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FISCAL NOTE

Drafting Number: LLS 20-0515 Date: February 26, 2020
Prime Sponsors: Rep. Sullivan Bill Status: House Business
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Bill Topic: SUNSET MOTORCYCLE OPERATOR SAFETY TRAINING PROGRAM

- Summary of Fiscal Impact:
- State Revenue
- State Expenditure
- State Transfer
- TABOR Refund
- Local Government
- Statutory Public Entity

Sunset bill. This bill continues the Motorcycle Operator Safety Training Program in the Department of Public Safety, which is scheduled to repeal on September 1, 2020. It also repeals the requirement that safety training instructors have a Colorado driver's license. State fiscal impacts under the bill include only the continuation of the program's current revenue and expenditures. The program is continued through September 1, 2025.

Appropriation Summary: No appropriation is required.

Fiscal Note Status: The fiscal note reflects the introduced bill.

Table 1
State Fiscal Impacts Under HB-20-1285*

Table with 3 columns: Category, FY 2020-21, FY 2021-22. Rows include New Impacts (Revenue, Expenditures, TABOR Refund) and Continuing Program Impacts (Revenue, Expenditures, TABOR Refund).

* Table 1 shows the new impacts resulting from changes to the program under the bill, and the continuing impacts from extending the program beyond its current repeal date. Because the bill continues a program without making any changes, there are no new impacts. The continuing program impacts will end if the bill is not passed and the program is allowed to repeal.

Summary of Legislation

This bill continues the Motorcycle Operator Safety Training (MOST) program in the Department of Public Safety, which is scheduled to repeal on September 1, 2020. It also repeals the requirement that safety training instructors have a Colorado driver's license. The program is continued through September 1, 2025.

Background

The MOST program was created in 1991 in the Colorado Department of Transportation and transferred to the Colorado State Patrol (CSP) in the Department of Public Safety on January 1, 2018. The CSP sets standards for the certification of courses in the program and contracts with vendors for the purpose of providing MOST program classes. The MOST program is funded by a \$2.00 surcharge on motorcycle driver's license endorsements and a \$4.00 surcharge on motorcycle registrations. The CSP may use up to 15 percent of the revenue for administration of the MOST program.

Continuing Program Impacts

Based on the department's FY 2019-20 budget, the Department of Public Safety is expected to have revenue of \$945,747 and expenditures of \$816,454 and 1.0 FTE to administer the MOST program. If this bill is enacted, current revenue and expenditures will continue for the program starting in FY 2021-22. This continuing revenue is subject to the state TABOR limits but the revenue is already accounted for in the LCS revenue forecast. If this bill is not enacted, the program will end on September 1, 2021, following a wind-down period, and state revenue and expenditures will decrease starting in FY 2021-22 by the amounts shown in Table 1.

Effective Date

The bill takes effect August 5, 2020, if the General Assembly adjourns on May 6, 2020, as scheduled, and no referendum petition is filed.

State and Local Government Contacts

Public Safety