

## Vote Yes on SB15-286

### Improve Motorcycle Rider Training in Colorado

*The MOST Program (Motorcycle Operator Safety Training) is no longer effective and serves no purpose. Private vendors, not MOST, hold the authority to train and certify instructors, approve training sites, and review school applications to ensure they meet requirements to deliver thorough and safe rider training. Curricula can be reviewed by SMSA (State Motorcycle Safety Administrators) to make sure new rider courses adhere to the federal National Highway Safety Administration National Standards (NHTSA), while still requiring approval by Colorado's Department of Motor Vehicles (DMV); an important service MOST does not have expertise to provide. Problems identified in the Legislative Audit of 2010 have not been resolved. It is time to end MOST, a state government program that does not meet its statutory obligations, since current training schools will continue to deliver training without a cash fund that charges the motorcycling public a fee to feed an unnecessary bureaucracy.*

- New riders will continue to attend classes at the same schools teaching motorcycle safety classes.
- DOR/DMV will continue to accept the completion certificate for M endorsements saving the DMV hundreds of thousands of dollars in administration costs.
- New courses will be introduced to give more choices for training to new riders.
- Motorcyclists will no longer be taxed to pay for the MOST Program.
- MOST has not been providing oversight-according to testimony of CDOT lobbyist in Senate Transportation Committee. Oversight is the natural responsibility of the vendor providing the course curricula. Oversight from the curriculum vendors places the responsibility where it belongs.
- Allowing new curricula to be provided will increase the quality of existing training schools through competition, something being strangled by MOST administrators.

#### In short:

- Ending the MOST Program **WILL NOT** end motorcycle training in Colorado but improve it through competition.
- Ending the MOST Program will free up room under the TABOR cap by eliminating a wholly ineffective cash program.
- Ending the MOST Program will free up a burden on taxpayers.
- Ending the MOST Program will stop unnecessary government involvement in an industry that has natural checks and balances.

**PLEASE VOTE YES ON SB15-286**