



## Legislative Council Staff

*Nonpartisan Services for Colorado's Legislature*

# Fiscal Note

---

<b>Drafting Number:</b>	LLS 22-0696	<b>Date:</b>	February 10, 2022
<b>Prime Sponsors:</b>	Sen. Liston Rep. Valdez D.	<b>Bill Status:</b>	Senate Trans. & Energy
		<b>Fiscal Analyst:</b>	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:** The fiscal note reflects the introduced 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 removes the requirement to present a manufacturer's certification of origin and requires that a certified scale ticket be presented only if the truck has been modified to substantially change the weight of the truck.

## Assumptions

Currently, vehicle weights are validated by the Department of Revenue (DOR) and county clerks only upon initial titling and registration of a vehicle. This fiscal note assumes that weight will not be validated during registration renewals unless the owner of a truck declares their vehicle has been substantially modified and provides a certified scale ticket; and therefore includes no costs for systems changes.

## **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 and distributed to the Highway Users Tax Fund (HUTF). This revenue impact is indeterminate.

## **State Expenditures**

In FY 2022-23, the DOR 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 registrations made or renewed on or after the effective date.

## **State and Local Government Contacts**

Counties  
Revenue

County Clerks  
Transportation

Information Technology