

**STATE  
FISCAL IMPACT**

**Drafting Number:** LLS 12-0179  
**Prime Sponsor(s):** Sen. Renfroe  
 Rep. Holbert

**Date:** February 20, 2012  
**Bill Status:** Senate Transportation  
**Fiscal Analyst:** Kelli Kelty (303-866-3518)

**TITLE:** CONCERNING THE REPEAL OF THE MOTORCYCLE OPERATOR SAFETY TRAINING PROGRAM.

<b>Fiscal Impact Summary</b>	<b>FY 2012-2013</b>	<b>FY 2013-2014</b>
<b>State Revenue</b>		
Cash Funds		
Motorcycle Operator Safety Training Fund	(\$870,000)	(\$870,000)
<b>State Expenditures</b>		
Cash Funds		
Highway Users Tax Fund-		
Colorado State Titling and Registration Account	\$2,368	
Motorcycle Operator Safety Training Fund	(\$650,000)	(\$650,000)
<b>FTE Position Change</b>	(1.0 FTE)	(1.0 FTE)
<b>Effective Date:</b> August 8, 2012, if the General Assembly adjourns on May 9, 2012, as scheduled, and no referendum petition is filed.		
<b>Appropriation Summary for FY 2012-2013:</b> None required.		
<b>Local Government Impact:</b> None.		

**Summary of Legislation**

The bill eliminates the Motorcycle Operator Safety Training (MOST) program administered by the Office of Transportation Safety in the Colorado Department of Transportation (CDOT).

**Background**

The MOST program is funded by a \$2.00 surcharge for a motorcycle endorsement on a driver's or provisional driver's license and a \$4.00 surcharge on the registration of a motorcycle. Moneys are credited to the MOST Fund and used by the CDOT to implement and administer the program. In FY 2010-11, \$794,972 was credited to the MOST Fund.

The CDOT is permitted to retain up to 15 percent of annual MOST revenues for administrative purposes; the remainder is distributed to private sector training providers. Moneys in the MOST Fund are continuously appropriated and unspent moneys remain in the fund for use in a future fiscal year.

**State Revenue**

Beginning in FY 2012-13, the bill decreases state cash fund revenue by \$870,000. The fiscal note makes the following assumptions based on the number of motorcycle endorsements and registrations in previous years.

Section 2-2-322, C.R.S., requires legislative service agency review of measures which create or increase any fee collected by a state agency. The table below identifies the fee impact of this bill.

<b>Table 1. Fee Impact of SB12-089 for Motorcycle Endorsements and Registrations</b>					
<b>Type of Fee</b>	<b>Current Fee</b>	<b>Proposed Fee</b>	<b>Fee Change</b>	<b>Number Affected</b>	<b>Total Fee Impact</b>
Decrease in Motorcycle Endorsements	\$2.00	0	(\$2.00)	75,000	(\$150,000)
Decrease in Motorcycle Registrations	\$4.00	0	(\$4.00)	180,000	(\$720,000)
<b>TOTAL</b>					<b>(\$870,000)</b>

While the MOST Fund is anticipated to have approximately \$110,000 in revenue at the time of the bill's implementation, the bill does not indicate how the remaining fund balances will be reconciled.

**State Expenditures**

Beginning in FY 2012-13, the bill decreases state expenditures by \$650,000 and eliminates 1.0 FTE. The bill also has a one-time increase in state expenditures of \$2,368.

**Office of Information Technology.** The bill increases cash funded state expenditures by \$2,368. The Governor's Office of Information Technology (OIT) requires 32 hours of programming, at a cost of \$2,368, to remove fees from the Colorado State Titling and Registration System (CSTARS).

**Department of Transportation.** Beginning in FY 2012-13, the bill decreases state expenditures by \$650,000 and eliminates 1.0 FTE in the CDOT.

According to the department, several CDOT employees charge portions of their time to the MOST program to fulfill the following duties: administering the program's payments to participating vendors; certifying that the vendors' training programs meet CDOT's standards; and generally ensuring that the program is run according to statutes and promulgated rules. These portions of time of these CDOT employees add up to approximately 1.0 FTE per year.

*Department of Revenue.* While the DOR will need to update rules, forms, manuals, and its website and provide training to the authorized agents and other entities affected by implementation of the bill, the increase in department workload is minimal and can be absorbed within existing appropriations.

### **State Appropriations**

For FY 2012-13, DOR needs \$2,368 from the CSTARs Account. These moneys should be reappropriated to the Department of Law. Moneys in the MOST Fund are continuously appropriated to the CDOT. The bill eliminates CDOT's continuous spending authority to the MOST Fund.

### **Departments Contacted**

Revenue            Transportation