



Legislative Council Staff
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**Fiscal Note
Memorandum**

Room 029 State Capitol, Denver, CO 80203-1784
Phone: (303) 866-3521 • Fax: (303) 866-3855
lcs.ga@state.co.us • leg.colorado.gov/lcs

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TO: Members of the House Energy and Environment Committee

FROM: Katie Ruedebusch, Fiscal Analyst
Katie.Ruedebusch@state.co.us | (303-866-3001)

SUBJECT: Fiscal Assessment of Proposed Amendment **HB1199_L.001**.

This memorandum is an assessment of the fiscal impact of the attached proposed amendment to **HB19-1199**. This fiscal assessment is for the impact of the bill with inclusion of this amendment only. Any other added amendment could influence the fiscal impact.

Summary of Proposed Amendment

Beginning on July 1, 2020, the introduced bill allows a certain number of plug-in electric motor vehicle owners to access standard high-occupancy vehicle lanes for free and toll lanes or high-occupancy toll lanes for one-half the amount of the usual toll rate no matter the number of occupants. Beginning on July 1, 2022, if a vehicle owner chooses to participate in the program, qualified vehicles owners must pay a \$35 fee upon registration. Amendment L.001 requires participating qualified vehicles owners to pay the \$35 fee beginning on July 1, 2020.

Fiscal Impact of Amendment

State revenue. Amendment L.001 increases state cash fund revenue in by \$350,000 in FY 2020-21 compared to the original fiscal note dated February 28, 2019 by assessing the fee at an earlier date. While the fiscal note assumes full participation in the program, any reduction in the lower participation rates will result in reduced fee and state revenue impacts.

State expenditures. Amendment L.001 decreases state expenditures in HPTE in FY 2020-21 by up to \$72,549 compared to the original fiscal note dated February 28, 2019. HPTE is contractually obligated to compensate Plenary Roads Denver for loss toll revenue. By assessing the \$35 fee beginning FY 2020-21, it is estimated that HPTE will not need to compensate Plenary Roads Denver for lost toll revenue in the year.

Bill's Revised Fiscal Impact with Amendment

The bill, with Amendment L.001, will increase state cash fund revenue by \$142,895 in FY 2020-21, as shown in Table 1.

In addition, the bill, with the amendment, increases state cash fund expenditures by a total of \$1.9 million in FY 2019-20 only. Of this amount, the bill increases expenditures in HPTE by \$1,704,000 in from the Statewide Transportation Enterprise Special Revenue Fund and for the Department of Revenue by \$272,250 in from the DRIVES Vehicle Services Account. Finally, the bill may increase workloads for the Department of Public Safety and Judicial Department.

Table 1
State Fiscal Impacts Under HB 19-1199 as Amended by Amendment L.001

		FY 2019-20	FY 2020-21
Revenue	Cash Funds	-	\$142,895
Expenditure	Cash Funds	\$1,976,250	-
Transfer		-	-
TABOR Refund		-	-