

FINAL FISCAL NOTE

Prime Sponsor(s): Sen. Tochtrop

Bill Status: Postponed Indefinitely

Rep. Saine Fiscal Analyst: Kelli Kelty (303-866-3518)

SHORT TITLE: MOTORCYCLE OPERATOR SAFETY TRAINING

Fiscal Impact Summary	FY 2014-2015	FY 2015-2016
State Revenue		
State Expenditures	See State Expenditures section.	
FTE Position Change		
Appropriation Required: None		

Summary of Legislation

This bill directs the Office of Transportation Safety within the Colorado Department of Transportation (CDOT) to cap spending on administration of the Motorcycle Operator Training Safety (MOST) program at no more than 20 percent of the total cost of the program, and no more than 10 percent may be spent for the promotion of motorcycle safety. It requires CDOT to use 70 percent of the total cost of the program to subsidize tuition for MOST-approved courses. Additionally, the bill requires the MOST program to include "share the road" and impaired riding programs.

Background

The MOST program is funded by a \$2 surcharge for a motorcycle endorsement on a driver's or provisional driver's license and a \$4 surcharge on the registration of a motorcycle. Moneys are credited to the MOST Fund and used by CDOT to implement and administer the program. In FY 2012-13, \$845,425 was credited to the MOST Fund. CDOT projects \$800,000 in MOST revenue in FY 2013-14.

Currently, 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

The bill does not increase or decrease expenditures for the MOST program. Rather, it reallocates MOST revenue for administration of the program, promotion of motorcycle safety, and subsidizing of MOST-approved courses. In addition, CDOT currently provides support staff to the MOST program.

Page 2
May 27, 2014

SB14-020

Effective Date

The bill takes was postponed indefinitely by the House Transportation and Energy Committee on March 20, 2014.

State and Local Government Contacts

Public Safety Revenue Transportation