



Legislative Council Staff

Nonpartisan Services for Colorado's Legislature

Revised Fiscal Note

(replaces fiscal note dated February 10, 2022)

Drafting Number:	LLS 22-0696	Date:	February 24, 2022
Prime Sponsors:	Sen. Liston Rep. Valdez D.	Bill Status:	House Trans. and Local Govt.
		Fiscal Analyst:	Will Clark 303-866-4720 Will.Clark@state.co.us

Bill Topic: **ALTERED TRUCK WEIGHT DOCUMENTS**

Summary of Fiscal Impact:

<input checked="" type="checkbox"/> State Revenue	<input checked="" type="checkbox"/> TABOR Refund
<input checked="" type="checkbox"/> State Expenditure	<input checked="" type="checkbox"/> Local Government
<input type="checkbox"/> State Transfer	<input type="checkbox"/> Statutory Public Entity

The bill makes changes to registration requirements for certain heavy trucks. It increases state and local expenditures in FY 2022-23 only, and may impact state and local revenue on an ongoing basis.

Appropriation Summary: No appropriation is required.

Fiscal Note Status: This revised fiscal note reflects the reengrossed bill.

Summary of Legislation

Under current law, owners of trucks weighing between 4,500 and 10,000 pounds must present a manufacturer's certificate of origin or a certified scale ticket at the time of registration to determine weight-based fees. This bill clarifies that a certified scale ticket must only be presented if the truck has been modified to change the weight of the truck by 300 pounds or more. The bill also requires certified vehicle weighers to include a vehicle's identification number, year of manufacture, and make on a weight certificate when establishing the weight of a truck that has been modified with a changed weight of 300 pounds or more for registration purposes.

State Revenue

To the extent that this bill encourages disclosures of vehicle weight changes, it may increase revenue from base registration fees, as well as the Bridge Safety and Road Safety surcharges, all of which are based on vehicle weight, distributed to the Highway Users Tax Fund (HUTF), and subject to TABOR. This revenue impact is indeterminate.

State Expenditures

In FY 2022-23, the Department of Revenue will be required to update rules, forms, manuals, and the department's website to reflect the change in law, and will provide training to authorized agents and Title and Registration Section staff. As the fiscal note assumes that no systems changes are required under the bill, no change in appropriations is required.

Other Budget Impacts

TABOR refunds. The bill may increase the amount of state revenue required to be refunded to taxpayers by an indeterminate amount as described in the State Revenue section above. This estimate assumes the December 2021 LCS revenue forecast. A forecast of state revenue subject to TABOR is not available beyond FY 2023-24. Because TABOR refunds are paid from the General Fund, increased cash fund revenue will reduce the amount of General Fund available to spend or save.

Local Government

The bill will minimally increase workload for county clerks and recorders that act as authorized agents to update registration requirements, and may increase local revenue from the HUTF by an indeterminate amount.

Effective Date

The bill takes effect 90 days following adjournment of the General Assembly sine die, assuming no referendum petition is filed. The bill applies to vehicles registered as a result of change in ownership that occurs on or after the effective date.

State and Local Government Contacts

Counties	County Clerks	Information Technology
Revenue	Transportation	