Operator Safety Training

Availability of Training Throughout the State

Colorado Motorcycle Rider Training Courses offered: July 2017-June 2018

Counties where Colorado Motorcycle Operator Safety Training was Held

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

| COUNTY | July 2017 | Aug 2017 | Sept 2017 | Oct 2017 | Nov 2017 | Dec 2017 | Jan 2018 | Feb 2018 | Mar 2018 | Apr 2018 | May 2018 | June 2018 |
|------------|-----------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|
| Adams | X | X | X | X | X | | X | X | X | X | X | X |
| Arapahoe | X | X | X | X | X | X | | X | X | X | X | X |
| Broomfield | X | X | X | X | X | | X | X | X | X | X | X |
| Denver | | | | | | | | | | | | |
| Douglas | | x | x | x | | | | | | x | x | x |
| El Paso | X | X | X | X | X | X | X | X | X | X | X | X |
| Fremont | X | X | X | | | | | | | X | X | X |
| Garfield | X | X | X | | | | | | | X | X | X |
| Jefferson | X | X | X | X | X | X | X | X | X | X | X | X |
| La Plata | X | X | X | X | | | | | | | | X |
| Larimer | X | X | X | X | X | X | X | X | X | X | X | X |
| Logan | | | | X | | | | | | | | |
| Mesa | | | | | | | | | | | | |
| Moffatt | | | | | | | | | | | | |
| Montrose | | X | | | | | | | | | | |
| Morgan | | X | X | | | | | | | X | | X |
| Pueblo | X | X | | X | | | | | X | X | X | X |

Source: Colorado Motorcycle Operator Safety Training program



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Motorcycle Operator Safety Training

Availability of Training Throughout the State

Availability of Training Throughout the State By Registration

In SFY 2017, MOST courses were offered in 17 counties. These counties account for 69.7% of Colorado’s registered motorcycles. Data from the Colorado Department of Revenue shows a total of 202,462 motorcycles registered in 2017 (most current data available.)

| | | |
|---|------------------|--------------------|
| Motorcycle Registration Calendar Year 2016 | Total 202,462 | Percentage 100% |
|---|------------------|--------------------|

| | COLORADO COUNTIES where training is provided | County Motorcycle Registrations | Percentage of State Registration |
|----|---|------------------------------------|-------------------------------------|
| 1 | Adams | 16,091 | 7.9% |
| 2 | Arapahoe | 15,834 | 7.8% |
| 3 | Broomfield | 2,103 | 1.0% |
| 4 | Denver | 13,949 | 6.9% |
| 5 | El Paso | 23,795 | 11.8% |
| 6 | Garfield | 2,430 | 1.2% |
| 7 | Jefferson | 23,726 | 11.7% |
| 8 | La Plata | 3,015 | 1.5% |
| 9 | Larimer | 14,633 | 7.2% |
| 10 | Logan | 923 | 0.5% |
| 11 | Moffat | 570 | 0.3% |
| 12 | Montrose | 1,635 | 0.8% |
| 13 | Morgan | 1,089 | 0.5% |
| 14 | Pueblo | 5,982 | 3.0% |
| 15 | Routt | 1,459 | 0.7% |
| 16 | Summit | 1,563 | 0.8% |
| 17 | Weld | 12,313 | 6.1% |
| | Total | 141,110 | 69.7% |

Source: Colorado Department of Revenue

Scope of MOST Training

Eighteen MOST vendors served 17 counties throughout Colorado and utilized approximately 129 MOST Instructor Trainers throughout the year.



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Motorcycle Operator Safety Training

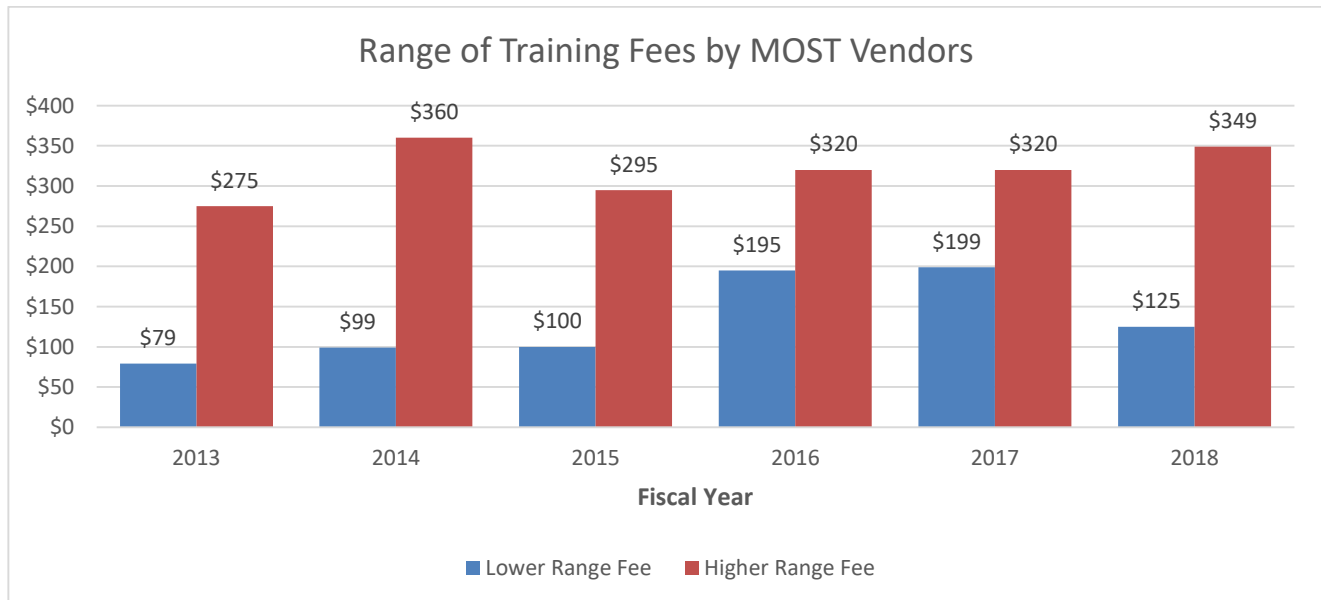
Historic and Current Training Costs

Motorcycle Operator Safety Training

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

The fee ranges below are the historical training costs by State Fiscal Year, which were reported directly from vendors' websites. These amounts are what the student paid for a beginning rider course. The cost ranges listed below do not reflect any additional discounts offered by the vendor.

- FY2013 - fees ranged from \$79 to \$275
- FY2014 - fees ranged from \$99 to \$360
- FY2015 - fees ranged from \$100 to \$295
- FY2016 - fees ranged from \$195 to \$320
- FY2017 - fees ranged from \$199 to \$320
- FY2018 - fees ranged from \$125 to \$349





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Motorcycle Operator Safety Training

Contractor's Report



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

Throughout FY18 the PM performed the following activities:

QUALITY ASSURANCE

Quality Assurance performance to date:

- Per MOST Rules every MOST Program Vendor will be subject to a Quality Assurance review at least once per year.
 - For FY18 thirty-eight quality assurance visits were conducted, an increase of 31% over FY17.
 - Quality Assurance reviews focused on both Vendor and Instructor performance, ensuring compliance with standards as well as providing opportunities for growth and development.

The MSF PM also maintained a recruiting, training, and ongoing development plan for an independent MOST Quality Assurance (QA) team to assure compliance and provide quality audits throughout the program.

- Current qualifications established to join the MOST QA team are:
 - Participate in a QA orientation session.
 - Submit a personal writing sample to verify ability to complete accurate and effective reports.
 - Receive a satisfactory, or better, personal QA audit.
 - Conduct a QA visit in coordination with a current QA team member.
 - Receive and complete assignments conducting MOST QA audits.



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Motorcycle Operator Safety Training

TRAINING AND PROFESSIONAL DEVELOPMENT

- New Instructor Training Courses
 - Four MOST instructor training courses were conducted in FY18. Two additional trainings were scheduled and postponed due to lack of qualified instructor candidates. Of the courses that were executed, 21 candidates attended at no cost to vendors or attendees. The training produced 19 graduates. Courses were held in Broomfield, Colorado Springs, Commerce City, and Durango.
- Transitional MSF RiderCoach Prep Courses
 - In preparation for the conversion to the MSF Basic Rider Course (Updated) curriculum, MOST instructors still in need of transition training were integrated into new instructor training courses to ensure agency-mandated minimum participation requirements were met.

PROGRAM PROMOTION

- In conjunction with the transition of the MOST program from the Colorado Department of Transportation to the Colorado State Patrol, the MSF PM assisted the agency with executing events, shows, expositions and outreach events to support program awareness and growth.

PROGRAM GROWTH

- Four Harley-Davidson Riding Academy sites and two standard training sites have been added to the MOST vendor list, increasing the availability of fully-authorized MOST training to Colorado citizens.

ADDITIONAL SUPPORT OF TRAINING AND TESTING

- The MSF PM provided technical guidance to stakeholders via calls, texts, and emails at all hours, including holidays, to support MOST training and student safety.
- Executed a variety of support roles beyond the defined contract scope including painting vendor ranges and responding to vendor requests to resolve student issues.
- Coordinated with the Motorcycle Safety Foundation national headquarters staff to provide ongoing support to Vendors via technical assistance and supply resources.
- Coordinated with Colorado Department of Revenue staff to assist in the training and development of third-party motorcycle testing resources.
- Provided support for the establishment of new MOST training sites, adding student capacity to the program.
- Performed visits to local and regional motorcycle retailers and accessory dealers to promote improved program support and collaboration among all MOST stakeholders.



MOST

Motorcycle Operator Safety Training

SFY 2018 MOST Program Budget

| REVENUES | | |
|--|--------------|-----------------------|
| Balance Transfer From CDOT to CDPS | | \$1,078,503.01 |
| Revenue (endorsements and registrations) | | \$569,944.34 |
| 15% allowed for Administration | \$85,491.65 | |
| Total Budget | | \$1,648,447.35 |
| | | |
| EXPENDITURES | | |
| 11.02 Administrative Expenses | | |
| Payroll | \$66,642.88 | |
| Operating/Travel | \$13,149.20 | |
| 11.03 Contract Expenses | | |
| 11.03.1 Public relations/Promotions | \$361,630.95 | |
| 11.03.2 Program Evaluation | \$- | |
| 11.04 Vendor Reimbursements | | |
| 11.04.1 Vendor - Training/Travel | \$182,182.58 | |
| 11.04.2 Tuition Benefit | \$- | |
| Total Expenditures | | \$623,605.61 |
| CARRY FORWARD for SFY 2018 | | \$1,024,841.74 |



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Motorcycle Operator Safety Training

Additional Performance Measures

MOST Rules

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

FY 2018 MOST Program Funding

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

Revenue collected from the above surcharges are credited to the MOST fund. Since January of 2018, that amount was \$569,944.34.

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

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

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

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

11.00 Administrative and Contract Expenses for the MOST Program.

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

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

11.03 Contract Expenses. Reasonable and necessary Contract Expenses include:

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

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



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

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

In FY2018, the CSP renewed the contract between the state and MSF, subject to renewal on an annual basis. The CSP permanently discontinued the tuition reimbursement subsidy after input from stakeholders, review of external analysis and internal analysis.

MOST Administrative Expenses

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

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

Administrative costs for the program are outlined in the MOST Rules and Regulations.

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

Contract Expenses/Public Awareness

Statute mandates that the MOST program promotes motorcycle safety awareness. In SFY 2018, the Colorado State Patrol utilized MOST funds to promote motorcycle skills training through the Ride Wise campaign while also performing research. Based on a review of previous campaign results, existing advertising messaging and increased fatality data, MOST decided to continue to leverage the Ride Wise advertising campaign to focus its efforts to promote a safety training campaign for motorcyclists of all ages and experience levels that reminds our audience no matter your age or how long you've been riding, it is always a good thing to build your riding skills. This allowed the MOST program to have a consistent presence in market leading up to the summer riding season with little investment while market research was conducted. The goal of the



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Motorcycle Operator Safety Training

research was to aid in the development of a strategic plan with quantifiable goals for the MOST program and to inform future MOST advertising campaign strategy. The research included a pre and post campaign surveys and focus groups to determine and gauge shifts of attitudes, awareness and usage of safety measures and MOST programs. An epidemiological study that is currently being executed by Texas A&M's Transportation Institute was also included in the research efforts.



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Motorcycle Operator Safety Training

Additional Performance Measures

Safety Training Campaigns

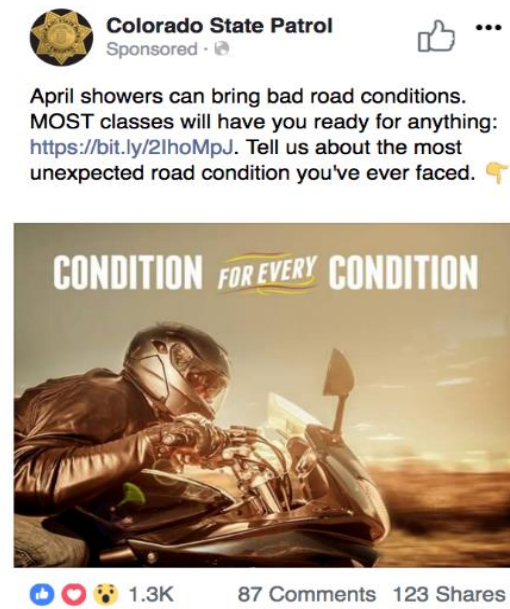
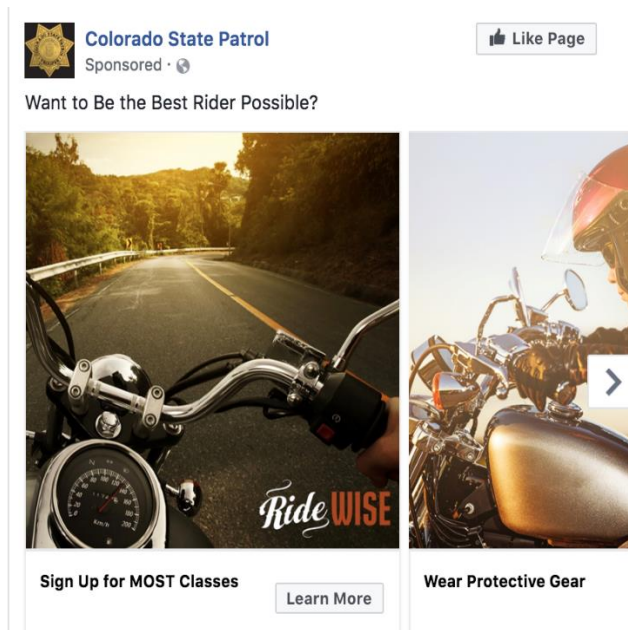
The campaign tactics included:

- Brochures
- Web banners
- Online video
- Social media
- Influencer program
- Event presence

These are all running statewide.

CDOT’s campaigns are designed to help motorcyclists of all skill levels ride safely, have fun, and most importantly, stay alive, while endorsing three primary safety messages:

- Get Training: Lack of training is a factor in Colorado's fatal motorcycle crashes. Motorcycle riders were found to be at fault in 7 out of 10 fatal crashes.
- Wear Proper Protective Gear: Nearly two-thirds of the riders killed in Colorado last year were not wearing a helmet or were wearing it incorrectly.
- Training is a life-long learning process: If you’ve had no motorcycle training or it’s been a few years, safety training classes are available no matter your age or how long you’ve been riding.





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Motorcycle Operator Safety Training

Safety Campaigns

Training continued



Colorado State Patrol

Sponsored · 🌐



Did You Know 20% of All Colorado Traffic Fatalities Are Motorcyclists?



colorado.gov

Ride Wise

Enroll in MOST Safety Classes

[SIGN UP](#)

👍 🤔 😱 137

96 Comments 47 Shares



Colorado State Patrol

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[Like Page](#)

Let's Rule the Road.



COLORADO.GOV

Motorcycle Training

Sign Up for a MOST Class Now

[Sign Up](#)



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Additional Performance Measures

| FY 2013 - 2018 Students Trained by MOST Program Vendors | | | | | | |
|---|---------------|---------------|--------------|--------------|--------------|--------------|
| VENDOR | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
| ABATE of Colorado | 3,284 | 2,534 | 2,029 | 1,471 | 1,142 | 1,257 |
| ASH Motorsports LLC | 0 | 0 | 0 | 0 | 0 | 12 |
| Black Bag | 549 | 297 | 241 | 246 | 205 | 199 |
| Bluecreek Motorcycle Training ¹ | 256 | 249 | 386 | 375 | 65 | 0 |
| Colorado Motorcycle Academy ² | 0 | 0 | 0 | 0 | 18 | 210 |
| Full Throttle ³ | 2,354 | 2,618 | 2,404 | 1,627 | 997 | 996 |
| G Force | 847 | 852 | 633 | 171 | 286 | 470 |
| Harley Davidson—Greeley | 0 | 0 | 0 | 0 | 0 | 77 |
| Harley Davidson—Mile High | 0 | 0 | 0 | 0 | 0 | 143 |
| Harley Davidson—Rocky Mountain | 0 | 0 | 0 | 0 | 0 | 76 |
| Harley Davidson—Thunder Mountain | 0 | 0 | 0 | 0 | 0 | 269 |
| Iron Buffalo | 549 | 603 | 637 | 525 | 815 | 0 |
| Mighty Quinn Motorcycle Training | 0 | 0 | 0 | 0 | 0 | 826 |
| Motorcycle Rider Training Center | 467 | 530 | 676 | 636 | 688 | 661 |
| Motorcycle Training Academy | 1,943 | 1,674 | 1,723 | 1,649 | 1,912 | 1,923 |
| Ricky Orlando Motorcycle School | 143 | 117 | 126 | 131 | 143 | 177 |
| Sleeping Giant Motorsports ⁴ | 28 | 24 | 21 | 3 | 4 | 5 |
| T3RG | 840 | 634 | 594 | 510 | 588 | 539 |
| Total Control Training, Inc. | 0 | 0 | 0 | 0 | 0 | 3 |
| Two Old Guys ^{4,5} | 45 | 113 | 139 | 118 | 42 | 38 |
| White Buffalo (formerly Iron Buffalo)* | 521 | 34 | 0 | 0 | 0 | 0 |
| Wheels in Motion* | 179 | 59 | 0 | 0 | 0 | 0 |
| SW CO Motorcycle Safety Training* | 0 | 0 | 0 | 0 | 0 | 0 |
| Rocky Mountain Motorcycle Training* | 231 | 0 | 0 | 0 | 0 | 0 |
| CO Northwest Rider Training* | 133 | 99 | 0 | 0 | 0 | 0 |
| Iride Pikes Peak Motorcycle Training* | 213 | 206 | 0 | 0 | 0 | 0 |
| TOTALS | 12,582 | 10,643 | 9,609 | 7,462 | 6,905 | 7,881 |

Number of students trained is based on student roster numbers submitted as of June 30, 2017.

¹Vendor lost use of range and subsequently closed.

²New Vendor as of January 2017.

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

⁴Seasonal training only.

⁵One partner deceased during training year. School closed until spring 2017.

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



Additional Performance Measures

Motorcycle Registrations by County*

| County | 2013 | 2014 | 2015 | 2016 |
|-------------|--------|--------|--------|--------|
| Adams | 15,224 | 15,435 | 15,985 | 16,091 |
| Alamosa | 533 | 513 | 532 | 567 |
| Arapahoe | 15,868 | 16,242 | 15,921 | 15,834 |
| Archuleta | 669 | 678 | 704 | 744 |
| Baca | 144 | 130 | 126 | 133 |
| Bent | 122 | 110 | 125 | 127 |
| Boulder | 10,710 | 10,718 | 10,619 | 10,671 |
| Broomfield | 2,039 | 2,040 | 2,106 | 2,103 |
| Chaffee | 1,213 | 1,255 | 1,270 | 1,352 |
| Cheyenne | 87 | 81 | 84 | 92 |
| Clear Creek | 688 | 693 | 709 | 739 |
| Conejos | 331 | 332 | 338 | 351 |
| Costilla | 172 | 172 | 193 | 203 |
| Crowley | 108 | 111 | 114 | 122 |
| Custer | 317 | 324 | 316 | 339 |
| Delta | 1,339 | 1,345 | 1,374 | 1,422 |
| Denver | 13,055 | 13,398 | 13,651 | 13,949 |
| Dolores | 112 | 112 | 120 | 123 |
| Douglas | 10,488 | 10,634 | 10,668 | 10,779 |
| Eagle | 2,250 | 2,237 | 2,366 | 2,447 |
| El Paso | 23,720 | 24,059 | 23,647 | 23,795 |
| Elbert | 1,435 | 1,462 | 1,598 | 1,617 |
| Fremont | 2,489 | 2,525 | 2,563 | 2,634 |
| Garfield | 2,363 | 2,398 | 2,409 | 2,430 |
| Gilpin | 531 | 522 | 554 | 578 |
| Grand | 785 | 793 | 851 | 908 |
| Gunnison | 950 | 947 | 937 | 976 |
| Hinsdale | 78 | 77 | 97 | 107 |
| Huerfano | 269 | 269 | 300 | 311 |
| Jackson | 74 | 76 | 66 | 78 |
| Jefferson | 23,642 | 23,755 | 23,669 | 23,726 |
| Kiowa | 49 | 50 | 43 | 53 |



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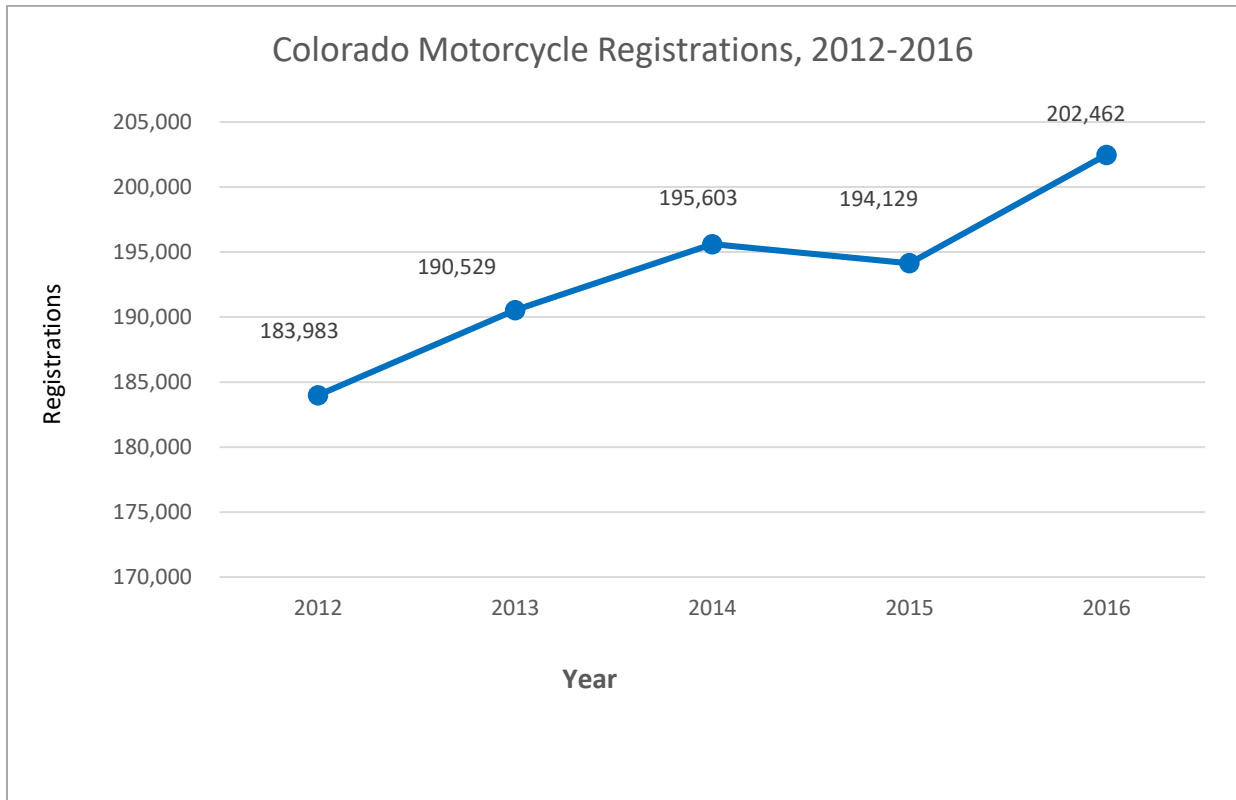
Motorcycle Operator Safety Training

| County | 2013 | 2014 | 2015 | 2016 |
|--------------|---------|---------|---------|---------|
| Kit Carson | 363 | 358 | 349 | 355 |
| La Plata | 2,960 | 2,998 | 2,919 | 3,015 |
| Lake | 303 | 304 | 320 | 342 |
| Larimer | 13,720 | 14,093 | 14,373 | 14,633 |
| Las Animas | 644 | 640 | 630 | 615 |
| Lincoln | 184 | 189 | 192 | 208 |
| Logan | 932 | 952 | 891 | 923 |
| Mesa | 6,117 | 6,216 | 6,102 | 6,184 |
| Mineral | 75 | 73 | 76 | 73 |
| Moffat | 576 | 564 | 555 | 570 |
| Montezuma | 1,036 | 1,048 | 1,032 | 1,088 |
| Montrose | 1,583 | 1,605 | 1,574 | 1,635 |
| Morgan | 1,097 | 1,123 | 1,118 | 1,089 |
| Otero | 751 | 747 | 719 | 723 |
| Ouray | 391 | 402 | 421 | 444 |
| Park | 1,381 | 1,473 | 1,503 | 1,518 |
| Phillips | 231 | 237 | 234 | 231 |
| Pitkin | 1,333 | 1,327 | 1,363 | 1,351 |
| Prowers | 419 | 396 | 427 | 416 |
| Pueblo | 5,777 | 5,907 | 5,888 | 5,982 |
| Rio Blanco | 250 | 240 | 244 | 234 |
| Rio Grande | 505 | 497 | 494 | 484 |
| Routt | 1,390 | 1,351 | 1,440 | 1,459 |
| Saguache | 290 | 287 | 269 | 281 |
| San Juan | 85 | 82 | 86 | 87 |
| San Miguel | 639 | 612 | 613 | 614 |
| Sedgwick | 106 | 110 | 113 | 117 |
| Summit | 1,413 | 1,423 | 1,505 | 1,563 |
| Teller | 1,643 | 1,674 | 1,648 | 1,688 |
| Washington | 210 | 217 | 228 | 241 |
| Weld | 11,298 | 11,598 | 11,938 | 12,313 |
| Yuma | 487 | 481 | 478 | 490 |
| State Issued | 486 | 2,886 | 332 | 6,095 |
| TOTAL | 190,529 | 195,603 | 194,129 | 202,462 |

*At the time of publication, the number of motorcycle registrations for calendar year 2016 was the most current information available. Information came from the Colorado Department of Revenue Annual Report 2017, available at: <https://www.colorado.gov/pacific/revenue/annual-report>



Additional Performance Measures



Source: Department of Revenue 2017 Annual Report



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Motorcycle Operator Safety Training

Motorcycle Operator Safety Advisory Board

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

The Motorcycle Operator Safety Advisory Board consists of:

- The Director of the Department of Transportation or Designee, Glenn Davis, Highway Safety Manager
- The Executive Director of the Department of Revenue or Designee, Carol Olds, Driver Testing and Education Manager
- The Chief of the Colorado State Patrol or Designee, Major Tim Keeton
- Nine members appointed by the Chief of the Colorado State Patrol:
 - Two members who represent MOST vendors
 - Shaundell Ross, Colorado MC Academy
 - Bruce Downs, Abate of Colorado
 - One member who represents retail motorcycle dealers
 - Kevin Mayer, Mayers Motorcycles, OHV's and Scooters
 - One member who represents third-party testers
 - Ricky Orlando, Ricky Orlando MC School
 - One member who represents instructor training specialists
 - Jennifer Tolbert, MTA
 - One member who represents the motorcycle riding community
 - Kent Sundgren, MTA
 - One member who represents motorcycle training providers not affiliated with the program
 - Deb Eyre, Harley Davidson
 - One member who represents law enforcement agencies
 - Jeromy Rohling, Lakewood Police Department
 - One member who represents motorcycle insurance providers
 - Mark Glucksman, Farmer's Insurance

The Motorcycle Operator Safety Advisory Board meetings were held quarterly on the following dates: August 17, 2017; November 11, 2017; February 15, 2018; and May 14, 2018.

The Motorcycle Operators Safety Advisory Board shall:

- Recommend training methods to increase safety and reduce motorcycle crashes and injuries
- Recommend training methods to increase program effectiveness
- Recommend improvements to the program and training
- Make recommendations on expenditures of fund monies



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Motorcycle Operator Safety Training

Motorcycle Operator Safety Advisory Board

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

Motorcycle Operator Safety Training (MOST) Mission

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

Motorcycle Operator Safety Training (MOST) Vision

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





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Motorcycle Operator Safety Training

Contact Information



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For more information about the MOST program, please contact:

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