



**Colorado
Legislative
Council
Staff**

HB17-1044

FISCAL NOTE

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

Drafting Number: LLS 17-0181
Prime Sponsor(s): Rep. Mitsch Bush
Sen. Todd

Date: January 13, 2017
Bill Status: House Transportation and Energy
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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.		
State Expenditures	Minimal workload increase.		
TABOR Impact		Minimal increase.	
Appropriation Required: None.			
Future Year Impacts: None.			

Summary of Legislation

This bill, **recommended 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 January 2017, there are three autocycles registered in Colorado.

Assumptions

The bill's amended definition of autocycle will require some vehicles currently titled and licensed as motorcycles to be reclassified and titled and licensed as autocycles between FY 2016-17 and FY 2017-18. As a result, a subset of motorcycle owners will incur fees to re-register their vehicles as autocycles.

State Revenue

Beginning in FY 2016-17 through FY 2017-18, the bill requires some motorcycle owners 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 has not been estimated, but is expected to be minimal.

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 for FY 2017-18. TABOR refunds are paid out of the General Fund. TABOR refund obligations are not expected for FY 2016-17.

State Expenditures

Between FY 2016-17 and FY 2017-18, the Department of Revenue (DOR) will have a minimal increase in expenditures 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 to train staff and other entities affected by the legislation, and to update rules, forms, manuals, and websites. These cost and workload increases can be addressed within the existing appropriations of these departments.

Local Government Impact

Clerk and recorder offices retain a recorder fee for every title fee processed. As such, these offices will see a minimal increase in workload and revenue from title fees between 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

Information Technology

Public Safety

Revenue