



**Colorado  
Legislative  
Council  
Staff**

**HB17-1044**

**REVISED  
FISCAL NOTE**

(replaces fiscal note dated January 13, 2017)

**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:** February 8, 2017  
**Bill Status:** Senate Transportation  
**Fiscal Analyst:** Erin Reynolds (303-866-4146)

**BILL TOPIC:** AUTOCYCLE CHARACTERISTICS & SAFETY REQUIREMENTS

<b>Fiscal Impact Summary</b>	<b>FY 2016-2017 (current year)</b>	<b>FY 2017-2018</b>	<b>FY 2018-2019</b>
<b>State Revenue</b> Cash Funds	Minimal increase.		
<b>State Expenditures</b>	Minimal workload increase.		
<b>TABOR Impact</b>		Minimal increase.	
<b>Appropriation Required:</b> None.			
<b>Future Year Impacts:</b> None.			

**Summary of Legislation**

The **reengrossed** bill redefines autocycles as motorcycles that do not use handlebars and have passengers riding in a fully or partly enclosed seating area. 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. There are other autocycles that have been registered as motorcycles based on the limited definition in current law. It is estimated that there are between 100 to 200 of these currently registered in Colorado.

**State Revenue**

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

## **Research Note Available**

An LCS Research Note for House Bill 17-1044 is available online and through the iLegislate app. Research notes provide additional policy and background information about the bill and summarize action taken by the General Assembly concerning the bill.