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REVISED FISCAL NOTE

(replaces fiscal note dated February 3, 2020)

Drafting Number: LLS 20-0034
Prime Sponsors: Sen. Coram; Zenzinger
Rep. Wilson

Date: March 10, 2020
Bill Status: Senate Appropriations
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Bill Topic: SMART SCHOOL BUS SAFETY PILOT PROGRAM

- Summary of Fiscal Impact:
- State Revenue
- State Expenditure
- State Transfer
- TABOR Refund
- Local Government
- School District

The bill creates the Smart School Bus Safety Pilot Program and increases state expenditures for three years beginning in FY 2020-21.

Appropriation Summary: For FY 2020-21, the bill requires an appropriation of \$2.0 million to the Department of Public Safety.

Fiscal Note Status: The fiscal note reflects the introduced bill, as amended by the Senate Finance Committee.

Table 1
State Fiscal Impacts Under SB 20-052

Table with 4 columns: Category, FY 2020-21, FY 2021-22, FY 2022-23. Rows include Revenue, Expenditures (General Fund), Transfers, and TABOR Refund.

Summary of Legislation

The bill creates the Smart School Bus Safety Pilot Program in the Department of Public Safety (DPS). The program provides grants to school districts and charter schools to equip buses with software and hardware that enable the bus to communicate directly with first responders via voice communication and silent duress alarm. Grants may also be used for education programming concerning transportation safety, driver training, equipment maintenance, and the operation of a website or other online service for notifications to parents.

The DPS is required to adopt program rules, including an application process, criteria for awarding grants and determining amounts, and a process for achieving a balanced distribution of grant money to rural, urban, and suburban school districts. The DPS must also select an organization to serve as a consultant to the program. The bill specifies that \$1.0 million of the pilot program appropriation be provided to the consultant to support school district grantees, develop an internet web site and other online tools, recruit and train bus drivers, develop safety information, and develop private and public funding opportunities.

No later than November 1, 2020, the DPS must award grants to selected school districts for a three-year period, to cover the academic years through 2022-23. No later than June 30, 2021, and annually thereafter, school districts and the program consultant must report specified program information to the DPS, and the department must include this information in presentations during SMART Act hearings.

For FY 2020-21, FY 2021-22, and FY 2022-23, the bill requires that the General Assembly appropriate \$2.0 million to the DPS for the program. The program is repealed July 31, 2024.

State Revenue

The bill authorizes the DPS to accept gifts, grants, and private donations to support the pilot program. No amount of private funding has been identified. State revenue from private sources is not subject to TABOR revenue limitations.

State Expenditures

The bill increases state expenditures by \$2.0 million in FY 2020-21, FY 2021-22, and FY 2022-23. For each of three fiscal years, the DPS will pass through \$1.0 million of this appropriation to the consultant, retain 3 percent for program creation and administrative expenses (\$30,000), and distribute the remaining funding in grants to school districts (\$970,000).

Administrative expenses include adopting rules, issuing an RFP to selecting a program consultant, administering the grant program, providing technical assistance to grant applicants, ensuring accountability, and completing annual reports.

School District

Grants from the program increase a participating school district's revenue and expenditures.

Effective Date

The bill takes effect upon signature of the Governor, or upon becoming law without his signature.

State Appropriations

For FY 2020-21, the bill requires a General Fund appropriation of \$2.0 million to the Department of Public Safety.

State and Local Government Contacts

Education

Information Technology

Law

Public Safety