



Fiscal Note
Legislative Council Staff
Nonpartisan Services for Colorado’s Legislature

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 final fiscal note reflects the enacted bill.

Summary Information

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

Types of impacts. The bill has impacts in the following areas through FY 2030-31 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, as the Motorcycle Operator Safety Training Fund is continuously appropriated to the Department of Public Safety.

Table 1
State Fiscal Impacts

Type of Impact ¹	Budget Year FY 2025-26	Out Year FY 2026-27
State Revenue	\$0	\$1,076,526
State Expenditures	up to \$200,000	up to \$959,025
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 include both those from continuing a program scheduled to repeal, as well as from changes to the program under the bill. Additional detail on fund sources, as well as the new and continuing impacts, are shown in the tables below.

**Table 1A
State Revenue**

Fund Source	Budget Year FY 2025-26	Out Year FY 2026-27
Cash Funds – Continuation	\$0	\$1,076,526
Cash Funds - New	\$0	\$0
Total Revenue	\$0	\$1,076,526

**Table 1B
State Expenditures**

Fund Source	Budget Year FY 2025-26	Out Year FY 2026-27
Cash Funds—Continuation	\$0	\$759,025
Cash Funds—New	up to \$200,000	up to \$200,000
Total Expenditures	\$0	up to \$959,025
Total FTE	0.0 FTE	1.0 FTE

Summary of Legislation

The bill continues the motorcycle operator safety training (MOST) program for five years until September 1, 2030. The bill also decreases the age an individual can become a certified instructor from 21 to 18 and allows the program to offer a tuition benefit for MOST vendors to offer discounted courses for students.

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.

State Expenditures

The MOST program may offer a tuition benefit through MOST vendors depending on available funding. Based on current revenue and expenditures, the MOST program can provide up to \$200,000 per year on tuition benefits. It may temporarily make additional funding available based on vendor demand and its cash fund reserves.

Effective Date

The bill was signed into law by the Governor on June 2, 2025, and takes effect on August 6, 2025, 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](#).