



# MOTORCYCLE OPERATOR SAFETY TRAINING (MOST) PROGRAM

Performance Audit, September 2011  
Report Highlights



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## PURPOSE

Evaluate the MOST program's management of contracts with motorcycle safety training schools, the appropriateness of the program's administrative expenses, and the overall effectiveness of the program.

## BACKGROUND

- The General Assembly enacted the MOST program in 1990 to provide Coloradans with more accessible and affordable motorcycle safety training courses.
- The MOST program currently provides a \$70 per-student subsidy to take the basic motorcycle safety course at private motorcycle safety training schools around the state. Contractors received subsidies for about 9,100 individuals in Fiscal Year 2011.
- Motorcyclists fund the MOST program through additional endorsement and registration fees. Program expenditures, including tuition subsidies and administrative expenses, averaged about \$690,000 annually in the last five fiscal years.

## OUR RECOMMENDATIONS

The Department should:

- Work with the General Assembly to discontinue the program. Or, if the program continues, the Department should:
- Develop a systematic methodology for determining the program's per-student subsidy amount.
- Clarify the types of operating expenses for which MOST contractors can receive reimbursement.
- Evaluate the cost-effectiveness of providing subsidies directly to students.
- Strengthen controls over the program's administrative expenses.
- Develop meaningful performance measures and goals for the program.

The agency agreed with these recommendations.

## EVALUATION CONCERN

**The conditions that led to the creation of the MOST program have improved significantly in the last 20 years, which may make the program obsolete. In addition, there are serious weaknesses in the overall administration of the MOST program.**

## KEY FACTS AND FINDINGS

- No strong evidence exists to suggest that the MOST program is still needed to fulfill its original purpose of making motorcycle safety training more affordable and accessible. For example, motorcycle safety training is widely available in the state, and it is not clear that the MOST program's subsidy provides an incentive for taking motorcycle safety training courses.
- The MOST program lacks meaningful performance measures to gauge the program's effectiveness, and the performance data collected by the program are insufficient and unreliable.
- The MOST program could not provide evidence showing the basis for the contract amounts awarded to MOST contractors.
- Program staff do not perform any systematic analysis to determine the per-student tuition subsidy rate, currently at \$70 for the basic course.
- One-third of the 15 MOST contractors did not appear to pass along the \$70 per-student tuition subsidy to their students, as required by MOST contracts.
- For 29 of 60 expense reimbursements reviewed, the MOST program reimbursed contractors for items that had not been preapproved, as required by program regulations and contracts. There were also examples in which the MOST program reimbursed some, but not all, contractors for certain types of expenses, such as classroom equipment.
- It may be more cost-effective and equitable to provide tuition subsidies directly to students, rather than through MOST contractors.

## COST SAVINGS

Ending the MOST program would collectively save the State's motorcyclists about \$800,000 annually in additional motorcycle registration and endorsement fees that they would no longer have to pay.