



**Colorado  
Legislative  
Council  
Staff**

**SB17-243**

**FINAL  
FISCAL NOTE**

**FISCAL IMPACT:**  State  Local  Statutory Public Entity  Conditional  No Fiscal Impact

**Drafting Number:** LLS 17-0306 **Date:** July 12, 2017  
**Prime Sponsor(s):** Sen. Baumgardner; Todd **Bill Status:** Signed into Law  
 Rep. Jackson **Fiscal Analyst:** Ryan Long (303-866-2066)

**BILL TOPIC:** CONTINUE MOTORCYCLE OPERATOR SAFETY TRAINING PROGRAM

<b>Fiscal Impact Summary</b>	<b>FY 2017-2018</b>	<b>FY 2018-2019</b>
<b>State Revenue</b>	<b>\$0</b>	<b>\$860,000</b>
<i>Continuing revenue</i>		
Cash Funds		860,000
<i>State Transfer</i>		
Cash Funds	(440,000)	
Cash Funds	440,000	
<b>State Expenditures</b>	<b>\$0</b>	<b>\$877,000</b>
<i>Continuing expenditures</i>		
Cash Funds		857,216
Centrally Appropriated Costs		19,784
<i>State Transfer</i>		
Cash Funds	(440,000)	
Cash Funds	430,108	
Centrally Appropriated Costs	9,892	
<b>FTE Position Change</b>	<b>0.5 FTE</b>	<b>1.0 FTE</b>
<b>Appropriation Required:</b> None.		
<b>Future Year Impacts:</b> Continuation of revenue and expenditures through FY 2020-21.		

**Summary of Legislation**

Under current law, the Motorcycle Operator Safety Training (MOST) program is scheduled to repeal on July 1, 2017. This bill continues the MOST program for three years, and transfers the program from the Office of Transportation Safety in the Colorado Department of Transportation (CDOT) to the Office of the Chief of the Colorado State Patrol in the Department of Public Safety (DPS), effective January 1, 2018.

## Background

The MOST program is funded by a \$2 surcharge for a motorcycle endorsement on driver licenses and a \$4 surcharge on the registration of a motorcycle. Money is credited to the MOST Cash Fund in the Department of Revenue (DOR) and used by CDOT to administer the program, contract for motorcycle training programs, and provide public relations related to motorcycle safety.

## Fiscal Impact of Programs Set to Expire

This bill continues the MOST program that is set to repeal effective June 30, 2017. In the current FY 2016-17, the program has revenue of approximately \$860,000 and expenditures of approximately \$877,000 and 1.0 FTE. Under current law, state agencies may be appropriated funds to wind up the affairs of an expiring program for 12 months following the repeal date. As a result, there are no new costs in FY 2017-18.

However, because the bill transfers the MOST program to DPS from CDOT, the fiscal note shows a transfer in FY 2017-18 so that spending authority may be granted to the correct department.

## State Revenue

By continuing and modifying the MOST program, the bill transfers about \$440,000 in FY 2017-18 to DPS and increases cash fund revenue by approximately \$860,000 in FY 2018-19, deposited to the MOST Cash Fund. This revenue represents a continuation of existing revenue to the program, and is prorated in FY 2017-18 to account for the transfer date of the program.

## State Expenditures

The bill transfers program expenditures to DPS in the amount of \$440,000 in FY 2017-18, and continues expenditures of \$877,000 in FY 2018-19, paid from the continuously appropriated MOST Cash Fund. For FY 2018-19, costs represent the continuation of the program beyond its current repeal date. These costs are outlined in Table 1 and discussed below. Money in the fund is continuously appropriated, and unspent money remains in the fund for use in future fiscal years.

<b>Cost Components</b>	<b>FY 2017-18</b>	<b>FY 2018-19</b>
Personal Services	\$26,971	\$53,943
FTE	0.5	1.0
Operating Expenses and Capital Outlay Costs	20,178	30,950
Safety Promotions	125,000	250,000
Contracting costs	257,959	522,323
Centrally Appropriated Costs*	9,892	19,784
<b>TOTAL</b>	<b>\$440,000</b>	<b>\$877,000</b>

\* Centrally appropriated costs are not included in the bill's appropriation.

**Personal services.** In order to continue the MOST program, DPS will require 0.5 FTE and approximately \$47,000 in personal services and operating costs in FY 2017-18. DPS will require 1.0 FTE and approximately \$85,000 in personal services and operating costs in FY 2018-19 and in future years. Currently, the program is run by 1.0 FTE in CDOT. Personal services costs are prorated in FY 2017-18 to account for the transfer date of the program. It is assumed the FTE in CDOT will be reallocated, and no corresponding decrease of FTE in CDOT is required.

**Safety promotions.** For FY 2017-18, DPS will spend \$125,000 on public relations for motorcycle safety promotion. These costs are prorated to account for the transfer date of the program. While these are continuing costs, DPS will require an appropriation so that spending authority may be granted to the correct department.

**Contracting costs.** For FY 2017-18, DPS will spend around \$258,000 on contracts with private sector training providers. These costs are prorated to account for the transfer date of the program. While these are continuing costs, DPS will require an appropriation so that spending authority may be granted to the correct department.

**Centrally appropriated costs.** Pursuant to a Joint Budget Committee policy, certain costs associated with this bill are addressed through the annual budget process and centrally appropriated in the Long Bill or supplemental appropriations bills, rather than in this bill. The centrally appropriated costs subject to this policy are estimated in the fiscal note for informational purposes and summarized in Table 2. DPS indirect costs are 11.4 percent

<b>Cost Components</b>	<b>FY 2017-18</b>	<b>FY 2018-19</b>
Employee Insurance (Health, Life, Dental, and Short-term Disability)	\$4,400	\$8,801
Supplemental Employee Retirement Payments	2,417	4,834
Indirect Costs	3,075	6,150
<b>TOTAL</b>	<b>\$9,892</b>	<b>\$19,785</b>

**Effective Date**

The bill was signed into law by the Governor and took effect on May 25, 2017.

**State and Local Government Contacts**

Public Safety