



MOST

Motorcycle Operator Safety Training

Annual Report

Motorcycle Operator Safety Training

State Fiscal Year 2017



MOST

Motorcycle Operator Safety Training

Office of Transportation Safety / Highway Safety Office

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Introduction

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

In state Fiscal Year (FY) 2017 MOST courses were offered in 17 counties. These counties account for 72% of Colorado's 194,129 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.

When MOST students were involved in motorcycle crashes, they were more likely to be wearing helmets. Among crashes involving operators and passengers in 2016, MOST students were properly helmeted 64% of the time, while riders overall properly wore helmets only 48% of the time.

With the number of motorcycle fatalities rising, it becomes increasingly important to train motorcyclists to ride safely. The following report details the ways in which the MOST program is achieving that goal.



Effectiveness of the Motorcycle Operator Safety Training Program

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

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

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

The Colorado Department of Transportation (CDOT) administers the Motorcycle Operator Safety Training Program (MOST) through the Office of Transportation Safety, Highway Safety Office.

Promoting Motorcycle Safety

The program supports motorcycle safety awareness through CDOT's motorcycle safety website: www.comotorcyclesafety.com

The website has readily accessible information about:

- Motorcycle operator training
- CDOT's *Greatness Never Stops Training* and *Train to Rule the Road* campaigns
- 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

continued

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.

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

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

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

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

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

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

In SFY 2017, CDOT contracted with 13 MOST vendors to provide the training programs.



Annual Motorcycle Crashes and Fatalities

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

The FARS data presented for 2016 is preliminary and will not be finalized until December 31, 2017.

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

MOST students included in this analysis are from MOST FY 2013-2017 student databases.

Motorcyclist Fatalities

125 motorcyclists were killed in motorcycle crashes in 2016.

- Motorcyclist fatalities represented 20.6% of Colorado's total traffic fatalities (125 of 608)
- Motorcyclist fatalities increased from 106 in 2015 to 125 in 2016, a 17.9% increase
- The 17.9% increase in motorcyclist fatalities is a greater change than observed for overall traffic fatalities, which increased by 11.2% (547 to 608) in 2016
- 46 (40%) motorcycle operators killed did not have a motorcycle endorsement on their driver's license
- 89 (78%) motorcycle operators involved in fatal crashes were determined to be "at fault"
- 50 (42%) fatal crashes involved only the motorcycle and no other vehicle
- 21 (18%) motorcycle operators killed had a blood alcohol content (BAC) equal to or greater than 0.08
- 72 (63%) motorcycle operators killed were not wearing a helmet

Annual Motorcyclist Fatalities

Annual Motorcyclist Fatalities by County, 2012-2016						
County	2012	2013	2014	2015	2016	Total by County
Adams	3	4	7	7	13	34
Alamosa	0	0	0	7	0	7
Arapahoe	6	6	3	0	11	26
Archuleta	0	0	1	1	0	2
Baca	0	0	0	0	0	0
Bent	0	0	0	0	0	0
Boulder	7	1	5	5	4	22
Broomfield	0	1	0	0	2	3
Chaffee	0	1	1	0	1	3
Cheyenne	1	0	0	0	0	1
Clear Creek	0	2	0	2	0	4
Conejos	0	1	1	0	0	2
Costilla	0	0	0	0	0	0
Crowley	0	0	0	0	0	0
Custer	0	0	2	0	0	2
Delta	2	4	0	0	0	6
Denver	3	5	7	14	14	43
Dolores	0	0	0	0	0	0
Douglas	2	3	3	5	10	23
Eagle	0	0	0	0	0	0
El Paso	11	12	19	10	10	62
Elbert	2	1	0	1	1	5
Freemont	1	3	3	1	0	8
Garfield	0	1	0	0	0	1
Gilpin	0	1	1	2	0	4
Grand	0	0	2	1	0	3
Gunnison	1	0	2	4	2	9
Hinsdale	0	0	0	0	0	0
Huerfano	0	0	0	0	0	0
Jackson	0	0	0	0	1	1
Jefferson	9	9	11	14	15	58
Kiowa	0	0	0	0	0	0
Kit Carson	0	0	0	0	0	0
La Plata	4	3	1	2	3	13

Source: Fatality Analysis Reporting System (FARS)

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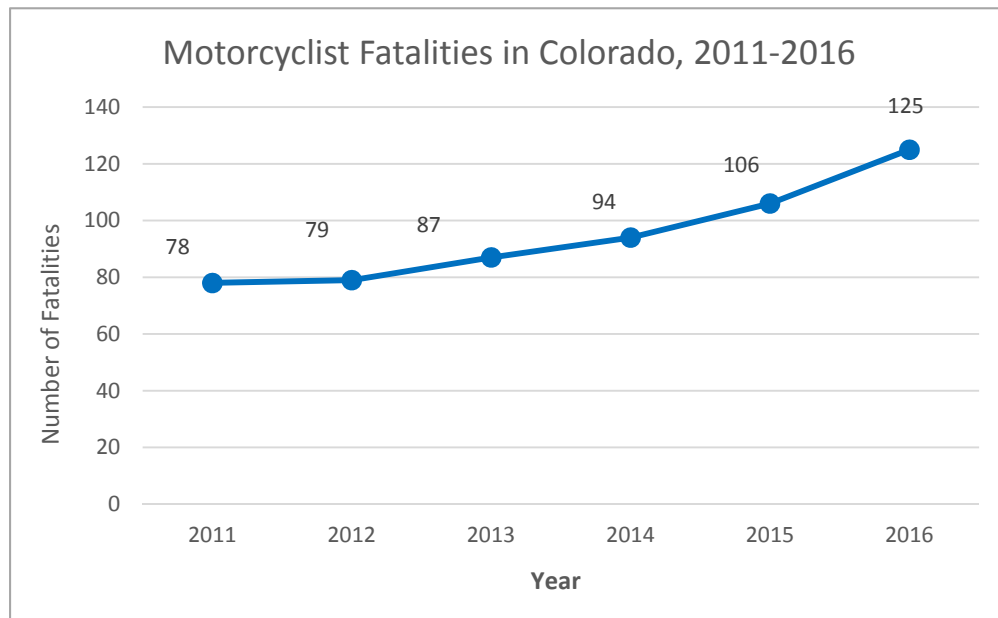
Annual Motorcyclist Fatalities

Annual Motorcyclist Fatalities by County, 2012-2016						
County	2012	2013	2014	2015	2016	Total by County
Lake	0	0	0	0	0	0
Larimer	3	6	3	9	11	32
Las Animas	0	1	0	0	2	3
Lincoln	0	0	0	0	0	0
Logan	0	0	3	2	0	5
Mesa	2	7	2	7	3	21
Mineral	0	0	0	0	1	1
Moffatt	1	0	0	1	1	3
Montezuma	0	0	1	0	1	2
Montrose	0	0	1	1	0	2
Morgan	2	1	0	0	0	3
Otero	0	3	0	0	0	3
Ouray	0	0	1	0	1	2
Park	1	2	1	0	0	4
Phillips	0	0	0	0	0	0
Pitkin	0	0	1	0	0	1
Prowers	0	0	1	0	0	1
Pueblo	4	0	2	0	6	12
Rio Blanco	0	0	0	0	1	1
Rio Grande	0	0	0	0	1	1
Routt	0	2	0	1	1	4
Saguache	0	0	0	0	1	1
San Juan	0	0	1	0	1	2
San Miguel	1	1	1	0	1	4
Sedgewick	0	0	0	0	0	0
Summit	0	0	0	0	0	0
Teller	0	1	0	1	0	2
Washington	0	0	0	0	0	0
Weld	11	5	7	8	6	37
Yuma	0	0	0	0	0	0
TOTAL	77	87	94	106	125	489

Source: Fatality Analysis Reporting System (FARS)

continued

Annual Motorcyclist Fatalities



Source: Fatality Analysis Reporting System (FARS)

AGE	2012	2013	2014	2015	2016
< 20	1	2	1	0	6
20 - 29	15	14	23	26	33
30 - 39	11	13	12	14	19
40 - 49	14	24	18	18	18
50 - 59	26	13	25	29	26
60 - 69	10	15	12	14	15
> 70	2	6	2	5	8
TOTAL	79	87	93	106	125

Motorcyclist fatalities age 40 and over represented 70% of motorcycle fatalities in 2010, 65% in 2011, 66% in 2012, 67% in 2013, 60% in 2014, 61% in 2015, and 54% in 2016.

continued

Annual Motorcycle Crashes

Motorcycle Crashes

Statewide in 2016, there were 118,780 total currently recorded vehicle crashes and 2,273 (1.9%) of those crashes involved motorcycles.

- Though motorcyclists were involved in 2% of all crashes, when they did crash, 62.5% of the time (1,420/2,273) the motorcyclist was at fault. However, if we consider crashes with 2 or more vehicles, the motorcyclist was at fault 39% of the time (545/1398).
- MOST students were involved in 305 crashes in 2016 and were at fault in 59% of the crashes (179/305). However, if we consider crashes with 2 or more vehicles, the MOST graduate motorcyclist was at fault 31% of the time (55/179).
- In 2016, alcohol or drugs were suspected to be involved in a total of 180 crashes that involved a motorcycle. 145 of the motorcycle operators were suspected of alcohol use and 27 operators were suspected of drug use. 30 drivers of other vehicles were suspected of alcohol or drug use. MOST students trained by 2016 were involved in 11 alcohol-suspected crashes and 3 drug-suspected crashes.
- In 2016, among all motorcycle operators involved in a crash, 48% (1,124/2,356) were properly wearing helmets. Among MOST students involved in a crash, 64% (208/323) were properly wearing helmets.

Top 10 Most Prevalent Citations to Motorcycle Riders in Crashes, 2016			
Ranking	Citation Description	All Motorcycle Operators	MOST Students 2016 Crashes
1	Careless Driving	570 (35.67%)	80 (38.10%)
2	Following too Close	164 (10.26%)	24 (11.43%)
3	Careless Driving Causing Injury	125 (7.82%)	23 (10.95%)
4	Turning Left/On Coming Traffic	116 (7.26%)	16 (7.62%)
5	Driving under the Influence of Alcohol	82 (5.13%)	9 (4.29%)
6	Unsafe Lane Change	56 (3.50%)	6 (2.86%)
7	Fail to Yield ROW at Stop Sign	46 (2.88%)	7 (3.33%)
8	Leaving the Scene of Accident	41 (2.57%)	6 (2.86%)
9	Reckless Driving	39 (2.44%)	6 (2.86%)
10	Violation of Red Signal Light	22 (1.38%)	6 (2.86%)
10	Disregard Stop Sign	22 (1.38%)	2 (0.95%)
10	Yield ROW Emerging Alley/ Drive	22 (1.38%)	2 (0.95%)

Source: Electronic Accident Reporting System (EARS)

continued

Annual Motorcycle Crashes

Top 10 First Harmful Event - Prevalence in Motorcycle Crashes, 2016					
Ranking	First Harmful Event (FHE)	Count of FHE	MC Operator FHE by Percent	MOST Students 2016 Crashes	Percent of MOST Students 2016 Crashes
1	Overturning	556	24.46%	81	26.56%
2	Front to Side	444	19.53%	57	18.69%
3	Front to Rear	423	18.61%	53	17.38%
4	Other Non-Collision	181	7.96%	30	9.84%
5	Side to Side - Same Direction	145	6.38%	14	4.59%
6	Curb	96	4.22%	16	5.25%
7	Parked Motor Vehicle	60	2.64%	1	0.33%
8	Front to Front	58	2.55%	13	4.26%
9	Wild Animal	52	2.29%	5	1.64%
10	Other Object (Specify in	38	1.67%	9	2.95%

Source: Electronic Accident Reporting System (EARS)

Top 5 Movements of At-Fault Motorcyclists at Time of Crash, 2016					
Ranking	Movement	MC Operator Movement Count	MC Operator Movement by Percent	MOST Students 2016 Crashes	Percent of MOST Students 2016 Crashes
1	Going straight	841	59.23%	98	54.75%
2	Spun out of control	109	7.68%	13	7.26%
3	Making left turn	103	7.25%	19	10.61%
4	Slowing	84	5.92%	13	7.26%
5	Other (Describe in Narrative)	67	4.72%	9	5.03%

Source: Electronic Accident Reporting System (EARS)

continued

Annual Motorcycle Crashes

Top 5 Movements of At-Fault Vehicles (Non-Motorcyclists) at Time of Crash, 2016					
Ranking	Movement	Non-MC Operator Movement Count	Non - MC Operator Movement by Percent	MOST Students 2016 Crashes	Percent of MOST Students 2016 Crashes
1	Making Left Turn	301	35.29%	48	38.10%
2	Going Straight	254	29.78%	34	26.98%
3	Changing lanes	90	10.55%	11	8.73%
4	Making Right Turn	55	6.45%	9	7.14%
5	Backing	36	4.22%	5	3.97%

Source: Electronic Accident Reporting System (EARS)

Motorcycle Involved Crash - License Endorsement Compliance, 2016				
License Endorsement Status	License Endorsement Status Counts	Percent of MC Licenses Status	MOST Students 2016 Crashes	Percent of MOST Students 2016 Crashes
No Driving Endorsements	346	14.86%	25	7.96%
Endorsement Required & Complied With	1324	56.87%	245	78.03%
Endorsement Required & Not Complied With	330	14.18%	16	5.10%
Endorsement Required & Compliance Not Known	44	1.89%	2	0.64%
Unknown	284	12.20%	26	8.28%

Source: Electronic Accident Reporting System (EARS)

continued

Annual Motorcycle Crashes

Helmet Use Among Motorcycle Operators in Crashes, 2016				
Helmet Status	Count of Helmet Use	Percent of Helmet Use	MOST Students 2016 Crashes	Percent of MOST Students 2016 Crashes
N/A (Cars/Trucks)	92	3.90%	9	2.79%
No Helmet	912	38.71%	95	29.41%
Available, not used	29	1.23%	2	0.62%
Helmet Improperly used	39	1.66%	4	1.24%
Helmet Properly used	1124	47.71%	208	64.40%
Unknown	76	3.23%	5	1.55%
Bicycle Helmet	3	0.13%	0	0.00%
Left blank	81	3.44%	0	0.00%

Source: Electronic Accident Reporting System (EARS)

Helmet Use Among Motorcycle Passengers in Crashes, 2016				
Helmet Use	Count of Helmet Use	Percent of Helmet Use	MOST Students 2016 Crashes	Percent of MOST Students 2016 Crashes
N/A (Cars/Trucks)	22	9.40%	1	3.45%
No Helmet	98	41.88%	13	44.83%
Available, not used	4	1.71%	1	3.45%
Helmet used Improperly	5	2.14%	1	3.45%
Helmet Properly used	99	42.31%	13	44.83%
Unknown	6	2.56%	0	0.00%

Source: Electronic Accident Reporting System (EARS)

Ranking	Road Description	Incidents of Condition	Percent of Road Description	MOST Students 2016 Crashes	Percent of MOST Students 2016 Crashes
1	Non-intersection	1087	47.82%	141	46.23%
2	At Intersection	693	30.49%	107	35.08%
3	Intersection Related	265	11.66%	32	10.49%
4	Driveway Access	146	6.42%	15	4.92%
5	Highway Interchange	55	2.42%	6	1.97%
6	In Alley	17	0.75%	2	0.66%
7	Non-Intersection Rural	9	0.40%	2	0.66%
8	Unknown	1	0.04%	0	0.00%

Source: Electronic Accident Reporting System (EARS)

Annual Motorcycle Crashes

Road Condition	Incidents of Condition	Percent of Road Condition	MOST Students 2016 Crashes	Percent of MOST Students 2016 Crashes
Dry	2176	95.73%	292	95.74%
Wet	52	2.29%	2	0.66%
Muddy	3	0.13%	0	0.00%
Snowy	3	0.13%	0	0.00%
Icy	8	0.35%	1	0.33%
Slushy	2	0.09%	0	0.00%
Foreign Material	23	1.01%	9	2.95%
Dry W/Visible Icy Road Treatment	3	0.13%	1	0.33%
Snowy W/Visible Icy Road Treatment	1	0.04%	0	0.00%
Unknown	2	0.09%	0	0.00%

Source: Electronic Accident Reporting System (EARS)

Weather Condition	Weather Condition Incidents	Weather Condition Percentage	MOST Students 2016 Crashes	Percent of MOST Students 2016 Crashes
None	1868	82.18%	249	81.64%
Rain	45	1.98%	2	0.66%
Snow/sleet/hail	9	0.40%	0	0.00%
Dust	1	0.04%	0	0.00%
Wind	21	0.92%	0	0.00%
Unknown	329	14.47%	54	17.70%

Source: Electronic Accident Reporting System (EARS)

Availability of Training Throughout the State by County

Colorado Motorcycle Rider Training Courses offered: July 2016-June 2017

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 2016	Aug 2016	Sept 2016	Oct 2016	Nov 2016	Dec 2016	Jan 2017	Feb 2017	Mar 2017	Apr 2017	May 2017	June 2017
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
Denver	X	X	X	X	X	X		X	X	X	X	X
El Paso	X	X	X	X	X	X	X	X	X	X	X	X
Garfield	X	X								X	X	X
Jefferson	X	X	X	X	X	X	X	X	X	X	X	X
La Plata			X	X					X	X		
Larimer	X	X	X	X	X	X	X	X	X	X	X	X
Logan	X											X
Moffatt	X	X	X									
Montrose										X		
Morgan	X		X							X	X	X
Pueblo	X	X	X	X	X				X	X	X	X
Routt												X
Summit	X	X										X
Weld	X	X	X			X	X	X	X	X	X	X

Source: Colorado Motorcycle Operator Safety Training program

Availability of Training Throughout the State

Availability of Training Throughout the State By Registration

In SFY 2017, CDOT-approved MOST courses were offered in 17 counties. These counties account for 72% of Colorado's registered motorcycles. Data from the Colorado Department of Revenue shows a total of 194,129 motorcycles registered in 2016 (most current data available).

Motorcycle Registration Calendar Year 2016	Total 194,129	Percentage 100%
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	COLORADO COUNTIES where training is provided	County Motorcycle Registrations	Percentage of State Registration
1	Adams	15,985	8.25%
2	Arapahoe	15,921	8.20%
3	Broomfield	2,106	1.09%
4	Denver	13,651	7.04%
5	El Paso	23,647	12.19%
6	Garfield	2,409	1.24%
7	Jefferson	23,669	12.20%
8	La Plata	2,919	1.51%
9	Larimer	14,373	7.41%
10	Logan	891	.46%
11	Moffat	555	.29%
12	Montrose	1,574	.81%
13	Morgan	1,118	.58%
14	Pueblo	5,888	3.04%
15	Routt	1,440	.75%
16	Summit	1,505	.78%
17	Weld	11,938	6.15%
	Total	139,589	72.00%

Source: Colorado Department of Revenue

Scope of MOST Training

Thirteen MOST vendors served 17 counties throughout Colorado and utilized approximately 132 MOST Instructor Trainers throughout the year.

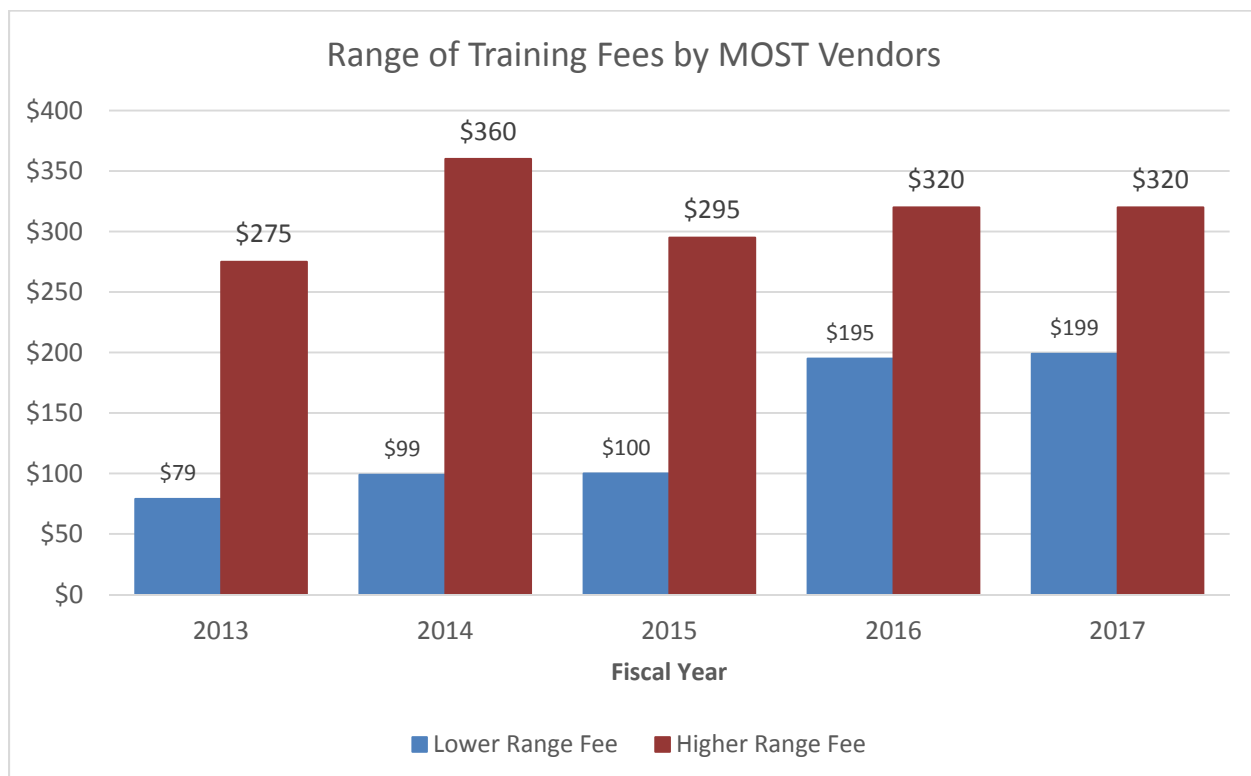
Historic and Current Training Costs

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



Contractor's Report

The MOST Project Manager (PM) was hired in August 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 NHTSA in 2014. The PM began official operations on Monday, August 29th, 2016. Within the first 60 days the PM conducted physical inspections of all training ranges and personally met with all MOST Vendors. Throughout the first year the PM performed the following activities:

QUALITY ASSURANCE

Quality Assurance performance to date:

- Per MOST Rules 2 CCR 601-23, section 10.02, every MOST Program Vendor will be subject to a Quality Assurance review at least once per year.
 - Twenty-nine half-day quality assurance visits were conducted in FY2017, an increase of 190% over FY2016. The completion of training activities for conversion to the MSF Basic RiderCourse (Updated) curriculum as well as additional QA team members will provide for a substantial increase in total QA numbers for FY2018.

The MSF Project Manager established 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 Quality Assurance audit.
 - Conduct a QA visit in coordination with a current QA team member.
 - Receive and complete assignments conducting MOST QA audits.
- Multiple orientation and multi-day training sessions were conducted over several weeks and are ongoing. Initial sessions were conducted:
 - March 15, 2017, Loveland - 3 attendees
 - April 12, 2017, Colorado Springs - 8 attendees
 - April 18, 2017, Lakewood - 17 attendees

continued

Contractor's Report continued

TRAINING AND PROFESSIONAL DEVELOPMENT

- MSF RiderCoach Prep Courses
 - Three new instructor training courses were conducted in FY2017. There were 31 candidates who attended, at no cost to vendors or attendees. The training produced 28 graduates. Courses were held in Loveland, Colorado Springs, and the Denver metro area.
- Transitional MSF RiderCoach Prep Courses
 - In preparation for the conversion to the MSF Basic RiderCourse (Updated) curriculum, five training events were held with 69 MOST coaches updated to the new training standards and protocols. Three events were held in the Denver metro area, and one each in Loveland and Colorado Springs.
- First Aid/CPR TRAINING
 - Two First Aid/CPR certification courses were held in Colorado Springs at no charge to course participants.

ADDITIONAL SUPPORT OF TRAINING AND TESTING

- 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 two 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.



SFY 2017 MOST Program Budget

REVENUES		
Budget from motorcycle registration and license endorsement fees, and the 2017 Long Bill		\$ 871,616.00
Available for Administration	\$ 120,000.00	
Available for Contractual Expenses	\$ 501,616.00	
Available for Public Relations/Promotion	\$ 250,000.00	
Subtotal		\$ 871,616.00
Adjustments		
Revenue Adjustment		\$ 132,879.00
Roll Forward		\$ 920,150.72
Total Budget		\$ 1,924,645.72
Available for Administration	\$ 118,624.00	
Contractual Expenses	\$ 1,308,144.49	
Public Relations/Promotion*	\$ 497,877.23	
		\$ 1,924,645.72
ACTUAL EXPENDITURES		
Administration Cost	\$ 73,360.67	
Contractual Cost	\$ 395,777.70	
Public Relations Cost	\$ 435,617.62	
Total Expenditures	\$ 904,755.99	
Subtotal		\$1,019,889.73
Carry Forward for SFY 2017		\$1,019,889.73

*An additional \$247,877.23 was given to the PR/Advertising budget from the roll forward funds to promote motorcycle training per the MOSAB advisory board recommendation. This was per the waiver that was signed from the Governor's office because of the large carryover amount from the previous three years. (See 2016 Annual Report for more explanation.)



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 2017 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.

Monies are credited to the MOST fund and used by CDOT to implement and administer the program. In FY2017, \$800,000 was credited to the MOST Fund.

CDOT is permitted to retain up to 15% of annual MOST revenues for administrative purposes. The remainder is distributed to private sector training providers. Monies in the MOST fund are continuously appropriated, and unspent monies remain in the fund for use in a future fiscal year.

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

By Rule, allowable expenses fall into three categories: 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.

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 FY2014-15, MOST statute required that the HSO utilize a portion of MOST funds to promote training and motorist awareness of motorcycles. The HSO, working with the CDOT Public Relations department, determined to meet the statutory requirement that \$250,000 would be allocated to the Public Relations Office.

MOST Administrative Expenses

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

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

Administrative costs for the program are outlined in the MOST Rules and Regulations, section 12, paragraph A, subsection 1:

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

continued

Contract Expenses/Public Awareness

Statute mandates that the MOST program promotes motorcycle safety awareness. In SFY 2017, the CDOT Office of Communications (OC) utilized MOST funds to promote motorcycle skills training through two campaigns called *Greatness Never Stops Training*, and *Train to Rule the Road* developed in partnership with the MOST Advisory Board marketing work group. Based on a review of increased fatality data and insights from the Advisory Board, MOST decided to focus its efforts to promote a safety training campaign for motorcyclists of all ages and experience levels that no matter your age or how long you've been riding, it is always a good thing to build your riding skills.

Motorcyclists make up just three percent of vehicles on Colorado's roadways but account for 20% of overall fatalities. Nationally, per vehicle mile traveled, motorcyclist fatalities occurred 29 times more frequently than passenger car occupants in a traffic crash. These fatalities tend to peak during the summer months with more motorcycles on the road.

Head injury is the leading cause of death in motorcycle crashes. Nationally, 740 lives could have been saved last year if helmets were worn by all motorcyclists. Colorado does not require adult motorcyclists to wear helmets.

Additional Performance Measures

Safety Training Campaigns

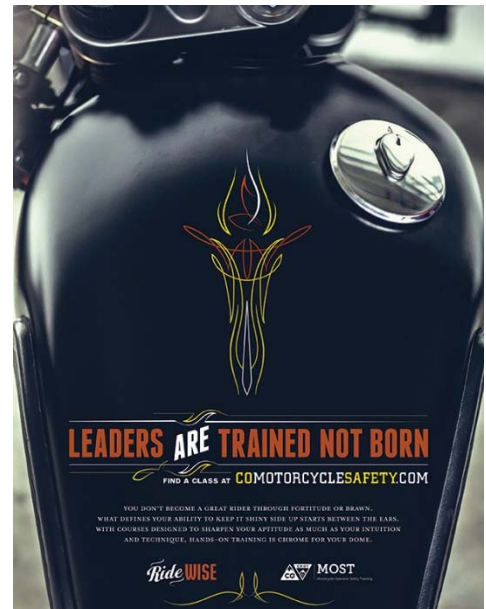
The campaign tactics included:

- Billboards/Posters
- Web banners
- Online video

These are all running statewide.

CDOT's new 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.



Additional Performance Measures

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

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	2012	2013	2014	2015
Adams	14,377	15,224	15,435	15,985
Alamosa	505	533	513	532
Arapahoe	15,351	15,868	16,242	15,921
Archuleta	631	669	678	704
Baca	147	144	130	126
Bent	117	122	110	125
Boulder	10,502	10,710	10,718	10,619
Broomfield	1,960	2,039	2,040	2,106
Chaffee	1,157	1,213	1,255	1,270
Cheyenne	85	87	81	84
Clear Creek	689	688	693	709
Conejos	324	331	332	338
Costilla	163	172	172	193
Crowley	99	108	111	114
Custer	290	317	324	316
Delta	1,291	1,339	1,345	1,374
Denver	12,347	13,055	13,398	13,651
Dolores	110	112	112	120
Douglas	10,225	10,488	10,634	10,668
Eagle	2,142	2,250	2,237	2,366
El Paso	23,278	23,720	24,059	23,647
Elbert	1,362	1,435	1,462	1,598
Fremont	2,437	2,489	2,525	2,563
Garfield	2,247	2,363	2,398	2,409
Gilpin	486	531	522	554
Grand	765	785	793	851
Gunnison	891	950	947	937
Hinsdale	82	78	77	97
Huerfano	263	269	269	300
Jackson	69	74	76	66
Jefferson	22,838	23,642	23,755	23,669
Kiowa	49	49	50	43
Kit Carson	323	363	358	349
La Plata	2,831	2,960	2,998	2,919
Lake	280	303	304	320

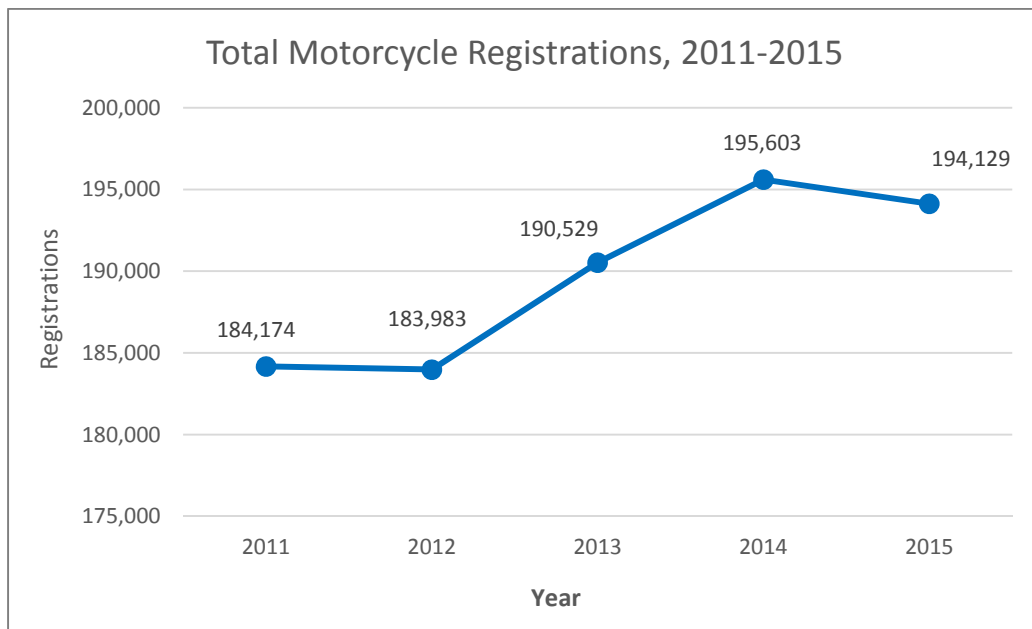
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Additional Performance Measures

Motorcycle Registrations by County*				
County	2012	2013	2014	2015
Larimer	13,341	13,720	14,093	14,373
Las Animas	623	644	640	630
Lincoln	197	184	189	192
Logan	840	932	952	891
Mesa	5,915	6,117	6,216	6,102
Mineral	74	75	73	76
Moffat	551	576	564	555
Montezuma	1,033	1,036	1,048	1,032
Montrose	1,574	1,583	1,605	1,574
Morgan	1,060	1,097	1,123	1118
Otero	753	751	747	719
Ouray	396	391	402	421
Park	1,318	1,381	1,473	1,503
Phillips	225	231	237	234
Pitkin	1,264	1,333	1,327	1,363
Prowers	416	419	396	427
Pueblo	5,727	5,777	5,907	5,888
Rio Blanco	266	250	240	244
Rio Grande	487	505	497	494
Routt	1,345	1,390	1,351	1,440
Saguache	286	290	287	269
San Juan	77	85	82	86
San Miguel	605	639	612	613
Sedgwick	97	106	110	113
Summit	1,326	1,413	1,423	1,505
Teller	1,609	1,643	1,674	1,648
Washington	201	210	217	228
Weld	10,753	11,298	11,598	11,938
Yuma	463	487	481	478
State Issued	448	486	2,886	332
TOTAL	183,983	190,529	195,603	194,129

*At the time of publication, the number of motorcycle registrations for calendar year 2015 was the most current information available (Information from the Colorado Department of Revenue 2015-2016 Annual Report).

Additional Performance Measures



Source: Department of Revenue 2016 Annual Report





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 Executive Director of the Department of Transportation:
 - Two members who represent MOST vendors
 - Bill Souder, Motorcycle Riding Training Center
 - Dave Tolbert, Motorcycle Training Academy
 - One member who represents retail motorcycle dealers
 - Adam Levy, Motorcycle Depot
 - One member who represents third-party testers
 - Bob Frank, Black B.A.G. LLC
 - One member who represents instructor training specialists
 - Greg Schmitz
 - One member who represents the motorcycle riding community
 - Kent Sundgren
 - 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
 - Daniel Jablan, Farmer's Insurance

The Motorcycle Operator Safety Advisory Board meetings were held quarterly on the following dates: August 12, 2016, November 10, 2016, February 9, 2017, and May 15, 2017.

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

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

Motorcycle 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.



Contact Information



For more information about the MOST program, please contact:

Glenn Davis
MOST Program Administrator
Colorado Department of Transportation
Office of Transportation Safety
4201 E. Arkansas Avenue, 3rd floor
Denver, CO 80222

303.757.9462 phone
303.757.9078 fax
glenn.davis@state.co.us

Major Jon Barba
MOST Program Safety
Colorado State Patrol
Colorado Department of Public Safety
15075 S. Golden Road
Golden, CO 80401

303-273-1875 phone
303-273-1939 fax
jon.barba@state.co.us

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Editing and Graphic design by:

Christine Demont
Injury Epidemiologist
Colorado Department of Public Health and Environment
4300 Cherry Creek Drive South
Denver, CO 80246
303-692-3057 christine.demont@state.co.us

Colorado Department of Transportation

Office of Transportation Safety
Highway Safety Office



www.comotorcyclesafety.com