



Fiscal Note
Legislative Council Staff
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SB 25-187: SUNSET MOTORCYCLE OPERATOR SAFETY TRAINING PROGRAM

Prime Sponsors:

Sen. Hinrichsen; Sullivan
Rep. Martinez; Weinberg

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Fiscal note status: The fiscal note reflects the introduced bill.

Summary Information

Overview. The bill continues the Motorcycle Operator Safety Training (MOST) program for 9 years, and makes several other changes.

Types of impacts. The bill has impacts in the following areas through FY 2034-35 from both continuing an existing program scheduled to repeal and making changes to that program:

- State Revenue
- State Expenditures
- TABOR Refunds

Appropriations. No appropriation is required.

Table 1
Continuation of Current State Fiscal Impacts

| Type of Impact ¹ | Budget Year FY 2025-26 | Out Year FY 2026-27 |
|---------------------------------|---------------------------|------------------------|
| State Revenue (Cash Funds) | \$0 | \$1,076,526 |
| State Expenditures (Cash Funds) | \$0 | \$759,025 |
| Transferred Funds | \$0 | \$0 |
| Change in TABOR Refunds | \$0 | \$1,076,526 |
| Change in State FTE | 0.0 FTE | 1.0 FTE |

¹ These impacts result from continuing a program scheduled to repeal and reflect the extension of current revenue and spending levels.

Summary of Legislation

The bill continues the motorcycle operator safety training (MOST) program for 9 years until September 1, 2034. The bill also decreases the age an individual can become a certified instructor from 21 to 18 and removes the authority of the MOST advisory board to make recommendations on expenditures from the program cash fund.

Background

The MOST program oversees vendors that provide motorcycle safety courses. According to the [sunset report](#), in FY 2022-23, Colorado had 19 authorized vendors. The program is funded through a motorcycle registration surcharge (\$4) and a motorcycle license surcharge (\$2, or \$1 for any extension sought for a license).

Continuing Program Impacts

Based on the department's current revenue and expenditures, the Department of Public Safety is expected to have revenue of \$1.1 million and expenditures of \$759,000 to administer the MOST program. If this bill is enacted, current revenue and expenditures will continue for the program starting in FY 2026-27. This continuing revenue is subject to the state TABOR limits. Changes to the program under the bill will minimally increase workload to update rules and procedures, but are not expected to change these ongoing impacts.

If this bill is not enacted, the program will end one year after its repeal date on September 1, 2026, following a wind-down period. If allowed to repeal, state revenue and expenditures will decrease starting in FY 2026-27 by the amounts shown in Tables 1.

Effective Date

The bill takes effect 90 days following adjournment of the General Assembly sine die, assuming no referendum petition is filed.

State and Local Government Contacts

Public Safety

Transportation

The revenue and expenditure impacts in this fiscal note represent changes from current law under the bill for each fiscal year. For additional information about fiscal notes, please visit the [General Assembly website](#).