Annual Report

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COLORADO Motorcycle Operator Safety Training (CO MOST)

State Fiscal Year 2022/2023

Tony Galles CO MOST Instructor of the Year

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Motorcycle Operator Safety Training (MOST) Mission

CO MOST will provide a safe motorcycling program that '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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Collaboration/Co-Teaching　　　　Continuing Education　　　　Risk Adversity
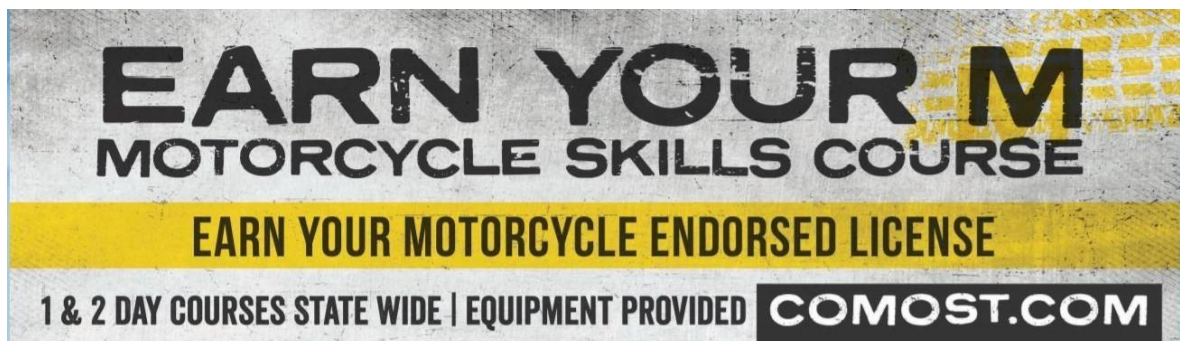
Introduction

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, active-duty military personnel and adults with a valid driver's licenses and are eligible for a motorcycle license in the same state.

Both CDOT and CO track 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, vendors, and locations of training which is based off the Fiscal Year (FY).

In State FY 2022/2023 CO MOST approved curricula courses were offered in 13 counties, which is a decrease of two countries from FY 2022. These counties account for 63% of Colorado's 183,193 registered motorcycles (an increae of 9,181 registered motorcycles as compared to FY 2021/2022).

CO MOST believes that the first step in addressing the motorcycle crash picture lie in quality approved training courses that focus on the rider's skill level and assists in reduction of motorcycle fatalities and crashes. The number of motorcyclist fatalities in CY 2022 hit peak with 148 after a decline in CY 2021 to 135, an increase of 8.8%. The CO MOST program believes this is a troubling and is working with key stakeholders to address the trend.

Conventional wisdom would indicate that the solutions lie in proper instruction, safety equipment, and strict enforcement. In further analysis of the CY 2022 data, 75 riders, or 50.7% of motorcycle fatalities, were not wearing helmets. As compared to CY 2021 where 50 riders or 37% of motorcycle fatalities were not wearing a helmet. This may indicate that helmet use has a significant impact in the outcome of the crash.

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Education also contributes to that proper instruction, and to that end, CO MOST has worked diligently to provide marketing of the CO MOST program and the CO MOST vendors to the riding public. During FY 2022/2023, the CO MOST vendors saw a continual stream of students to a CO MOST approved course. United States Motorcycles market lost moderately last year. During 2022, the market moderately declined, ending the year with 556K or -2.9% growth.

This coupled with the overall increase in motorcycle fatalities codifies the need to continue training students. The following report details how the CO MOST program through safety training has started to 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, and consistent with best practices. The office shall contract with CO MOST vendors to provide training for the program.

The Colorado State Patrol administers the Colorado Motorcycle Operator Safety Training Program through the Special Operations Unit.

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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 by the Model National Standards for Entry-Level Motorcycle Rider Training in effect as of January 2021. It is important to note that the approved Basic Rider courses and Instructor courses include information and instruction on the impact of alcohol and drugs on the operation of motorcycles.

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.

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 2022/2023, CSP contracted with 19 CO MOST vendors to provide the training programs. These vendors completed 1,692 CO MOST approved curricula courses.

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NHTSA TECHNICAL ASSESSMENT

On August 1-5, 2022 the State of Coloradoloradolorado brought in the National Highway Traffic Safety Administration (NHTSA) to perform a technical assessment. This assessment was looked at the State as a whole, broken down into 11 sections. These 11 sections covered off on guidance, strengths, and opportunities/recommendations. Listed below is one each per section as it relates to CO MOST. The full report can be found at 10.4.22-CO Motorcycle Assessment Report Final.html

1. Program Management

   a. Guidance: Each State should have centralized program planning, implementation, and coordination to identify the nature and extent of its motorcycle safety problems, establish goals and objectives for the State's motorcycle safety program, and implement projects to reach the goals and objectives .

   b. Strength

      i. The Colorado Motorcycle Operator Safety Training program includes a robust Quality Assurance program.

      ii. The Colorado State Patrol has a dedicated position overseeing the motorcycle operator training program.

   c. Opportunities/Recommendations

      i. Increase administrative support at the Colorado State Patrol for the Colorado Motorcycle Operator Safety Training program.

2. Motorcycle Personal Protective Equipment

   a. Guidance: Each State is encouraged to have and enforce a mandatory all-rider motorcycle helmet use law. In addition, each State should encourage motorcycle riders and passengers to use the following protective equipment through an aggressive communication campaign.

   b. Strength

      i. Compliant helmet use is encouraged in multiple places, including descriptions and in videos.

   c. Opportunities/Recommendations

      i. Encourage motorcycle rider training instructors to wear full motorcyclist-specific riding gear whenever riding, to "lead by example."

3. Motorcycle Operator Licensing

    a. Guidance: States should require every person who operates a motorcycle on public roadways to pass an examination designed especially for motorcycle operation and to hold a license endorsement specifically authorizing motorcycle operation.

    b. Strength

        i. Availability to obtain a motorcycle endorsement through the Colorado Motorcycle Operator Safety Training (CO MOST) program.

    c. Opportunities/Recommendations

        i. Expand the number of third-party motorcycle skills test vendors and examiners throughout the State.

4. Motorcycle Rider Education Training

    a. Guidance: Safe motorcycle operation requires specialized training by qualified instructors.

    b. Strength

        i. Colorado Motorcycle Operator Safety Training is adequately funded to cover all administrative and contract expenses and maintains transparency in its spending.

        ii. Commitment and effort by the Colorado Motorcycle Operator Safety Training Program Coordinator and the Project Manager influence positive culture change by working collaboratively with stakeholders.

        iii. Colorado Motorcycle Operator Safety Training has a comprehensive procedure approving the curricula used in motorcycle endorsement licensing in the State of Coloradoloradolorado, it measures basic course curricula against the National Highway Traffic Safety Administration's Model National Standards for Entry-Level Motorcycle Rider Training.

        iv. Colorado Motorcycle Operator Safety Training has clearly outlined a process for the instructor/coach training and certification and recertification by a robust Policies and Procedures Manual.

        v. Reported wait times for access to a Colorado Motorcycle Operator Safety Training approved training course are acceptable by industry standards.

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vi. Colorado Motorcycle Operator Safety Training has implemented a robust Quality Assurance program that is transparent, documented, and well-articulated.

vii. Colorado Motorcycle Operator Safety Training has demonstrated a vested interest in supporting instructors with ongoing professional development.

viii. Colorado Motorcycle Operator Safety Training prepares and disseminates summary statistics in its Annual Report. These summary level statistics can be used in problem identification to inform outreach and education communication strategies across various Colorado Department of Transportation campaigns.

c. Opportunities/Recommendations

i. Restructure the Colorado Motorcycle Operator Safety Training program's budget to increase the percentage allocated for administrative expenses and retain additional permanent, full-time personnel to handle administrative tasks. This would allow the Colorado Motorcycle Operator Safety Program Coordinator to focus on higher-level, broader impact initiatives.

ii. Develop a plan that provides agency or department oversight of all motorcycle rider skills courses regardless of whether they meet the criteria for license waiver courses or not.

iii. Incentivize and/or subsidize Colorado Motorcycle Operator Safety Training approved vendors in the conduct of approved courses in under-served regions of Colorado.

iv. Continue rigorous instructor recruitment tactics, identify potential pools to recruit individuals with a mindset of safety and training.

v. Contract with a third-party vendor to design, administer, and analyze an instructor survey that aids in problem identification regarding instructor attrition.

vi. Share results with all the Colorado Motorcycle Operator Safety Training approved vendors and certified instructors, and collaboratively explore countermeasures.

vii. Encourage Colorado Motorcycle Operator Safety Training approved vendors to offer an online course that replaces the traditional classroom,

particularly in areas where access to training sites is difficult for potential students. Develop incentives as necessary and appropriate.

viii.   Lower the age requirement for instructor applicants.

ix. Hire a contractor not affiliated with the Colorado Motorcycle Operator Safety Training program or a Colorado Motorcycle Operator Safety Training approved curriculum provider to conduct an audit of the program, its contractor, and the Quality Assurance program.

5. Motorcycle Operation Under the Influence of Alcohol or Other Drugs

    a. Guidance: Each State should ensure that programs addressing impaired driving include an impaired motorcyclist component.

    b. Strength

        i. Colorado's Motorcycle Operator Safety Training program and Motorcycle Operator's Safety Advisory Board engage leaders in the motorcycling community.

    c. Opportunities/Recommendations

        i. Involve more of the enthusiastic motorcycling individuals and organizations in events that promote motorcycle safety and advocate for alcohol and drug-free vehicle operation.

6. Legislation and Regulations

    a. Guidance: Each State should enact and enforce motorcycle-related traffic laws and regulations. As part of a comprehensive motorcycle safety program each State is encouraged to have and enforce a law that requires all riders to use motorcycle helmets compliant with the Federal helmet standard.

    b. Strength

        i. Basic and advanced motorcycle rider training programs are available in Colorado to help new and experienced riders improve their skills.

    c. Opportunities/Recommendations

        i. Increase and enforce penalties for operating a motorcycle without a proper motorcycle endorsement that discourages people from operating a motorcycle in violation of the statute.

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

7. Law Enforcement

   a. Guidance: Each State should ensure that State and community motorcycle safety programs include a law enforcement component. Each State should emphasize strongly the role played by law enforcement personnel in motorcycle safety.

   b. Strength

      i. The Colorado Highway Safety Office provides data and talking points concerning motorcycle safety to partners throughout the State to help ensure consistency in messaging.

   c. Opportunities/Recommendations

      i. Increase training for law enforcement officers concerning the identification of proper mandatory safety equipment for motorcyclists, the identification of motorcycle-specific traffic infractions, and best practices for making a traffic stop of a motorcycle rider.

8. Highway Engineering

   a. Guidance: Traffic engineering is a critical element of any crash reduction program. This is true not only for the development of programs to reduce an existing crash problem, but also to design transportation facilities that provide for the safe movement of motorcyclists and all other motor vehicles.

   b. Strength: Motorcyclist Safety is part of the Strategic Transportation Safety Plan under the Vulnerable Roadway Users key emphasis area. There is a pending action regarding potential Emphasis Area task teams, which would include motorcyclist safety.

   c. Opportunities/Recommendations

      i. Provide customer service contact information to motorcycle clubs, motorcycle retailers, and the State's motorcycle education training program.

9. Motorcycle Rider Conspicuity and Motorist Awareness Program

   a. Guidance: State motorcycle safety programs, communication campaigns, and State motor vehicle operator manuals should emphasize the issues of rider conspicuity and motorist awareness of motorcycles.

   b. Strength

      i. Messages delivered in the campaigns are simple and clear.

    c. Opportunities/Recommendations

        i. Partner with subject matter experts to assist with motorcycle rider conspicuity and motorist awareness for the Colorado Motorcycle Operator's Handbook and Colorado Driver Handbook.

10. Communication Program

    a. Guidance: States should develop and implement communications strategies directed at specific high-risk populations as identified by data.

    b. Strength

        i. The ability to contract with other organizations for professional services in the creation and distribution of motorcycle safety messages brings in additional creativity and innovation.

    c. Opportunities/Recommendations

        i. Contract professional services to design, distribute, and analyze a survey for the specific purpose of collecting data about current attitudes and behaviors of motorcyclists, including hard-to-reach motorcyclists.

11. Program Evaluation and Data

    a. Guidance: Both problem identification and continual evaluation require effective record keeping by State and local government. The State should identify the frequency and types

        i. of motorcycle crashes. After problem identification is complete, the State should identify appropriate countermeasures.

    b. Strength

        i. The Statewide Traffic Records Advisory Committee (STRAC) membership includes all agencies that collect or utilize motorcycle safety data, except for the Colorado State Patrol, Motorcycle Operator Safety Training program; however, the Colorado State Patrol has a seat on the STRAC, and the representative serves as the current chairperson.

    c. Opportunities/Recommendations

        i. Create a data visualization tool for crash data that is accessible to the public.

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 CY 2022 is preliminary and will not be finalized until December 31, 2023.

Data pertaining to all motorcycle crashes were acquired from the State of Coloradoloradolorado DRIVES system and CDOT's Traffic and Safety Engineering Branch. Motorcycle crash data from CY 2022 is also preliminary and will not be finalized until December 31, 2023.

FARS Motorcyclist Fatalities – CY 2022

- 148 motorcyclists were killed in motorcycle crashes in CY 2022, 136 were male and 12 were female. Of the motorcycle fatalities, 139 were motorcycle operators and 9 were motorcycle passengers.

- Motorcyclist fatalities represented 19.4% of Colorado's total traffic fatalities (148 of 764).

- 112, or 80.6%, of motorcycle operators involved in fatal crashes were determined to be "at fault."

- In CY 2022, 41 motorcycle operators (29.5%) that were killed in a fatal crash tested positive for alcohol (BAC >=0.08).

- Motorcyclist fatalities aged 40 and over represented 56% in 2017, 55% in 2018, 52% in 2019, 51% in 2020, 54% in 2021 and 45% in 2022.

- In CY 2022, 50.7% of motorcycle fatalities (count 75) were not wearing a helmet, which is an increase from 37% in CY 2021.

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Collaboration/Co-Teaching   Continuing Education   Risk Adversity

Annual Motorcyclist Fatalities[1]

County	2018	2019	2020	2021	2022	Total by County
El Paso	12	19	26	19	25	101
Jefferson	12	13	15	16	18	74
Adams	10	10	12	13	13	58
Denver	7	15	11	13	12	58
Larimer	9	8	8	6	11	42
Pueblo	8	4	9	12	5	38
Arapahoe	9	2	8	7	10	36
Weld	3	5	9	7	5	29
Douglas	3	3	8	6	8	28
Mesa	6	2	7	5	4	24
Boulder	3	4	0	5	10	22
Garfield	2	2	1	1	4	10
Fremont	1	1	2	5	0	9
Park	1	0	3	2	2	8
Broomfield	0	2	2	2	1	7
Custer	1	0	3	0	3	7
Gunnison	5	1	1	0	0	7
Teller	1	0	3	0	2	6
Chaffee	0	4	0	1	0	5
La Plata	2	0	0	3	0	5
Montezuma	0	0	0	2	3	5
Montrose	1	0	2	0	2	5
Pitkin	0	2	1	1	1	5
Clear Creek	0	1	1	1	0	3
Delta	1	0	1	0	1	3
Eagle	0	0	0	2	1	3
Grand	1	1	1	0	0	3
Elbert	0	0	2	0	0	2
Logan	0	0	0	1	1	2
Mineral	0	0	0	1	1	2
Rio Blanco	0	1	1	0	0	2
Rio Grande	0	1	0	1	0	2
San Miguel	0	0	0	1	1	2
Alamosa	0	0	0	0	1	1
Gilpin	0	0	1	0	0	1

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

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Annual Motorcyclist Fatalities by County, 2018-2022 Continued						
County	**2018**	**2019**	**2020**	**2021**	**2022**	**Total by County**
Hinsdale	0	0	1	0	0	1
Huerfano	1	0	0	0	0	1
Lake	0	0	0	0	1	1
Las Animas	1	0	0	0	0	1
Moffatt	0	1	0	0	0	1
Morgan	0	0	0	0	1	1
Otero	0	0	0	1	0	1
Ouray	0	0	0	1	0	1
Routt	0	1	0	0	0	1
Saguache	0	0	0	0	1	1
San Juan	1	0	0	0	0	1
Summit	0	0	1	0	0	1
Washington	1	0	0	0	0	1
Yuma	1	0	0	0	0	1
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
Jackson	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
Sedgewick	0	0	0	0	0	0
Total	103	103	140	135	148	629

CO MOST vendors provide courses within seven of the ten counties that had five or more fatalities.

The three counties that do not have a vendor located with the county lines have vendors within adjacent counties.

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

Motorcyclist Fatalities by Age Group, 2018-2022					
Age	2018	2019	2020	2021	2022
< 20	4	3	1	10	5
20 – 29	20	23	40	20	44
30 – 39	22	21	27	32	33
40 – 49	18	22	26	16	21
50 – 59	19	16	20	29	24
60 – 69	15	15	19	20	15
> 70	5	3	7	8	6
Total	103	103	140	135	148

The largest surprise is the over 100% increase in the 20-29 year old age group. As the previous year the same age group had a 100% decrease in fatalites. For FY24 CO MOST will re asses advertising campagain towards that age group.

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Collaboration/Co-Teaching   Continuing Education   Risk Adversity

Annual Motorcycle Crashes[2]

	Top Violations among at-Fault Motorcycle Operators in a Crash, CY 2022				
Ranking	Violation	All At-Fault Motorcycle operators (count) (n=1,403)	All At-Fault Motorcycle operators (percent)	MOST students[7] (count) (n=74)	MOST students (percent)
1	Careless Driving	449	32.0%	22	29.7%
2	Following Too Closely	66	4.7%	3	4.1%
3	Reckless Driving	60	4.3%	5	6.8%
4	Careless Driving Caused Bodily Injury	41	2.9%	5	6.8%
5	Failed to Drive in Single Lane	24	1.7%	1	1.4%
6	Failed to Drive in Designated Lane	14	1.0%	0	0.0%
7	Drive Vehicle While Under the Influence of Alcohol or Drugs or Both	13	0.9%	0	0.0%
8	Operated MC without Endorsement	12	0.9%	1	1.4%
9	Drove Vehicle Improperly on Mountain Highway	12	0.9%	1	0.0%
10	Failed to Obey Traffic Control Signal	10	0.7%	2	2.7%

Colorado Revised Statutes 42-4-1402. Any person who drives any motor vehicle, bicycle, or motorized bicycle in a careless and imprudent manner, without due regard for the width, grade, curves, corners, traffic, and use of the streets and highways and all other attendant circumstances, is guilty of careless driving

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[2] 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. 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. Excludes the leading human factor 0, "No Apparent Contributing Factor," and unknown for all at-fault motorcycle operators and for MOST students.

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Collaboration/Co-Teaching   Continuing Education   Risk Adversity

		Top First Harmful Event[3] – Prevalence in Motorcycle At-Fault Crashes, CY 2022				
Ranking	First Harmful Event (FHE)	All At-Fault Motorcycle operators (count) (n=1,403)	All At-Fault Motorcycle operators (percent)	MOST students (count) (n=74)	MOST students (percent)
1	Overturning/Rollover (non-collision)	430	30.6%	25	33.8%
2	Front to Rear	202	14.4%	7	9.5%
3	Front to Side	180	12.8%	10	13.5%
4	Curb	117	8.3%	8	10.8%
5	Side to Side- Same Direction	58	4.1%	3	4.1%
6	Ground	52	3.7%	3	4.1%
7	Wild Animal	50	3.6%	0	0.0%
8	Front to Front	37	2.6%	0	0.0%
9	Other (non-collision)	33	2.4%	1	1.4%
10	Parked Motor Vehicle	31	2.2%	5	6.8%

[3] 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.

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Annual Motorcycle Crashes[4]

	Top Human Contributing Factors of At-Fault Motorcycle Operators in a Crash, CY 2022				
Ranking	Human Factor	All At-Fault Motorcycle operators (count) (n=1,403)	All At-Fault Motorcycle operators (percent)	MOST students (count) (n=74)	MOST students (percent)
1	Aggressive Driving*	254	18.1%	15	20.3%
2	Driver Inexperience**	220	15.7%	24	32.4%
3	Other Contributing Factor	124	8.8%	4	5.4%
4	Driver Unfamiliar with Area	55	3.9%	1	1.4%
5	Distracted/Other Exterior	45	3.2%	3	4.1%
6	Looked/did not see	42	3.0%	3	4.1%
7	Age/driver ability	39	2.8%	2	2.7%
8	Asleep/fatigued	10	0.7%	1	1.4%
9	Sun glare	10	0.7%	0	0.0%
10	Distracted/Manipulating Vehicle Control	7	0.5%	1	1.4%

*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 on education campaign, to broaden riders perspective of the consequences of their behavior.

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

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[4] 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. 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. Excludes the leading human factor 0, "No Apparent Contributing Factor," and unknown for all at-fault motorcycle operators and for MOST students.

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

	Top Movements of At-Fault Motorcycle Operators in a Crash, CY 2022				
Ranking	Vehicle Movement	All At-Fault Motorcycle operators (count) (n=1,403)	All At-Fault Motorcycle operators (percent)	MOST students (count) (n=74)	MOST students (percent)
1	Going Straight	643	45.8%	31	41.9%
2	Negotiating a Curve	209	14.9%	15	20.3%
3	Out of Control	129	9.2%	6	8.1%
4	Making Left Turn	68	4.8%	7	9.5%
5	Other	64	4.6%	1	1.4%
6	Slowing	54	3.8%	1	1.4%
7	Passing	49	3.5%	2	2.7%
8	Making Right Turn	48	3.4%	3	4.1%
9	Improper Passing on Left	46	3.3%	6	8.1%
10	Improper Passing on Right	40	2.9%	0	0.0%

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Collaboration/Co-Teaching   Continuing Education   Risk Adversity

Annual Motorcycle Crashes[5]

Helmet Use Among Motorcycle Operators in a Crash, CY 2022				
Helmet Status*	All Motorcycle operators (count) (n=2,021)	All Motorcycle operators (percent)	MOST students (count) (n=110)	MOST students (percent)
Helmet Properly used	892	44.1%	68	61.8%
No Helmet	560	27.7%	5	4.5%
Helmet Improperly used	36	1.8%	3	2.7%
Available, not used	26	1.3%	1	0.9%
Unknown	507	25.1%	33	30.0%

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

License Endorsement Compliance among all Motorcyclist Operators Involved in a Crash, CY 2022				
License Endorsement Status	All Motorcycle operators (count) (n=2,021)	All Motorcycle operators (percent)	MOST students (count) (n=110)	MOST students (percent)
Endorsement Required & Complied With	895	44.3%	81	73.6%
Endorsement Required & Not Complied With	952	47.1%	25	22.7%
Endorsement Compliance Not Known	174	8.6%	4	3.6%

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[5] 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.

Annual Motorcycle Crashes[6]

	Top 5 Road Descriptions among Motorcycle Crashes, CY 2022				
Ranking	Road Description	All Motorcycle Crashes (count) (n=2,021)	All Motorcycle Crashes (percent)	Crashes with MOST students (count) (n=110)	Crashes with MOST students (percent)
1	Non-intersection	912	45.1%	47	42.7%
2	At intersection	700	34.6%	37	33.6%
5	Intersection Related	202	10.0%	12	10.9%
4	Driveway Access Related	123	6.1%	7	6.4%
5	Ramp	36	1.8%	4	3.6%

	Condition of Road among Motorcycle Crashes, CY 2022				
Ranking	Road Condition	All Motorcycle Crashes (count) (n=2,021)	All Motorcycle Crashes (percent)	Crashes with MOST students (count) (n=110)	Crashes with MOST students (percent)
1	Dry	1,928	95.4%	104	94.5%
2	Wet	52	2.6%	0	0.0%
3	Sand/Gravel	22	1.1%	3	2.7%
4	Dry W/Visible Icy Road Treatment	5	0.2%	1	0.9%
5	Icy	3	0.1%	0	0.0%

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[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 rounding or only listing top descriptions.

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Collaboration/Co-Teaching   Continuing Education   Risk Adversity

Motorcycle Registration

Motorcycle Registrations by County[7,8]

County	FY 2019	FY 2020	FY 2021	FY 2022	FY 2022/2023
Adams	15,351	14,037	13,525	13,369	14,425
Alamosa	558	540	496	455	537
Arapahoe	14,999	13,499	12,914	12,068	13,066
Archuleta	789	798	790	824	890
Baca	153	153	144	139	155
Bent	122	123	133	118	136
Boulder	10,147	9,186	8,938	8,375	8,671
Broomfield	2,025	1,842	1,766	1,688	1,834
Chaffee	1,422	1,357	1,391	1,75	1,535
Cheyenne	77	75	85	74	80
Clear Creek	696	656	630	575	659
Conejos	338	348	335	307	331
Costilla	181	185	183	216	231
Crowley	123	122	126	127	142
Custer	336	327	298	329	370
Delta	1,505	1,483	1,423	1,451	1,625
Denver	12,870	11,070	11,011	9,995	10,854
Dolores	110	109	100	98	103
Douglas	10,850	10,005	9,848	9,528	11,073
Eagle	2,323	2,240	2,055	2,041	2,250
El Paso	23,453	22,024	21,658	20,848	23,259
Elbert	1,635	1,558	1,561	1,568	1,829
Fremont	2,693	2,624	2,516	2,571	2,771
Garfield	2,361	2,218	2,086	2,110	2,380
Gilpin	558	526	484	464	517
Grand	935	909	880	829	1,004
Gunnison	1,025	954	925	864	1,027
Hinsdale	88	74	68	56	70
Huerfano	349	351	350	325	371
Jackson	77	71	78	82	95

[7] Table information on this page for FY 2019-2023 is sourced from Colorado Department of Revenue Annual

Reports, available at: https://www.colorado.gov/pacific/revenue/annual-report

[8] FY 2023 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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Collaboration/Co-Teaching   Continuing Education   Risk Adversity

Jefferson	22,740	20,373	19,460	18,197	19,935
Kiowa	54	59	59	53	57
Kit Carson	285	263	246	229	295
La Plata	2,859	2,735	2,728	2,621	2,939
Lake	322	317	317	340	383
Larimer	14,130	13,307	12,547	12,047	13,505
Las Animas	617	543	577	582	646
Lincoln	225	216	192	184	209
Logan	862	857	799	807	876
Mesa	6,379	6,162	6,091	6,014	6,837
Mineral	70	73	65	54	71
Moffat	531	487	430	422	514
Montezuma	1,050	990	979	958	1,067
Montrose	1,744	1,798	1,830	1,799	2,126
Morgan	1,062	1,046	1,057	1,002	1,109
Otero	664	638	627	603	677
Ouray	470	455	460	456	546
Park	1,476	1,415	1,377	1,342	1,491
Phillips	232	233	215	210	244
Pitkin	1,269	1,159	1,091	1,002	1,133
Prowers	398	396	395	423	450
Pueblo	5,815	5,262	4,958	5,044	5,678
Rio Blanco	240	230	220	197	225
Rio Grande	475	455	437	423	513
Routt	1,424	1,373	1,315	11,189	1,324
Saguache	291	280	274	290	305
San Juan	69	78	79	79	97
San Miguel	615	605	561	564	588
Sedgwick	111	115	113	98	112
Summit	1,616	1,406	1,364	1,327	1,544
Teller	1,769	1,669	1,633	1,609	1,745
Washington	260	234	235	246	233
Weld	12,421	11,800	11,579	11,658	12,933
Yuma	461	439	425	405	462
State Issued	248	183	53	44	34
TOTAL	191,403	177,115	171,585	174,012	183,193

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

CO MOST Annual Report

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

Availability of Training Throughout the State[9]

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 2022	Aug 2022	Sept 2022	Oct 2022	Nov 2022	Dec 2022	Jan 2023	Feb 2023	Mar 2023	Apr 2023	May 2023	June 2023
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
Delta	X	X	X						X	X	X	X
El Paso	X	X	X	X	X	X	X	X	X	X	X	X
Garfield	X											X
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
Logan	X	X									X	X
Mesa	X	X	X	X					X	X	X	X
Montrose	X	X	X	X						X	X	X
Summit	X	X										
Weld	X	X	X	X	X			X	X	X	X	X

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[9] Table information on this page is sourced from Colorado Motorcycle Operator Safety Training program.

CO MOST Annual Report

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

Availability of Training Throughout the State[17]

Availability of Training throughout the State by Registration

In FY 2022/2023, CO MOST approved courses were offered in 13 counties. These counties account for 67.1% of Colorado's registered motorcycles. Data from the Colorado Department of Revenue shows 183,193 motorcycles registered in fiscal year 2022.

Motorcycle Registrations Fiscal Year 2022	Total 183,193	Percentage 100%

	COLORADO COUNTIES where training is provided	County Motorcycle Registrations	Percentage of Total State Motorcycle Registrations
1	El Paso	23,259	18.9%
2	Jefferson	19,935	16.2%
3	Adams	14,425	11.7%
4	Larimer	13,505	10.6%
5	Arapahoe	13,066	11.0%
6	Weld	12,933	10.5%
7	Mesa	6,837	5.6%
8	La Plata	2,939	2.4%
9	Garfield	2,380	1.9%
10	Montrose	2,126	1.7%
11	Delta	1,625	1.3%
12	Summit	1,544	1.3%
13	Logan	876	0.7%
	Total	115,450	63.2%

In FY 2022/2023 the Publeo range and the Broomfield ranges shut down. The Publeo range due to lack of instructor and Broomfiled due to vendor lost the range at the mall.

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

CO MOST Annual Report

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

CO MOST Instructors

The key to the success of the CO MOST program is the instructors. CO MOST utilized approximately 154 CO MOST Instructors throughout the year. They have the opportunity to make a transformational impact on each student and save their lives. This transformational impact is accomplished through the utilization of Professional Development Workshops (PDW) programs, Quality Assurance (QA) assessments, and MOST Instructor training is intended to ensure that the educational experience is not transactional, but transformational.

Of the 154 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 2022/2023 rule-making session 8 CCR 1507-56 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. During FY 2022/2023 the number of courses completed went from FY 22- 1605 to FY 23- 1692. An increase of 87 courses offered to the residents of Colorado. Therefore the increase

CO MOST Annual Report

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

in required courses has performed as it was intended as well as providing the CO MOST Instructor with at least one more day of teaching to enhance their skill as a CO MOST Instructor.

CO MOST Instructor Training

Throughout the country, the majority of states are still struggling to train enough coaches to meet the demand for training. CO MOST approved and funded three MSF RiderCoach Preps (RCPs) during FY 2022/2023 that successfully trained 24 candidates. CO MOST vendors provide a Pre-Instructor training apprenticeship program that prepares the candidate for the training so they are better equipped when entering the RCP.

CO MOST also ensures Post-Instruction Mentorship training that enables the new instructo to refine their skill through two Mentorship courses. This allows for some on the job training in a controlled environment so they get real life experience.

The sites of the RCP were:

- Colorado Springs
- Lakewood
- Loveland
- CO MOST was unable to secure enough candidates to sponsor a RCP on the Western Slope of Colorado.
- CO MOST approved and funded four Total Control Instructor Training programs.
- CO MOST was fortunate to have two 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 Coloradoloradolorado training schools are privately run businesses that can set their own price.

For FY 2022/2023 the course fee for the:

- 2 day BRC ranged from $229 to $395
- 1 day BRC 2 or IRC ranged from $200 to $250
- 3 Wheel BRC ranged from $99 to $350

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

FY 2022/2023 CO MOST Program Revenue and Expenses

Revenue (endorsements and registrations)		
Beginning Balance		$1,855,589.48
Revenue (endorsements and registrations)		$878,023.11
Revenue (interest)		$55,663.00
15% allowed for Administration	$131,703.47	
Total Budget		$2,789,275.59
EXPENSES		
5.1.1 Administrative Expenses		
Payroll	$73,170.00	
Payroll Expenditures	$16,689.24	
Operating	$14,863.48	
Total Administrative	**$104,722.72**	
5.1.2 Contract Expenses		
Public Relations/Professional Development Workshops	$59,167.19	
Program Promotion	$231,702.98	
MOST Instructor Training*	$67,723.94	
MSF Contract	$319,920.00	
Total Contract Expenses	**$678,514.11**	
5.2 Vendor Reimbursements/Mobile		
Training/Travel	**$37,023.46**	
Total Expenditures	**$820,260.29**	
CARRY FORWARD for FY 2023/20244		**$1,969,015.3**

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

CO MOST Annual Report

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

FY 2023 CO MOST Program Expenditures

Admin Cost			Marketing	
Adobe	$222.72		Bonneville	$84,755.00
Amazon Office	$887.54		iHeart Media	$135,669.83
Awards	$405.93		Ride Day	$3,600.00
Cell Phone/Wifi	$968.52		Mobile Billboard	$3,600.00
Design Work	$955.50		Interface_Maps_Posters	$3,817.80
Host Gator	$440.28		**TOTAL**	$231,702.98
Marketing_$99 Social	$1,188.00			
Marketing_Pamphlet	183.20		**Mobile Training**	
MOSAB	$251.60		Abate	$13,049.82
MOSAB Transcription	520.20		Ace	$23,973.64
Office Depo/Office Max	$687.89		**TOTAL**	$37,023.46
Postage	$1,091.24			
Sexual Harassment and Diversity Training	$3,520.00		**PDW/PUBLIC RELATIONS**	
Survey Monkey	$384.00		Skills Test	$779.00
Vendor Conference	$2,568.15		Ride Day_MSF	$6,664.00
Website Update	$129.87		Ride Day_Training & Events	$14,525.00
TOTAL	$14,863.48		Range Cards	$19,819.43
			Shipping	$386.61
RCP (Contract Expense)			Statewide PDW's	$5,665.00
QA	$10,195.25		QASCC Training	$11,328.15
Range Rental	$16,000.00		**TOTAL**	$59,167.19
TCTI	$2,343.75			
RCTP	$20,933.54		**CONTRACT**	
Trainer Fee	$18,251.40		MSF Annual Contract	$319,920.00
TOTAL	$67,723.94			

CO MOST Annual Report

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

Funding and Expenditures

FY 2022/2023 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 $878,023.11. CO MOST collected interest revenue of $55,663.00.

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 CRS §43-5-503 (1) (e), 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.

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Collaboration/Co-Teaching   Continuing Education   Risk Adversity

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

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

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

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 2022/2023, the CO MOST Program started its second year of a five-year contract between the State of Coloradoloradolorado 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 five years (FY 2022- FY 2027).

CO MOST Annual Report

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

Performance Measures

FY 2018-2023 Students Trained by MOST Program Vendors						
VENDOR	2018	2019	2020*	2021	2022	2023
1st Skills Driving & Riding School[1]	0	0	22	62	62	51
ABATE of Colorado	1,257	1,214	864	1,222	1,254	1,128
ACE Rider[2]	0	0	0	32	155	214
ASH Motorsports LLC (Harley- Durango)	12	183	183	195	220	188
Black Bag[3]	199	215	185	133	0	0
Chain Reaction Motorcycle School[5]	0	0	0	0	203	369
Clutch Motorcycle School[1]	0	0	140	1,053	1,306	1,552
Colorado Motorcycle Academy[7]	210	282	375	375	236	0
Full Throttle[6]	996	636	0	0	0	0
G Force	470	547	489	672	585	637
Harley Davidson—Avalanche[1]	0	0	87	230	137	147
Harley Davidson—Grand Junction	0	125	190	202	217	203
Harley Davidson—Greeley (John Elway)	77	125	163	265	257	268
Harley Davidson—Mile High	143	297	131	270	208	256
Harley Davidson—Pikes Peak[2]	0	0	0	10	96	252
Harley Davidson—Rocky Mountain[7]	76	139	46	0	0	0
Harley Davidson—Thunder Mountain[9]	269	308	363	466	136	0
Iron Buffalo Motorcycle School	0	538	658	1,369	1,254	814
Mighty Quinn Motorcycle Training[8]	227	0	0	0	0	0
Motorcycle Rider Training Center	634	417	616	521	521	594
Motorcycle Training Academy	1,987	2,424	3,335	3,544	3,544	3,524
Ricky Orlando Motorcycle School	173	232	348	112	112	0
Sleeping Giant Motorsports[7]	10	0	0	0	0	0
T3RG[4]	491	451	628	649	649	474
TOTALS	7,881	7,640	7,420	11,483	10,865	10,671

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

* All Vendors affect by the 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) The vendor Sold the business to Motorcycle Training Academy
4) The vendor lost use of the range and subsequently sold the business
5) New vendor as of FY 2022, purchased Ricky Orland Motorcycle School
6) The vendor was inactivated by MSF May 2019
7) The vendor decided to no longer provide Motorcycle Training
8) Vendor Acquired by Iron Buffalo Motorcycle School
9) The Vendor partnered with Clutch Motorcyle School with courses being offered on Thunder Mountain range.

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

Performance Measures

CO MOST Students by Course

Course		FY 2021/2022	FY 2022/2023	% Change
BRC		9,130	8,726	-4%
BRC2/Intermittent		1,447	1,756	+21%
3 Wheel		2,88	189	-34%

CO MOST Students by Course Delivery Method

Student enrollment by Course Delivery Method	Number of Students
MSF BRC e3x5x10	2,929
MSF eP1x11	5,065
MSF BRC2 e2x3x5	528
MSF BRC2 LWep2x6	1,181
MSF 3 Wheel BRC	52
MSF 3 Wheel ep1x7-9	102
Total Control BRC	732
Total Control IRC	47
Total Control 3 Wheel	35

FY23 was the 1st year that MSF's new curriculum delivery model was used. It was approved to be offered in the state at the end of FY22

CO MOST Annual Report

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

CO MOST Students by Age

Age	<20	20-29	30-39	40-49	50-59	60-69	>70
	1,156	3,932	2,527	1,514	1,097	390	73
% of Total	10.8%	36.8%	23.7%	14.2%	10.1%	3.7%	0.7%

CO MOST Students by Gender

Gender		FY 2022	% of Courses	FY 2022/2023	% of Courses
Female		2,809	26%	2,649	25%
Male		8,056	724	8,022	75%

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Collaboration/Co-Teaching   Continuing Education   Risk Adversity

MOST Students Pass Rate*

Course	Students Pass	Pass Rate
BRC	7,391	93.0%
BRC2/Intermittent	1,647	98.3%
3 Wheel	179	100%

* Pass rate is based on those who successfully complete the course vs those students that failed. Does not take into consideration those students who dropped early or dropped late.

MOST Students Fail or Drop of Courses*

Course	Failed	Drop Early	Drop Late	Total
BRC	610	319	328	1257
BRC2/Intermittent	30	29	16	75
3 Wheel	0	2	8	10

* Drop Early is defined as a student who officially enrolled in a course but self-drops out before completing the end of Day 1 range. Drop Late is defined as a student who is officially enrolled in a course but self-drops out before completing the end of Day 2 range.

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

MOST Students Return Rate and Pass Rate*

Course	Returning Student	Return Rate	Students who Passed	Pass Rate after Fail or Drop
BRC	323	25.7%	298	92.3%
BRC2/Intermittent	45	60.0%	44	97.8%
3 Wheel	1	20%	1	100%

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

CO MOST Annual Report

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

MOST Course Curricula Delivery Model*

Course Type	MSF e3x5x10	MSF eP1x11	Total Control BRC	Classes Offered
BRC	512	755	84	1,351
Course Type	MSF e2x3x5	MSF eP2x6	Total Control Intermediate	Classes Offered
BRC2/Intermittent	92	201	14	307
Course Type	MSF 3WBRC	3WBRC-eP1x7-9	Total Control 3 Wheel Riding	Classes Offered
3 Wheel	8	19	7	34
Total Courses				
				1692

CO MOST Annual Report

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

CO MOST Pillars of Operation

CO MOST three pillars of operation strategic plan.
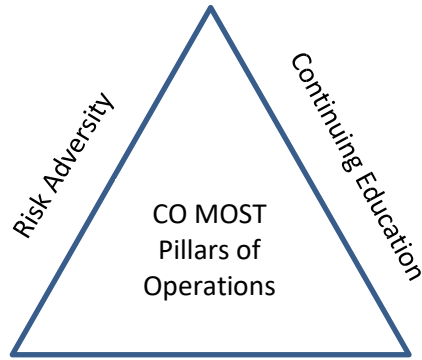
Collaborative/Co-Teaching Model

1. Continuing Education

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

a. Keeps them up to date with curriculum standards

b. Puts them in the role of a student in order to stay humble while instructing new motorcycle riders.

c. Positions them to be referenced as a professional

d. Decreases their risk adversity by working on those skills that have been defined as needing mastery.

2. Risk Adversity

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

a.   Injuries on the training sites

b.   Lawsuits if an incident does occur on the training site

c.   The inability to 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.

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

Stakeholder Engagement

CO MOST Vendor Conference

CO MOST had its 4th annual CO MOST Vendor Conference on February 23, 2022. 17 of the 19 CO MOST vendors were able to attend the meeting. The meeting agenda included:

- Case study related to Waivers and Skills Test Scoring

- Discussion of Compliance Audits, Case Study, incident report, and waiver with Janice Bagley of Affordable Home Solutions Insurance.

- Ride Day program

- Protocols related to active shooter and concussion

- Growth of Mobile Training to reach the demand of unserved markets in Colorado

- Discussion on Policy and Procedure; Vendor Agreement; and Rules & Regulations update

There was also a lot of discussion of best practices and sidebar conversations between vendors that strengthened the relationship among vendors and promoted a working culture in the industry.

CO MOST Monthly Vendor Meeting

CO MOST continues to hold a monthly vendor meeting on the 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 these meetings CO MOST vendors can talk amongst themselves regarding best practices and 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 2nd Annual Stakeholder of the Year award to Sandra Evans. Sandra's role is Driver Testing and Education/CDL Compliance Admin II with the Department of Revenue. Sandra is the liaison between CO MOST and DMV and has been instrumental in assisting CO MOST Program Coordinator, Project Manager, and CO MOST vendors. Sandra typically receives frantic calls from CO MOST vendors when there is a student at the DMV and unable to obtain their "M" endorsement due to various reasons. Sandra has assisted in numerous issues over the past couple years with a positive attitude and a can do mentality that vendors and CO MOST really appreciate.

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

Vendor of the Year

CO MOST presented the 2nd Annual Vendor of the Year award to Iron Buffalo Motorcycle Training School for their assistance with moving the culture of CO MOST, assisting CO MOST on multiple subcommittees, offering support to the CO MOST QA process when QA'ing on a Total Control range, entrusting in CO MOST by requesting QA's on their instructors.

Instructor of the Year

CO MOST presented the 2nd Annual Instructor of the Year award to CO MOST Instructor Tony Galles for his assistance with leading workshops and taking the lead in dedication to the CO MOST program. Tony has worked on numerous subcommittees in an effort to assistance in the continual improvement of CO MOST as well as to provide mentorship to other CO MOST stakeholders and instructors. Tony attended RiderCoach Trainer school and is one of three new RiderCoach Trainers within the State of Coloradoloradolorado.

CO MOST Initiatives

During FY 2022/2023, CO MOST was involved in multiple initiatives. Subcommittees are generally utilized to develop the scope, schedule, and the deliverables of each initiative. The subcommittees consist of CO MOST vendors, CO MOST Instructors, CO MOST Project Manager, and CO MOST Program Coordinator.

1) **MOST Rider's Guide Pamphlet**

This initiative was tasked with developing an informational guide that new and experienced riders would want to keep and use as a reference. The ability to keep it with them, whether in a jacket pocket or a saddle bag, was a huge objective. This was one of MOST's largest subcommittees with over 14 individuals.

Bailey Burk took on the role of subcommittee lead of the initiative team. Burke has a background in advertising print material and the marketing industry. He provided great leadership with his expertise in the look, feel and printing of the pamphlet. Zoey Wynn- Nelson, a librarian by education, provided the initial compilations and rough drafts. Through Zoey the pamphlet was able to go from ideas to the actual initial deliveriable.

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Outcome

A beautiful 24 page pocket size pamphlet that CO MOST Vendors will be able to provide their students. The pamphlet touches on the following topics:
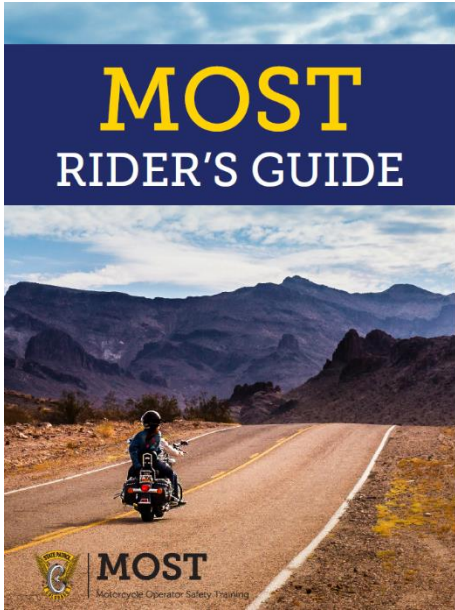
- Basic Colorado motorcycle laws

- Basic motorcycle insurance requirements

- Common causes of motorcycle crashes

- Practice drills

- Special situations (i.e. riding at night)

- All the Gear All the Time (ATGATT)

- Effects of Drugs, Alcohol, and Fatigue

- Development of a riding strategy

- Pre-ride inspection

- Lifelong learning opportunities.

2) CO MOST Funds Initiative

CO MOST is a cash fund program, which can carry forward unused funds from the previous fiscal year. Through fiscal conservative policies CO MOST had a positive balance going into FY 2022/2023. A subcommittee was developed to hear from the CO MOST Vendors and Instructors so they could provide input into spending funds wisely which would assist in moving the program to the national leader in Motorcycle Safety Training.

Outcome

A. Provided the initial business case for the pamphlets and ultimately approved the funding to produce the MOST Rider's Guide

B. Provided the initial business case for community type out reach events and ultimately approved the funding to assist with the development of Ride Day in Colorado.

    i.   Training of QA members to assist CO MOST vendors on Ride Days

    ii.   Marketing of Ride Days throughout Colorado

CO MOST Annual Report

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C. With the adoption of the new curriculum delivery system, new range cards were required for the CO MOST Instructor. The range cards purchase was approved since all CO MOST Instructors in Colorado were given the opportunity to receive them.

3) **CO MOST Ride Day Initiative**

This is a program that was developed by MSF to promote a motorcycle safety experience to both new and experienced riders. There are two components to the experience.

MOTO INTRO: A free, 30-minute experience allows aspiring riders the opportunity to experience the thrill of their first ride. MSF RiderCoaches guide them through basic motorcycle operation in a closed-course environment.
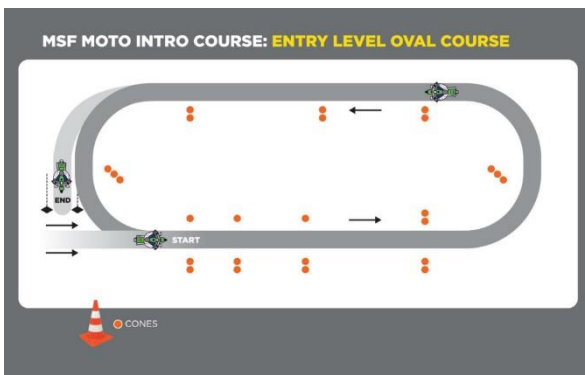
The gear (helmet and gloves), bikes, and coaches are provided As a new rider, you will learn basic motorcycle operation including throttle, brake, and clutch functions.

At the end, you will be able to start, stop, shift into first gear, and ride around our course with control and confidence.

MSF SKILLS CHECK: This event is set up to allow the rider to check their skills on a special course designed to test and entertain. An MSF-certified RiderCoach is on site to provide suggestions and answer questions. This ride is done on the participants own motorcycle therefore the participants needs to have a valid motorcycle endorsement.
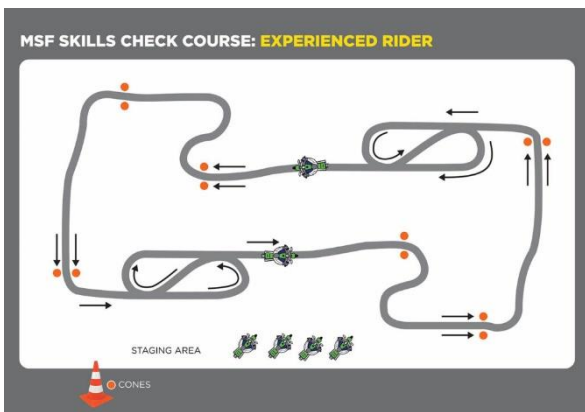
These two events can be held on the same day or the Ride Day can only consist of one of the events.

The Ride Day was brought to CO MOST's attention as an initiative to assist Grand Junction region with their motorcycle crashes. CO MOST recognized the value of this day and worked with our QA team to develop a plan to promote this event.

The MSF crew was coming into the state to organize the event CO MOST decided to bring the crew in a day early which would provide them time to train our Colorado contingency. The

CO MOST Annual Report

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Colorado contingency encompassed six QA team members and the Colorado Project Manager. The goal of the additional day was to train the QA team on the Ride Day event(s). This way they would be able to assist CO MOST vendors throughout Colorado and provide this event to a large portion of Colorado residents. With the ultimate goal of continuing to address "hot spots" for crashes throughout the state.

A. Grand Junction Harley Davidson Ride Day was held on April 9, 2022. The event held both the Moto Intro and the Skills Check experience. The registration for the event was 62 with over 200 people in attendance throughout the day. Colorado State Patrol Motor unit was there to do community engagement as well as demo rides, police-style riding. Grand Junction Harley brought out Harley motorcycles, Harley apparel, and Harley helmets for people to try on and wear during the event.

To support the event besides having the QA team there, CO MOST also provided a social media marketing campaign including a video from CSP Captain Ozanic talking about Ride Day. That video received more impressions than the MSF Ride Day video.

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B. Motorcycle Rider Training Center Ride Day was held on May 26, 2023 in Lakewood, Colorado. The event kicked off after a rain storm and was a huge success with over 40 registrations for the event. Multiple vendors provided an entertaining environment.

To support the event CO MOST provided two QA team members and a 10 day social media campaign and supplied posters that the vendor distributed to the local motorcycle stores they work with throughout the year.

This initiative and the work that CO MOST has done to spearhead its launch has received National recognition as six states are now following this model. CO MOST was invited to discuss this on a National meeting facilitated by Motorcycle Industry Council's (MIC) President @ CEO, Erik Pritchard. Afterward CO MOST received numerous requests from interested State parties.
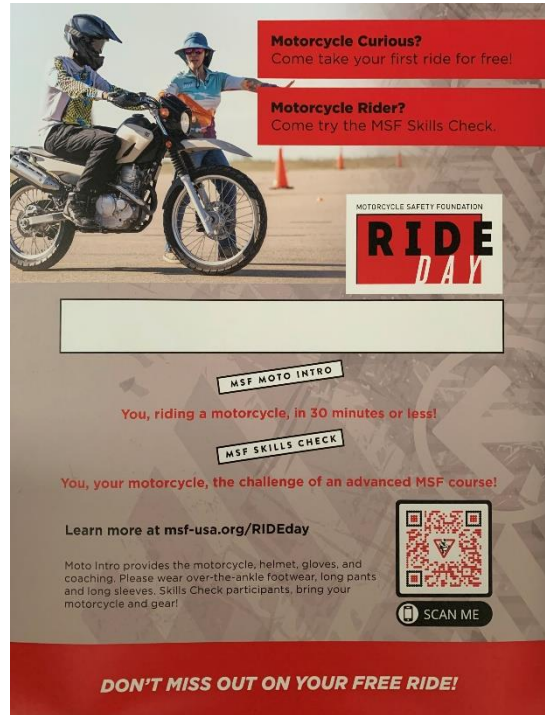
4) **COMOST.com**

CO MOST Instructors certification period is from March 1st through Feb 28/29th. In years past, CO MOST Instructors would email in their application, PDW attestation, and their acknowledgment that they completed teaching the three required BRCs. Once received CO MOST would enter the information into the computer and fill out a CO MOST Instructor card and mail it to each Instructor.

For FY2022/2023 this process was automated through COMOST.com. Each CO MOST Instructor now has an account that links to their instructor portal where they can upload the required documentation. All the required forms are now loaded into the CO MOST Instructor library so they are now downloadable. CO MOST Instructors now can print off their certification which eliminates the need for the MOST office to produce instructor cards and mail the card out to the Instructor.

5) **CO MOST Instructor Trainers**

Entering into FY2022/2023 CO MOST had one RiderCoach Prep (RCP) trainer. A Trainer is an MSF coach that is able to train new RCP candidates to become an MSF certified

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RiderCoach. This offers the candidate the ability to apply for and become a MOST Instructor. During FY 2019-2020 and FY 2021-2022 CO MOST had five and three trainers respectively, living in the State of Coloradoloradolorado. Due to the policy of having an RCP every six weeks during spring through late summer months; CO MOST requires a minimum of four trainers within the State. If not then additional cost of flying a trainer into Colorado needs to be absorbed by the program.

Throughout FY2021-2022 and going into FY2022/2023 CO MOST had set up initiatives that focused on recognizing and then developing those CO MOST Instructors that would be 1) be a good fit to become a trainer and 2) ready to enter a RiderCoach Trainer Prep (RCTP).

MSF offered a RCTP in October 2022 and CO MOST reached out to all CO MOST Instructors to submit an MSF application to be considered. Through this, CO MOST received 11 applications.

Along with the application CO MOST added criteria: 1) a letter of recommendation was required by the individual's primary sponsor and 2) a self-reflective written document explaining why they want to become an RCT and why they thought they would be the best candidate for the State of Coloradoloradolorado. Once received all the candidates who provided required documents were entered into a quantitative assessment matrix and scored on five topics. These included: 1) Vendor recommendation letter; 2) Self-Reflective answeres; 3) Quality Assurance Specialist certification; 4) Out front with CO MOST program assistance; and 5) QA team member.

The top five were then provided a letter of recommendation from the CO MOST office and that along with the MSF application was provided to MSF who ultimately made the final decision of who would be accepted into the RCTP.

From the five applicants that CO MOST sent to MSF two were accepted into the Fall 2022 RCTP.

MSF offered an additional RCTP in June 2023. The same CO MOST application and acceptance criteria was followed from the previous RCTP. MOST received six applications, all but one was from the previous cycle. CO MOST provided all applicants with a letter of recommendation. That along with the MSF application was provided to MSF who ultimately made the final decision of who would be accepted into the RCTP.

From the five applicants that CO MOST sent to MSF two were accepted into the Summer 2023 RCTP.

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Of the four CO MOST RCTP candidates three of them passed to become a MSF trainer. Therefore the State of Colorado entered FY 2023/2024 with four trainers. This will help CO MOST achieve its; goal of an RCP every six weeks while keeping the cost of each event down. Each new trainer will go through a mentorship RCP to take their training knowledge and move it over to practical knowledge with the assistance of an experienced trainer.

6) **Update to CO MOST rules and regulations 8 CCR 1507-56**

CO MOST was contacted by the Office of Legislative Legal Services in the Fall of 2022. They advised CO MOST that the rules will need to be opened to adjust the version of each document referenced in the rules. CO MOST with the assistance of Angie Page, held a rules hearing session during MOSAB on Oct 18, 2022. This will be an annual event.

7) **Update CO MOST Policy and Procedures and Accountability and Resolution Matrix**

These two documents are opened once per fiscal year to update with the 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 makeup within the document of; CO MOST Program Coordinator, CO MOST Program Manager, two CO MOST Vendors, and two CO MOST Instructors. The Policy and Procedures is made up of a non structured panel which typically includes, CO MOST Program Coordinator, CO MOST Program Manager, any number of CO MOST Vendors, and any number of CO MOST Instructors. The updates are presented at the CO MOST Vendor Conference and at the CO MOST Instructor Conference.

a. The Policy and Procedures subcommittee was spearheaded by Kyle McCarty and the QA Team. As in the past iterations of this document the goal is to make the Policy and Procedure a readable reference guide where stakeholders can find information neatly and easily. This subcommittee utilized their wealth of knowledge to provide updates that offered clarity to the stakeholders. These updates included:

   i. Incident report tracker

   ii. Concussion protocol with reference guidelines

   iii. Timelines and reporting guidelines

   iv. Revamp of formatting for a better flow and the ability to reference sections.

b. The Accountability Matrix did have major updates that relates to the appeal process which included:

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i. One additional MOSAB member was added. The MOST Instructor representative or MOST Vendor Representative. This provides the appealing party with a voice on the panel that relates to their own function.

ii. Protocol was written on how the appeal material is collected and how the appeals meeting will be excuted.

CO MOST Accountability

<u>Accountability and Resolution Matrix</u>

FY 2022/2023 was the 3rd year that the Accountability and Resolution Matrix was active; therefore, all the CO MOST Vendors and Instructors were aware of its existence. CO MOST continues to hear from the motorcycle training industry that it wants accountability so the program has as a whole can improve and thrive.

FY 2022/2023 Notices and Suspensions:

a. Show of Cause Letters sent out: 10

b. Disciplinary Action Letters sent out: 7

c. Suspension Letters sent out: 7

d. Termination of Vendor Agreement: 1

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

Contractor's Report

The Colorado Motorcycle Operator Safety Training (CO MOST) Project Manager (PM) was originally hired in August 2016 to execute the contract between the CO MOST program and the Motorcycle Safety Foundation (MSF). This contract was implemented as a result of a state audit in 2011 of the MOST program, along with an assessment by the National Highway Traffic Safety Administration in 2014.

MSF replaced the original PM (Michael Davis) with Kyle McCarty who was hired into position December 2019.

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

- Coordinating Quality Assurance activities to include assessments and inspections of training facilities and personnel.

- Providing support to CP MOST Vendors and instructors through training and development activities.

- Supporting CO MOST and CSP and DOR/DMV to reduce license issue opportunities.

- Supporting CO MOST and CSP in marketing, compliance audits, and other tasks as assigned.

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

Throughout the FY 22022/2023, the PM supported and facilitated the following:

QUALITY ASSURANCE

QAVs (Quality Assurance Visits) are conducted throughout the FY depending upon scheduling availability, range availability, and weather challenges.

TAVs (Technical Assurance Visits) are a comprehensive and thorough audit of all aspects of course facilitation looking at school equipment, supplies, and materials, and the

Instructor's implementation of safe, effective, and compliant training to curricula, CO MOST PnP, and 8 CCR 1507-56 - CO MOST (v.02.14.22) standards and criteria.

Statisics: FY 2022/2023

- QAs and TAVs performed: 115

All Quality Assurance efforts assess curricula compliance, safety standards, and positive engagement of Instructors.

The formalized QA Report along with a CO MOST QA Follow-Up Letter has been standardized to record Vendor / Site / Date / and Notes *including any follow-up issues for compliance or safety concerns.

*Follow-Up visits, as necessary, are scheduled per a 30, 60, and 90-day plan

This process has yielded positive results by aligning vendors and instructors with awareness of performance concerns of safety, curricula standards, and compliance along with established best practices for enhanced course facilitation.

CO MOST QA program has employed "visits" in a collaborative and co-teaching model that also supports PDWs (Professional Development Workshops) to encourage ongoing learning while reducing Instructor 'drift' from curricula standards.

The PM continues to be actively engaged in recruiting, training and developing, a robust QA Team.

Looking toward FY2023-2024 a Quality Assurance Specialist – Certification Course (QAS CC) has been scheduled.

TRAINING AND PROFESSIONAL DEVELOPMENT

A variety of Instructor, Vendor, and QA engagements including:

- QA reporting and improved Instructor/Vendor performance

- Adherence to the Accountability and Resolution Matrix

- RERP and Range Set-Up and Recognition support

- RERP and Range 'cataloging' by site to ensure compliance with curricula and CO MOST standards

- RERP and Range audits based on stakeholder concerns/complaints

- PDWs at regional and school-levels developed to facilitate:

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o Instructor: BRC • BRC2 • 3WBRC • BB/UBB • RSL (new 01.2024)

ARC • Coaching Skills

o Vendor: Case Study: Waivers • Incident Rpts • Test Scoring • Card integrity • Audits • others upon request

PDWs by request have supported:

- Test Scoring   *Accurately <u>scoring</u> Knowledge and Skills   Test (common error based)

- Risk and liability   *Effective and appropriate use of <u>Waivers</u>

- Risk and liability   *Effective and appropriate use and security of <u>Course Completion Cards</u>

- QA Co-Teaching   *With on-site Instructors to highlight best practices and Q&A dialogues

- Communication to/with Students   *Give The Gift - Treat others as you…

- Curricula Underpinnings   *Why's, How's, and What's

- Range Exercises   *Best Practices

- QA   – Range Review   *Setting up a range to meet curricula requirements

- QA   – Range Painting 101   *Setting up a range and chalking for painting

- TAV   – Range Audit   *Validation of run-off, skills test component measurements, supplies, and equipment, etc.

PROGRAM GROWTH

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

Supported and submitted NEW range sites:

- ACE Motorcycle School   (additional)   Craig

- CLUTCH   (2nd)   Thunder Mountain #2

- ABATE   (additional)   Arapahoe Community College #3

                                            (re-do)   Red Rocks Community College

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	(re-do)	Front Range Community College – Westminster
▪ Avalanche Harely Davidson	(1st site)	Golden
Riding Academy	(re-do)	Golden
▪ Mile High Harely Davidson		
Riding Academy	(2nd)	Aurora

Note: Additional training sites in process

MSF RES (RIDERCOURSE ENROLLMENT SYSTEM)

MSF national staff provides ongoing support for all CO MOST stakeholders in the management and use of the RiderCourse Enrollment System (RES) used to capture post-course training data for the agency. The system's fraud-protection protocols validate course and student information to protect against misuse or abuse of MOST completion cards.

MSF continues to support and assist CSP, CO MOST, and DOR/DMVs with training and Information Technology maintenance with RES as it links to DRIVES to update student enrollment information.

This includes auditing of the Vendor course files/packets as appropriate based upon data integrity and/or compliance concerns identified by supporting agencies.

Audit findings have been added into PDWs provided to CO MOST Instructors/Vendors.

Findings have included:

- Students "passed" who actually had failed a Knowledge and/or Skills Test
  - o Accountability Matrix action taken
- Incomplete/Incorrectly scored and/or missing Knowledge Tests
  - o Accountability Matrix action taken
- Incomplete/Incorrect course completion card data entry
  - o Void vs Lost vs License errors
- Inappropriate security of course completion cards
  - o shredded and/or missing
- Incomplete/Incorrect and/or missing Student Waivers
  - o missing data fields, signatures, etc.

CO MOST Annual Report

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

![MOST - Motorcycle Operator Safety Training logo]

TRAINING / TESTING SUPPORT: RANGE CATALOG

The Range Cataloging Project continues by documenting each training location and site specifics to verify dimensions and participant safety.

Identified a site(s) not painted to specification as submitted and recognized, will be de-activated until relocated and painted to RERP paperwork and curricula/testing standards.

- Length & Width * as noted by recognized RERP

- Corner Photos * A <-> B; B <-> A; B <-> C; C <-> B; C <-> D; D <-> C; D <-> A; A <-> D; (A)BC; (A)DC, etc.

- Measurements * Skills Test Components: Swerve ; Quick Stop ; Curve ; U-Turn

ADDITIONAL SUPPORT OF TRAINING AND TESTING INCLUDING:

- Technical guidance to stakeholders via calls, texts, and emails

- Editorial and content development to update CO MOST policy documents, rules, and promotional materials

- Executing support in roles as requested by CSP, COMOST, MSF:

  i.e. including painting support of ranges; resolving curricula, logistical, and/or QA inconsistencies

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

- Coordination with MSF staff to provide ongoing support for vendor technical assistance and supply resources

- Coordination with DOR staff to assist in Course Completion Card audit assessments and reconciliation

- Preliminary exploration and acknowledgement of site support for establishment of new MOST sites

- Conducting visits/presentations for to local and regional motorcycle retailers, dealerships, and/or clubs to promote improved program support and collaboration among all MOST stakeholders.

- Other projects, assignments, and duties as requested by CSP, CO MOST, and/or MSF.

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

Promotion of Motorcycle Operator Safety Training Courses

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

Which was updated in FY 2021-2022 and moved to a more user-friendly platform, where the CO MOST staff can make updates. The website features a back portal where the CO MOST Vendors and Instructors canaccess documents related to CO MOST operations.

The website has readily accessible information about:

- Motorcycle Operator Safety Training

- Becoming a CO MOST Instructor

- CO MOST training providers by geographic area and courses provided

- CO MOST Annual Reports

- Importance of wearing protective gear

- Calendar of events, including instructor

- Motorcycle laws and resources for riders

   CO MOST Approved Courses Training Campaigns

The Statute mandates that the CO MOST program promote motorcycle safety awareness. In FY 2022/2023, the CO MOST program utilized funds to promote motorcycle skills training through the Ride Skilled, Ride Legal, and 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 without 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

    o 107.9 KBPI in Denver and Fort Collins Region (Willie B)

- 107.9 KBPL in Pueblo Region (Willie B)

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- Monthly On Air interview with Willie B to promote motorcycle safety and comost.com

- Bonneville radio ads

  - o   98.5 FM KYBO

- Sponsorship of "On the Road" during the Colorado Rockies away games

  - o   KOA AM/FM/Streaming all season through Colorado

- Total Traffic and Weather Network

  - o   Denver; Fort Collins; CO Springs Markets

- 300 PSA messages (900 total) on iHeart Media in each of the following markets:

  - o   Fort Collins Market   o Denver Market   o CO Springs Market

- iHeart Audience Network

- Email Blast to motorcycle enthusiast with retargeting

- Home and business address based Video GeoFencing

- Paid Social Media (Facebook)

- Post content on CO MOST Facebook and Twitter once per day

- CO MOST Skills rating maps

- Online video

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 nearly 7 out of 10 fatal crashes.

2. Items supplied at the course: Motorcycles and helmets are supplied at each BRC; which allows those who do not have a motorcycle the knowledge that they can take a course before 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.

CO MOST Annual Report

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

CO MOST Approved BRC Training Campaigns

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

CO MOST Approved BRC Training Campaigns Continued

CSP MOST
Published by Sendible · August 14 at 1:28 PM · 🌐

🏁🔧 Before each ride, perform a quick safety check on your motorcycle. Brakes, lights, and tire pressure should be in top shape. Stay vigilant for a smooth and secure journey! 🔧👀 #QuickSafetyCheck #MotorcycleMaintenance #COStatePatrol #RideSecure #Comost 🏁🔧

CSP MOST
Published by Sendible · August 11 at 3:57 PM · 🌐

🌟🔍 Discover the best motorcycle routes in Colorado with comost.com's interactive map. Plan your next adventure and experience the beauty of our state on two wheels! 🗺️🏞️ #MotorcycleRoutes #COStatePatrol #RideColorado #ExploreWithUs #Comost 🌟🔍

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

CO MOST Approved BRC Training Campaigns Continued

CSP MOST
Published by Sendible · May 31 ·

Give yourself the gift of safety. A motorcycle safety course not only equips you with important riding skills but also contributes to safer roads for everyone.

Register today and ride with the confidence that comes from proper training: https://comost.com/

#Motorcycles

CSP MOST
Published by Sendible · March 26 ·

Are you a new motorcycle rider in Colorado?

Check out the state's motorcycle safety courses to learn the basics and ride with confidence: https://bit.ly/3Y4DgRN

#MotorcycleTraining #NewRider #RideWithConfidence

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CO MOST Ride Day Campaigns

CSP MOST
Published by Chris Corbo · April 2 ·

MOTO Intro and Skills Check at Grand Junction Harley on April 8th. More of these events will come throughout the Front Range and throughout Colorado.

0:14 / 0:30

CSP MOST created an event.
May 2 ·

MOTORCYCLE SAFETY FOUNDATION

RIDE DAY

FRI, MAY 26
Ride Day_Lakewood
Lakewood, CO
37 Went · 307 Interested

Collaboration/Co-Teaching   Continuing Education   Risk Adversity

CO MOST Instructor Training Campaigns

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Motorcycle Operator Safety Advisory Board

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

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:

  o Two members who represent MOST vendors

    ▪ Zoey Wynn Nelson, Ace Riders

    ▪ Armene Piper, Clutch Motorcycle School

  o One member who represents retail motorcycle dealers

    ▪ Indian Motorcycle of Grand Junction

  o One member who represents third-party testers

    ▪ Luke Rosencrand

  o Two member who represents instructor training specialists

    ▪ Marc Gatto

    ▪ Bernie Peterson

  o One member who represents the motorcycle riding community

    ▪ Deb Eyre, Harley Davidson

  o One member who represents law enforcement agencies

    ▪ Jeromy Rohling, Lakewood Police Department

  o One member who represents motorcycle insurance providers

The Motorcycle Operator Safety Advisory Board meetings were held quarterly on the following dates: July 13, 2022; October 22, 2022; March 1, 2023; and May 18, 2023.

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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

Collaboration/Co-Teaching   Continuing Education   Risk Adversity
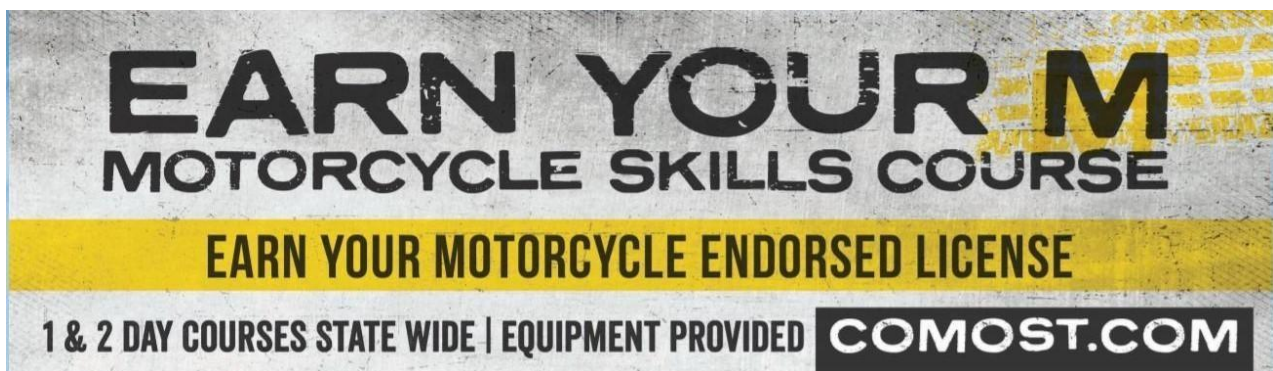
Contact Information

For more information about the MOST program, please contact:

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Rob.Juchem@state.co.us

Report created by:
Colorado State Patrol
Cindy Stewart, PhD, Vehicular Crimes Analysis Unit
Dwayne Liller, Vehicluar Crimes Analysis Unit
Chris Corbo, MOST Program Coordinator
700 Kipling Street
Lakewood, CO 80215

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