



**Colorado
Legislative
Council
Staff**

Bill 5

FISCAL NOTE

FISCAL IMPACT: State Local Statutory Public Entity Conditional No Fiscal Impact

Drafting Number: LLS 17-0181
Prime Sponsor(s):

Date: October 3, 2016
Bill Status: Transportation Legislation Review
Committee Bill Request

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BILL TOPIC: AUTOCYCLE CHARACTERISTICS & SAFETY REQUIREMENTS

Fiscal Impact Summary	FY 2016-2017 <i>(current year)</i>	FY 2017-2018	FY 2018-2019
State Revenue Cash Funds	Minimal increase.	<u><\$1,000</u> <1,000	
State Expenditures Cash Funds	Minimal increase.	<u><\$500</u> <500	
TABOR Impact	Minimal increase.	<\$1,000	
Appropriation Required: None.			
Future Year Impacts: None.			

Summary of Legislation

This bill, **requested by the Transportation Legislation Review Committee**, amends the definition of an autocycle to:

- exclude motorcycles;
- specify that autocycles are three-wheeled motor vehicles where the driver and passengers ride in a fully or partly enclosed seating area equipped with safety belts for all occupants;
- define "partly enclosed seating area" as an area that is surrounded on the sides by the frame or body of the vehicle; and
- remove air bag and hardtop enclosure requirements.

The bill also clarifies that child restraint and safety belt laws apply to autocycles.

Background

House Bill 14-1367 classified autocycles as a separate vehicle than motorcycles, allowed for the operation of an autocycle without a motorcycle license endorsement, and limited other motorcycle-specific rules from applying to autocycle operators. Autocycles are specifically titled and registered as autocycles and issued autocycle license plates. As of September 2016, there are three autocycles registered in Colorado.

Assumptions

The bill's amended definition of autocycle will require approximately 100 vehicles currently titled and licensed as motorcycles to be reclassified and titled and licensed as autocycles between FY 2016-17 and FY 2017-18.

State Revenue

Beginning in FY 2016-17, approximately 100 motorcycles vehicle owners will be required to acquire autocycle titles and license plates for their vehicles, and pay the associated fees to the Division of Motor Vehicles and clerk and recorder offices. The impact to state fee revenue is expected to be less than \$1,000 in FY 2016-17 and FY 2017-18.

TABOR Impact

This bill minimally increases state cash fund revenue from fees, which will minimally increase the amount of money required to be refunded under TABOR. TABOR refunds are paid out of the General Fund.

State Expenditures

Beginning in FY 2016-17, the Department of Revenue (DOR) will have an increase in expenditures of less than \$500 to mail notifications to motorcycle owners who will be required to update to autocycle titles and registrations as well as costs to process those applications. In addition, workload will increase in the DOR and the Department of Public Safety (DPS) to train staff and other entities affected by the legislation, and to update rules, forms, manuals, and websites. These costs and workload impacts can be addressed within the existing appropriations of DOR and DPS.

Local Government Impact

Clerk and recorder offices retain \$4.00 of every title fee processed. As such, these offices will see an estimated \$400 increase in revenue from title fees in FY 2016-17 and FY 2017-18.

Effective Date

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

State and Local Government Contacts

Public Safety Revenue