Concerning the creation of a single annual fleet overweight permit for a commercial motor vehicle fleet that includes both vehicles that have a quad axle grouping and vehicle combinations with a trailer that has two or three axles.

Prime Sponsors: Reps. Valdez D. and Gray  Sens. Scott and Hisey

JBC Analyst: Steve Allen
Phone: 303-866-4961
Date Prepared: February 11, 2020

Appropriation Items of Note

Appropriation Not Required, No Amendment in Packet

Fiscal Impact of Bill as Amended to Date
The most recent Legislative Council Staff Fiscal Note (attached) reflects the fiscal impact of the bill as of 01/09/20.

<table>
<thead>
<tr>
<th>XXX</th>
<th>No Change: Attached LCS Fiscal Note accurately reflects the fiscal impact of the bill</th>
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<tbody>
<tr>
<td></td>
<td><strong>Update:</strong> Fiscal impact has changed due to <em>new information or technical issues</em></td>
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<tr>
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<td><strong>Update:</strong> Fiscal impact has changed due to <em>amendment adopted</em> after LCS Fiscal Note was prepared</td>
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<tr>
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<td><strong>Non-Concurrence:</strong> JBC Staff and Legislative Council Staff disagree about the fiscal impact of the bill</td>
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Amendments in This Packet for Consideration by Appropriations Committee

None.

Current Appropriations Clause in Bill
The bill neither requires nor contains an appropriation clause for FY 2020-21.

Points to Consider

*TABOR/ Excess State Revenues Impact*
The bill reduces the cash fund revenue that the Colorado Department of Transportation (CDOT) is projected to receive from fees during FY 2020-21 and subsequent years by $20,000. Since CDOT’s fee revenue is subject to the TABOR limit, this will reduce TABOR refunds in FY 2020-21 by $20,000.