



**Legislative Council Staff**

*Nonpartisan Services for Colorado's Legislature*

**Final Fiscal Note**

<b>Drafting Number:</b>	LLS 24-0154	<b>Date:</b>	July 17, 2024
<b>Prime Sponsors:</b>	Sen. Roberts; Will Rep. Velasco; Taggart	<b>Bill Status:</b>	Signed into Law.
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**Bill Topic:** **COMMERCIAL VEHICLE HIGHWAY SAFETY MEASURES**

<b>Summary of Fiscal Impact:</b>	<input checked="" type="checkbox"/> State Revenue	<input type="checkbox"/> State Transfer	<input checked="" type="checkbox"/> Local Government
	<input checked="" type="checkbox"/> State Expenditure	<input type="checkbox"/> TABOR Refund	<input type="checkbox"/> Statutory Public Entity

The bill gives the Colorado Department of Transportation the ability to issue closures and equipment requirements over an expanded area of state highways and interstates, creates heightened enforcement zones in Glenwood Canyon, creates a new traffic offense, and requires a feasibility study. The bill increases state and local expenditures for FY 2024-25 and FY 2025-26 only and may increase state revenue on an ongoing basis.

**Appropriation Summary:** For FY 2024-25, the bill requires and includes an appropriation of \$31,684 to the Department of Revenue. No appropriation is required for the Department of Transportation, as the State Highway Fund is continuously appropriated to the department.

**Fiscal Note Status:** The final fiscal note reflects the enacted bill.

**Table 1  
State Fiscal Impacts Under SB 24-100**

		<b>Budget Year FY 2024-25</b>	<b>Out Year FY 2025-26</b>
<b>Revenue</b>		-	-
<b>Expenditures</b>	DRIVES Cash Fund	\$31,684	\$32,356
	State Highway Fund	\$100,000	-
	<b>Total Expenditures</b>	<b>\$131,684</b>	<b>\$32,356</b>
<b>Transfers</b>		-	-
<b>Other Budget Impacts</b>		-	-

## **Summary of Legislation**

The bill makes several changes to the ability of the Department of Transportation (CDOT) to issue closures or require certain equipment on interstate and state highways and creates new safety requirements on Interstate 70 (I-70) through Glenwood Canyon.

The bill:

- expands the geographic area that the CDOT can close or restrict the use of a highway without certain equipment for commercial vehicles with a gross vehicle weight over 16,000 to encompass any portion of I-70 west of milepost 259 (Morrison), Colorado State Highway 9 from milepost 63 to milepost 97 (Frisco to Fairplay), U.S. Route 40 west of milepost 256 (Empire), U.S. Route 50 west of milepost 225 (Salida), U.S. Route 160 west of milepost 304 (Walsenburg), U.S. Route 258 west of milepost 250 (Morrison), and all of U.S. Route 550 from milepost 0 to 130 from September 1 through May 31;
- requires the CDOT's Freight Mobility and Safety Branch to launch an awareness campaign around the changes described above;
- allows CDOT to establish heightened speed limit enforcement zones when there are safety concerns related to commercial vehicle drivers exceeding the posted speed limits on public highways within the Glenwood Canyon I-70 corridor from milepost 116.0 to 131.0 eastbound and 118.5 to 131.0 westbound. If the department establishes a heightened speed zone, it must erect signs identifying the heightened speed zone and notifying commercial motor vehicle drivers of the increased fines associated with speeding in the zone;
- subjects commercial motor vehicle drivers who commit speeding violations in the zone to double the fines and surcharges, unless the fines and surcharges are already doubled due to the violation occurring in a construction or maintenance zone;
- creates the Mountain Highways Commercial Motor Vehicle Safety Account, and directs the State Treasurer to credit the fines collected in the heightened speed zone to the account;
- makes it a traffic offense for a commercial vehicle to drive in the furthest left lane on I-70 in Glenwood Canyon, through Dowd Junction, over Vail Pass, in the Eisenhower-Johnson Tunnel, on Georgetown Hill, and on Floyd Hill, unless specifically required or authorized to pass by law;
- clarifies that port of entry officers have the same powers as peace officers when enforcing highway closures and the winter traction device law; and
- requires the CDOT's Freight Mobility and Safety Branch to conduct a study on the feasibility of funding additional chain-up and chain-down station locations, on the economic and safety impacts of commercial motor vehicle incidents and closures during inclement weather events, and on commercial motor vehicle parking locations along I-70. The study may be funded by the Fuels Impact Reduction Grant Program. The study must be presented during the 2025 legislative interim to the Transportation Legislation Review committee, the Transportation Commission, and to each state legislator whose district is wholly or partly within the Western Slope.

## **Background**

**DRIVES programming.** The Division of Motor Vehicles (DMV) in the Department of Revenue (DOR) uses its Driver License, Record, Identification and Vehicle Enterprise Solution (DRIVES) information technology system for all driver license and motor vehicle transactions. The DRIVES system requires an extensive 18-month upgrade which is scheduled to take place from July 1, 2024, through March 31, 2026. As a result, the DOR has requested that any new legislation requiring DRIVES programming have an effective date of April 1, 2026, with roll-forward spending authority through FY 2026-27, noting that each programming requirement during the system upgrade period may increase the overall project timeline. Based on the current effective date in the bill, the fiscal note includes costs for the DRIVES programming to take place twice in the existing and new system.

## **Comparable Crime Analysis**

Legislative Council Staff is required to include certain information in the fiscal note for any bill that creates a new crime, changes the classification of an existing crime, or creates a new factual basis for an existing crime. Using Judicial Department data, the following section outlines crimes that are comparable to the offense in this bill and discusses assumptions on future rates of criminal convictions resulting from the bill.

**Prior conviction data and assumptions.** This bill creates the new offense of driving in the farthest left lane as a commercial vehicle if there are two or more adjacent lanes of traffic on I-70 in the specified areas. To form an estimate on the prevalence of this new crime, the fiscal note analyzed the existing offense of driving in the passing lane of a highway with a speed limit of 65 miles per hour or more, a traffic infraction, as a comparable crime. From FY 2020-21 to FY 2022-23, zero offenders have been sentenced and convicted for this existing offense; therefore, the fiscal note assumes that there will be minimal or no additional case filings or convictions for the new offense under the bill. Visit [leg.colorado.gov/fiscalnotes](https://leg.colorado.gov/fiscalnotes) for more information about criminal justice costs in fiscal notes.

## **State Revenue**

Based on the assumptions above, this analysis assumes that there will be a minimal impact on state revenue. Under the bill, traffic offense penalties and court fees, which are subject to TABOR, may increase by a minimal amount.

The bill doubles speeding penalties for commercial vehicle drivers who speed in in a heightened speed limit enforcement zone. Table 2 below shows the changes in penalties under the bill.

**Table 2  
New Speeding Penalties for Commercial Vehicles Under SB 24-100**

<b>Speeding Violation</b>	<b>Current Penalty</b>	<b>Penalty Under Bill</b>
1-4 mph over the maximum lawful speed	\$30.00	\$60.00
5-9 mph over the maximum lawful speed	\$70.00	\$140.00
10-19 mph over the maximum lawful speed	\$135.00	\$270.00
20-24 mph over the maximum lawful speed	\$200.00	\$400.00

**State Expenditures**

Spending from the State Highway Fund by the CDOT will increase by \$100,000 in FY 2024-25 only. Expenditures in the Department of Revenue (DOR) will increase by about \$32,000 in FY 2024-25 and FY 2025-26 only. Expenditures are shown in Table 3 and detailed below.

**Table 3  
Expenditures Under SB 24-100**

	<b>FY 2024-25</b>	<b>FY 2025-26</b>
<b>Department of Transportation (CDOT)</b>		
Feasibility Study	\$50,000	-
Awareness Campaign	\$50,000	-
<b>CDOT Subtotal</b>	<b>\$100,000</b>	<b>-</b>
<b>Department of Revenue (DOR)</b>		
DRIVES Programming	\$31,684	\$32,356
<b>DOR Subtotal</b>	<b>\$31,684</b>	<b>\$32,356</b>
<b>Total Cost</b>	<b>\$131,684</b>	<b>\$32,356</b>

**Department of Transportation.** The bill requires the CDOT to conduct a study on the feasibility of additional chain-up stations. The department estimates it will cost up to \$50,000 in FY 2024-25 to conduct the study, assuming two consultants working for four weeks at a cost of \$150 per hour, with \$2,000 reserved for any additional miscellaneous costs. The bill additionally requires the CDOT to conduct an awareness campaign on the new highway restrictions, which requires up to \$50,000 in FY 2024-25. The department will request this amount from the Transportation Commission during their annual budget process. These expenditures will come from the State Highway Fund and will reduce the overall amount available in the fund for roadway construction and maintenance projects.

**Department of Revenue.** The bill increases expenditures in Department of Motor Vehicles (DMV) within the DOR to update the DRIVES system, which both the DMV and County Clerk and Recorders use to issue driver's credentials and maintain driver's records. Computer programming costs in FY 2024-25 and FY 2025-26 include DRIVES programming, estimated at 96 hours at a rate of \$248 per hour in FY 2024-25 and 96 hours at a rate of \$255 per hour in FY 2025-26; ISD development and testing costs, estimated at 71 hours at a rate of \$35 per hour in each year; support from the Office of Information Technology estimated at 37 hours at a rate of \$99 per hour in each year, paid to OIT through real-time billing; and business user acceptance testing at 54 hours at a rate of \$32 per hour in each year. These costs will require roll-forward spending authority through FY 2026-27.

**Judicial Department.** A minimal increase in traffic filings is expected while drivers become accustomed to the new requirements. The increased workload is absorbable within existing resources.

## **Local Government**

Similar to the state, it is expected that any workload or cost increases for district attorneys to prosecute any new offenses under the bill will be minimal. District attorney offices are funded by counties.

## **Effective Date**

The bill was signed into law by the Governor on May 20, 2024, and takes effect on August 7, 2024, assuming no referendum petition is filed.

## **State Appropriations**

For FY 2024-25, the bill requires and includes an appropriation of \$31,684 to the Department of Revenue from the DRIVES Cash Fund.

The State Highway Fund is continuously appropriated to the Department of Transportation.

## **State and Local Government Contacts**

Revenue

Transportation

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The revenue and expenditure impacts in this fiscal note represent changes from current law under the bill for each fiscal year. For additional information about fiscal notes, please visit the [General Assembly website](#).