



**Commonwealth of Kentucky  
Justice and Public Safety Cabinet**

**Matthew G. Bevin**  
Governor

**John C. Tilley**  
Secretary

125 Holmes Street  
Frankfort, Kentucky 40601  
(502) 564-7554  
(502) 564-4840 (fax)

**October 28, 2022**

Contact: Jay Huber  
Kentucky Motorcycle Education Coordinator  
502-564-1568  
[Jay.huber@ky.gov](mailto:Jay.huber@ky.gov)

**Motorcycle Education Program Annual Report 2019 Fiscal Year**

The program went through a major overhaul in structure and administration this year. Previously the program was administered through Eastern Kentucky University (EKU), who then subcontracted to several local providers and colleges to deliver the program to the students. With administrative costs going up to the program under this model, it was decided by the Kentucky Motorcycle Education and Safety Commission and Justice Cabinet to bring the administrative functions of the program in house to the Justice Cabinet.

EKU did provide more than just administrative oversight to the program. This included such items as the purchase and maintenance of motorcycles, which were then loaned to the site providers for delivery of the program and some insurance. They also provided training of instructors and limited quality assurance duties to the program as well. All of these items under the new model have been delegated to the training providers and instructor training providers respectively. While under the ECU administration of the program the training providers were reimbursed at a rate of \$70 per student who completed the class. With the added responsibilities, they are now reimbursed at a rate of \$200 per student. The training and quality assurance programs are being contracted out to several entities and rates vary depending on the services rendered. We currently have three training providers under contract Balance Dynamics, Motorcycle Safety Foundation (MSF) and Total Control Training to help provide QA and training services.

Currently the Cabinet has taken ownership of most of the motorcycles and other equipment that had been purchased by ECU over the years. ECU kept 85 of the bikes and other related equipment, with 209 bikes and various items being returned to the program. The titles to the motorcycles have been transferred from ECU to the Justice Cabinet with the exception of a few. When complete, the motorcycles and equipment will be sold through the Surplus Properties division, with the funds being put back into the rider education fund. Plans are in place to hold an auction within the coming months for most of the bikes. Some will be transferred to several of the KCTCS schools who are looking to add the rider education course to their offerings.

The program now has contracts with eight (8) site providers to deliver instruction to students. These are:

Balance Dynamics – Walton, KY  
Man-O-War HD – Lexington, KY  
Wildcat HD – London, KY  
Sync Training – Hindman, KY  
Bluegrass HD – Louisville, KY  
Derby City Training – Louisville, KY  
KY Driving School – Louisville, KY  
Bowling Green HD – Bowling Green, KY

As mentioned before we are in the final stages of bringing some of the KCTCS schools on-board. The first looks to be Somerset Community College who is leading the way. Elizabethtown Community College is the next one looking to offer the course. In speaking with the KCTCS leadership, they have identified adding up to 10 of their 16 schools to the program, once logistics and contracts are in place. The other site to hopefully be added soon is Morehead University. They are in final legal talks with Sync Training who will conduct the training while using their facilities.

The Cabinet has also collaborated with Kentucky Interactive to create an online student registration system. This will allow students across the state to see all available classes in real time, register for the class and pay online. Creating a one-stop shop for the residents of Kentucky. The site will be paid out of convenience fees to the students registering for the classes. Thereby the rider education fund will not see any cost directly to it. The site will help to decrease some of the man hours spent currently tracking students and registering them by hand. Then using that information to create reports for payment and other activities. Once in place this will help with future marketing efforts as we seek to expand and grow the program. In a second phase of the project, we are already in discussion with the Transportation Cabinet to link the pass / fail information of the student to the Circuit Clerk's licensing system, thus making the skills waiver card process for Kentucky residents, electronic.

The next major initiative in 2019 is the creation and adoption of administrative regulations to help guide the program. In 2018, the only way to get new sites on board and to expand the program was through the RFP process. This proved to be very difficult and cumbersome to the applicants as well as the Cabinet. We have received approval from the Finance Cabinet to proceed under the rules for Cited Authority when issuing contracts to new site providers. The regulations have also codified the process for certifying new instructors and training providers as well. The regulations also helped to provide the structure allowing the Cabinet to collect the student tuitions and comply with KRS 15A.358. The regulations have been approved on an emergency basis with the signature of the Governor. A legislative committee hearing on the regulations is scheduled in the fall of 2019 for final approval.

As described above, the program went through some major changes. Part of which being the RFP process mentioned previously, and as such was not able to fully get underway until June of 2018 when the first contracts went into effect. Therefore, the training numbers below reflect students who completed the program between June 2018 and June 2019. There is one additional month of student training numbers from the previous fiscal year, however, the invoices for these students were not paid until FY 2019. The numbers also do not include the military sites, which had been included in previous reporting years. EKV only provided limited QA duties to the military program and were not directly responsible for any of the training. For this reason, the students trained at those locations have been removed from this and future reports.

**Program Statistics for 2019 Fiscal Year:**

<b>KYDOT Statistics for 2019 Fiscal Year</b>			
	Dollars Collected per Issuance	Number of	Dollars Collected to the Rider Education Fund
Motorcycle Instructional Permit	\$4.00	1,343	
Motorcycle Endorsement	\$5.00*	56,681	
Motorcycle Annual Registration	\$4.00	126,653	
<b>Total</b>			<b>\$ 701,168.58</b>

\* In 2019 this will increase to \$10 due to the new licensing system being valid for 8 years instead of 4. See KRS 186.531 for fee schedule.

**Total Expenditures**

<b>Student Tuition *</b>	\$	306,663.00
<b>Vendor Reimbursements</b>	\$	457,400.00
<b>Administrative and Program Costs**</b>	\$	186,457.38
<b>Total Paid from Fund</b>	<b>\$</b>	<b>699,687.30</b>

\* These are paid by the students and go to the training providers to help cover the costs of instructors, books, materials and other consumables. Tuition is capped at \$150 per class but training providers may charge less depending on the type of course being offered and promotions they may offer.

\*\* \$55,829.92 was due to ECU not submitting their final invoice in a timely manner thus carrying over in FY2019. These dollars are reflected in the FY2018 numbers attributed to ECU in the fiscal year comparison table below.

**Net Income      \$      1,481.28**

<b>Instructor Information*</b>	
Current Instructors	87
Previous Year Instructors	75
Applicants	36
Approved Applicants	In Process

\* Training contracts were recently awarded in May 2019. As such we have scheduled an update training for some of the current coaches on July 19-21, 2019. There are plans to hold classes for new instructors in the late August / September time frame in both Louisville and Somerset areas. This is to accommodate the expansion of Somerset Community College and Elizabethtown Community College among others. The recent administrative regulations set up the approval process for coach applicants.

Applications have been sent out to the 36 people who have inquired about becoming a coach. We are currently waiting for the return of those applications and/or driving records in order to approve the applications.

<i>Site Name</i>	<i>Classes</i>	<i>Students Registered</i>	<i>Pass</i>	<i>Fail</i>	<i>No Show</i>	<i>Minor</i>
Balance Dynamics	85	894	852	15	27	18
Sync Training	55	290	288	2	0	2
Kentuckiana Motorsports	19	203	194	8	1	0
Bluegrass HD	31	329	250	60	19	0
Bowling Green HD	21	278	222	38	18	5
Man-O-War HD	24	257	219	23	8	2
Wildcat HD	28	336	300	20	16	7
KY Driving School	3	16	11	5	0	0

### FY 2019 Student Data

<b>Course</b>	<b>Number of Classes Scheduled</b>	<b>Students Registered</b>	<b>Pass</b>	<b>Fail</b>	<b>No Show</b>	<b>Minor</b>
<b>BRC</b>	193	2122	1861	170	84	33
<b>BRC2</b>	61	366	363	0	3	1
<b>RRBRC</b>	9	86	83	1	2	0
<b>TCARC</b>	3	29	29	0	0	0
<b>ARC</b>	0	0	0	0	0	0
<b>3WBRC</b>	0	0	0	0	0	0
<b>Dirt Bike School</b>	0	0	0	0	0	0
<b>Totals</b>	<b>259</b>	<b>2603</b>	<b>2336</b>	<b>171</b>	<b>89</b>	<b>34</b>

<b>Success Rate</b>	<b><u>89.74%</u></b>
<b>Avg. Number of Students / Class</b>	<b><u>9.79</u></b>
<b>Rate of No Shows</b>	<b><u>3.42%</u></b>

Summary:

The program is moving forward and is better overall shape than previously. With this first year, the administrative costs have been higher than expected. During this first year a lot of administrative work was put into the RFP process, new contracts, administrative regulations and overall setup of the program. Much of this work is near completion and will not be incurred in future years. At the end of FY 2019, the program fund had a cash balance of \$1,496,900.35. The following chart gives a dollar per student ratio over the last several years of the program:

Fiscal Year	Expenditures	Students*	# Sites	\$ per Student
FY 2005	\$ 440,000.00	3561	15	\$ 123.56
FY 2006	\$ 500,000.00	3555	15	\$ 140.65
FY 2007	\$ 562,725.00	3725	15	\$ 151.07
FY 2008	\$ 624,837.00	3701	15	\$ 168.83
FY 2009	\$ 730,168.00	4001	15	\$ 182.50
FY 2010	\$ 813,432.00	2880	16	\$ 282.44
FY 2011	\$ 690,493.00	3138	16	\$ 220.04
FY 2012	\$ 826,763.00	2920	18	\$ 283.14
FY 2013	\$ 715,012.00	2998	18	\$ 238.50
FY 2014	\$ 741,054.00	2221	18	\$ 333.66
FY 2015	\$ 731,392.36	2791	18	\$ 262.05
FY 2016	\$ 765,193.57	1929	15	\$ 396.68
FY2017	\$ 644,317.00	2294	15	\$ 280.87
FY 2018 (July to Dec 2017) ECU	\$ 518,157.61	1272	15	\$ 407.36
FY 2019	\$ 643,857.38	2603	8	\$ 247.35

Once all of the regulations, website and updated contracts are in place, the next focus of the program will be towards marketing and getting the message out to as many riders as possible. FY 2020 will most likely see an RFP for marketing purposes. We are also exploring possible grants at both the state and federal levels, which may help with the funding of this project and free up the program funds for other uses. Possible marketing ideas include targeted online ads, public outreach campaigns, referral bonuses to previous students and bike shops.

As the number of sites continues to expand, I look for the program to be able to train over 3000 students next year and soon a return to 4000 or more students, as what happened in 2009 the last banner year of the program.