

**FINAL
FISCAL NOTE**

Drafting Number: LLS 13-0518

Date: June 10, 2013

Prime Sponsor(s): Rep. Ginal
Sen. Tochtrop

Bill Status: Signed into Law

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TITLE: CONCERNING THE MOTORCYCLE OPERATOR SAFETY TRAINING PROGRAM.

Fiscal Impact Summary	FY 2013-2014	FY 2014-2015
State Revenue		
State Expenditures		
FTE Position Change		
Effective Date: The bill was signed into law by the Governor on March 29, 2013, and takes effect August 7, 2013, assuming no referendum petition is filed.		
Appropriation Summary for FY 2013-2014: None.		
Local Government Impact: None.		

Summary of Legislation

The bill requires the Office of Transportation Safety in the Colorado Department of Transportation (CDOT) to establish new eligibility standards for students and instructors for the Motorcycle Operator Safety Training (MOST) program. Under the bill, the CDOT is required to create a system to record program data, including accidents, injuries, and fatalities. The bill also allows a driver's license holder from another state to enroll in a MOST course, providing they are a Colorado resident.

The bill also recreates the MOST Advisory Board. The board, which will consist of 12 members, is required to make recommendations on training methods to increase safety and program effectiveness. The board is required to meet at least four times per year. Members on the board are not reimbursed for their board activities.

By September 1 of each year, the CDOT is directed to report to the Legislative Audit Committee, House Transportation Committee, and Senate Transportation Committee on the effectiveness of the program and other performance measures.

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 2011-12, \$846,870 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 Expenditures

While the bill requires administration of the MOST Advisory Board and updating of the annual report by the CDOT, as well as requires a representative from the Department of Revenue to sit on the board, the increase in workload is anticipated to be minimal and is not expected to require an increase in appropriations for any state agency.

Departments Contacted

Public Safety

Revenue

Transportation