



Fiscal Note
Legislative Council Staff
Nonpartisan Services for Colorado’s Legislature

SB 25-175: SUNSET BILL TOWING TASK FORCE

Prime Sponsors:

Sen. Gonzales J.
Rep. Boesenecker; Mauro

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Fiscal note status: The revised fiscal note reflects the introduced bill, as amended by the Senate Transportation and Energy Committee.

Summary Information

Overview. The bill continues the Towing Task Force for ten years, until September 1, 2035. It is currently set to repeal on September 1, 2025.

Types of impacts. The bill only has impacts from continuing an existing task force, which will extend existing fiscal impacts through FY 2035-36 in the following areas:

- State Revenue
- State Expenditures

Appropriations. For FY 2025-26, the bill requires an appropriation of \$79,000 to the Department of Regulatory Agencies. If funding is included in the FY 2025-26 Long Bill for this task force, no appropriation is required.

Table 1
Continuation of Current State Fiscal Impacts

Type of Impact ¹	Budget Year FY 2025-26	Out Year FY 2026-27
State Revenue (Cash Funds)	\$79,000	\$79,000
State Expenditures (Cash Funds)	\$79,000	\$79,000
Transferred Funds	\$0	\$0
Change in TABOR Refunds	\$79,000	\$79,000
Change in State FTE	1.0 FTE	1.0 FTE

¹ These impacts result from continuing a program scheduled to repeal and reflect the extension of current spending levels.

Summary of Legislation

The bill continues the Towing Task Force in the Department of Regulatory Agencies for ten years, until September 1, 2035. It is currently set to repeal on September 1, 2025.

Background

The Towing Task Force was created by House Bill 14-1031 to make recommendations to the Public Utilities Commission (PUC) related to the maximum rates to be charged for nonconsensual tows and certain investigations of towing carriers. [House Bill 22-1314](#) and [House Bill 21-1283](#) added additional duties and reporting requirements for the task force. It has 14 members who must abide by certain conflict of interest parameters. The [sunset report](#) for the task force is available on the Department of Regulatory Agencies website.

Continuing Program Impacts

Based on estimated current revenue and expenditures, the Department of Regulatory Agencies has revenue and expenditures of about \$79,000 to support the task force. Revenue from permit fees on towing companies covers the costs associated with implementing state law related to towing regulation and enforcement. If this bill is enacted, current revenue and expenditures will continue for the program starting in FY 2025-26. Continuing revenue is subject to TABOR.

If this bill is not enacted, the task force will end on September 1, 2025, and state revenue and expenditures will decrease by about \$79,000, starting in FY 2025-26.

Effective Date

The bill takes effect 90 days following adjournment of the General Assembly sine die, assuming no referendum petition is filed.

State Appropriations

For FY 2025-26, the bill requires an appropriation of \$79,000 from the PUC Motor Carrier Cash Fund to the Department of Regulatory Agencies, and 1.0 FTE. Funding to continue the task force may be included in the bill or in the Long Bill for FY 2025-26. If funding is included in the Long Bill for FY 2025-26, no appropriation is required in this bill.

State and Local Government Contacts

Regulatory Agencies