

State Revenue

Overall, the bill is expected to increase state cash fund revenue by up to \$331,381 in FY 2014-15.

Department of Revenue (\$326,381). The DOR will collect \$5.92 per plate set issued to cover the tab and license plate material costs. It is assumed that 39,380 replacement plate sets and 15,752 new plate sets will be issued, resulting in revenue to the License Plate Cash Fund (LPCF) in the DOR of \$326,381 in FY 2014-15.

New fine revenue (up to \$5,000). Fine revenue under the bill is expected to increase by up to \$5,000 per year. The bill makes it a class B traffic infraction to block reasonable access to curb ramps, passenger loading zones, or accessible routes that are clearly identified unless the person is actively loading or unloading a person with a disability. Violators are subject to a \$150 fine. The state or local entity issuing the citation for the violation retains \$75 of the fine revenue and the remaining revenue is credited to the Disabled Parking Education and Enforcement Fund.

In addition to the \$150 fine, class B traffic infractions carry a \$15 penalty and a \$4 surcharge. Penalty revenue is credited to the Highway Users Tax Fund and distributed to state and local governments for transportation needs. Surcharge revenue is split evenly between the Victims and Witnesses Assistance and Law Enforcement Fund and the Crime Victim Compensation Fund in the Department of Public Safety. Increases in penalty and surcharge revenue as a result of the bill is expected to be minimal.

State Expenditures

This bill is expected to increase expenditures in the DOR by \$394,691 in FY 2014-15, as shown in Table 1.

Table 1. Expenditures Under HB 14-1029		
Cost Components	Number Impacted	FY 2014-15
Replacement License Plates	39,380	\$233,130
New License Plates	15,752	\$93,251
Programming		\$68,310
TOTAL		\$394,691

Replacement license plates (\$233,130). As of September 20, 2013 there were 39,380 vehicles registered with Persons with Disabilities license plates. It is assumed that vehicle owners will be required to replace existing identifying figure license plates with the new "extended" and "permanent" identifying license plates. License plates cost \$5.92 per set to produce, so replacing all existing reserved parking license plates will cost \$233,130 and will be paid from the LPCF.

New license plates (\$93,251). The fiscal note assumes that 10 percent of vehicle owners with identifying figure license plates are parents of a minor and will request to be issued a second identifying plate as authorized under the bill. This will cost \$23,312 in FY 2014-15. The fiscal note assumes that 30 percent of all registered owners of identifying figure license plates will wish to be issued a second set of identifying plates as authorized by the bill, which will cost \$69,939 in FY 2014-15. These costs will be paid for from the LPCF.

Programming (\$68,310). Programming will be required to update the Colorado State Titling and Registration System (CSTARS), the Plate Inventory Management System (PIMS), the Non-Standard Plate System (NSP), and the Online Vehicle Registration and Renewal System. These changes will require 920 hours of programming at approximately \$74.25 per hour and will be paid from the CSTARS account of the Highway Users Tax Fund. Programming will be performed by the Governor's Office of Information Technology (OIT).

Program administration. The DOR will be required to update forms, manuals, and the department's website to reflect the change in law. Training will also be provided to authorized agents, Titles and Registration staff, law enforcement, and other entities impacted by the bill. The increase in workload is anticipated to be minimal and does not require new appropriations.

Judicial Branch. The bill will impact the workload of courts to the extent that cases result from violators blocking reasonable access to curb ramps, passenger loading zones, or accessible routes, which are class B traffic infractions under the bill. The caseload model for county courts indicates that a judge can process approximately 30,207 traffic infraction cases per year. Any increase in the workload to county courts as a result of this bill is expected to be minimal and does not require new appropriations.

Local Government Impact

Under the bill, local law enforcement agencies issuing a class B traffic infraction to persons who block reasonable access to curb ramps, passenger loading zones, or accessible routes will retain \$75 per citation. It is expected that any increase in fine revenue to local governments as a result of this bill will be minimal.

Local governments may also experience an increase in workload to provide training in the changes made by the bill to law enforcement and other impacted entities.

Courts in the City and County of Denver may also experience a workload increase as a result of the bill. The increase in workload is expected to be minimal.

Effective Date

The bill takes effect July 1, 2014, and applies to applications submitted for identifying plates or placards and offenses committed on or after January 1, 2015.

State Appropriations

For FY 2014-15, the DOR requires a cash fund appropriation of \$326,381 from the License Plate Cash Fund and a cash fund appropriation of \$68,310 from the CSTARS account. The Governor's Office of Information Technology requires spending authority for \$68,310 in reappropriated funds.

State and Local Government Contacts

Revenue
Special Districts
Public Health and Environment

Judicial
Military Affairs

Local Affairs
Law