Colorado Legislative Council Staff

HB16-1122

REVISED

FISCAL NOTE

(replaces fiscal note dated February 1, 2016)

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

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Drafting Number:	LLS 16-0568	**Date:**	March 4, 2016
Prime Sponsor(s):	Rep. Everett	**Bill Status:**	Senate Transportation
	Sen. Hill; Marble	**Fiscal Analyst:**	Erin Reynolds (303-866-4146)

BILL TOPIC: REMOTE STARTER SYSTEMS

Fiscal Impact Summary	FY 2016-2017	FY 2017-2018
State Revenue	**at least ($500)**	**at least ($500)**
Cash Funds	at least (500)	at least (500)
State Expenditures	Minimal workload reduction.	
TABOR Impact	at least ($500)	at least ($500)
Appropriation Required: None.		
Future Year Impacts: Ongoing revenue decrease and workload reduction.		

Summary of Legislation

The *reengrossed* bill exempts vehicles with a remote starter system from the law prohibiting the idling of an unattended vehicle when the driver takes adequate security measures. A local authority may continue to enforce or enact ordinances or resolutions concerning time limits on motor vehicle idling for one year after the bill's passage.

Background

Under current law, it is a class B traffic infraction to leave a vehicle idling while unattended. In the past three years, there have been 152 cases filed under this charge, or about 50 cases annually.

State Revenue

This bill is expected to reduce fine revenue by at least $500 in FY 2016-17 and each year thereafter. The penalty for a class B traffic infraction is generally a fine between $15 to $100. The fiscal note assumes that less than one-third of vehicle idling cases involved a vehicle with a remote starter system, therefore it is expected that fine revenue will be reduced by at least $500 annually. Revenue from fines is credited to the Highway Users Tax Fund (HUTF), of which a portion is allocated to the State Highway Fund (SHF) within the Colorado Department of Transportation.

TABOR Impact

This bill reduces state cash fund revenue from fines, which will reduce the amount of money required to be refunded under TABOR. TABOR refunds are paid out of the General Fund.

State Expenditures

This bill will result in a minimal workload reduction in trial courts in FY 2016-17 and each year thereafter. The remote starter system exemption in the bill will likely create a reduction in the number of court filings for this offense, assuming some of the filings relate to this exemption. The current county caseload model indicates that one full-time judicial officer can process 30,207 traffic infractions, therefore the workload reduction is expected to be minimal and no change in appropriations is required.

Local Government Impact

To the extent a local government enforces or enacts an ordinance or resolution concerning time limits on motor vehicle idling, costs will increase in that local government by a minimal amount.

This bill will also minimally decrease HUTF revenue to local governments beginning in FY 2016-17, due to an anticipated reduction in traffic infractions. The bill also results in a minimal revenue reduction for municipalities, which are expected to have a decrease in fine revenue. Because no data are available on fines collected for this traffic infraction at the municipal level, the fiscal impact cannot be determined, but is expected to be minimal. Finally, the bill will result in a workload reduction for Denver County Court, which is funded entirely by the City and County of Denver. The Denver County Court is expected to have a reduction in the number of filings for this traffic offense and a minimal workload reduction as a result.

Effective Date

The bill takes effect August 10, 2016, if the General Assembly adjourns on May 11, 2016, as scheduled, and no referendum petition is filed.

State and Local Government Contacts

Counties	Judicial	Municipalities
Public Safety	Sheriffs	

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: **www.colorado.gov/fiscalnotes.**