



***Chains or adequate snow tires required.*** When this level of chain law is in effect, noncommercial vehicles are required to either use a traction device or have tires with the mud and snow or all-weather rating on the side wall. Four-wheel drive vehicles are exempt from the requirement as long as they have tires with a tread depth of at least one-eighth inch.

***Chains only.*** When this level of chain law is in effect, noncommercial vehicles are required to use conventional, metal-link chains regardless of tire tread depth. Four-wheel drive vehicles are exempt from this requirement.

## **State Revenue**

***Assumptions.*** Because the bill affects travel from November 1 to May 15 each year, it is assumed that the CDOT will implement the bill in FY 2015-16, and the chain requirement will not take effect until November 1, 2015.

Beginning in FY 2015-16, this bill is anticipated to increase fine revenue by less than \$5,000 per year, credited to the Highway Users Tax Fund, and allocated to the State Highway Fund (SHF) within the CDOT and to cities and counties. The fine penalty for the new class B traffic infraction of violating the tire tread depth or chain requirement on I-70 is \$100 with a \$32 surcharge. This violation has not before existed in the state and the impact of the violation will be focused along a 126-mile corridor of I-70 between Dotsero and Morrison. While an increase in fines collected is expected, it is assumed that the majority of drivers will comply with the provisions of the bill and that any revenue generated is likely to be less than \$5,000 per year.

## **TABOR Impact**

This bill increases state revenue from fines, which will increase the amount required to be refunded under TABOR.

## **State Expenditures**

Beginning in FY 2015-16, this bill is anticipated to minimally increase workload in the CDOT, the Judicial Department, the Department of Public Safety, and the Department of Revenue.

***Colorado Department of Transportation.*** Beginning September 1, 2015, the CDOT is required to notify the public of the bill's requirements. Because of the bill's allowance for the CDOT to use electronic signs and online mediums, the fiscal note assumes that no material costs will be incurred. A minimal increase in workload is expected to accomplish the information and outreach required under the bill; however, no additional appropriations are required.

***Judicial Department.*** Trial courts in counties along the I-70 corridor between Dotsero and Morrison (Eagle, Summit, Clear Creek, and Jefferson) can expect to see a minimal increase in infractions. Because the new class B traffic infraction has not before existed in the state, this increase cannot be determined; however, the fiscal note assumes that the majority of drivers will comply with the provisions of the bill. Under the Judicial Department's workload model, one county court judicial officer can process 30,207 infraction cases a year. Therefore, it is assumed that workload impact is minimal and will not require an increase in appropriations.

**Department of Public Safety.** The Department of Public Safety will be required to enforce a new class B traffic infraction, and update its information materials on the Colorado chain law. These impacts are expected to be accomplished within existing workloads and require no additional appropriations.

**Department of Revenue.** The Department of Revenue will be required to update its Penalty Assessment Express System (PAX), and the accounting system used to input ticket payment information. It is assumed that this workload impact can be managed within existing appropriations.

### **Local Government Impact**

This bill will increase HUTF revenue to local governments beginning in FY 2015-16 by increasing the local government portion of fine revenue collected from the class B traffic infraction under the bill.

### **Effective Date**

The bill takes effect upon signature of the Governor, or upon becoming law without his signature.

### **State and Local Government Contacts**

Transportation  
Public Safety  
RTD

Judicial  
Cities and Counties  
Law

Local Affairs  
Revenue  
Sheriffs