


Colorado Legislative Council Staff Fiscal Note
FINAL
FISCAL NOTE

Drafting Number: LLS 08-0869
Prime Sponsor(s): Rep. Levy
 Sen. Gordon

Date: May 30, 2008
Bill Status: Postponed Indefinitely
Fiscal Analyst: Brad Denning (303-866-4777)

TITLE: CONCERNING TRANSPORTATION PLANNING, AND, IN CONNECTION THEREWITH, ESTABLISHING NEW TRANSPORTATION SYSTEM PERFORMANCE EFFICIENCY AND SUSTAINABILITY GOALS, REQUIRING CONSIDERATION OF LAND USE PLANNING ISSUES AND ADVERSE IMPACTS DURING THE TRANSPORTATION PLANNING PROCESS, AND SPECIFYING OTHER NEW REQUIREMENTS RELATED TO STATE, REGIONAL, AND LOCAL TRANSPORTATION PLANNING.

Fiscal Impact Summary	FY 2008-2009	FY 2009-2010
State Revenue	\$0	\$0
State Expenditures		
Cash Funds - State Highway Fund	\$760,000	\$3,304,738
Federal Funds	190,000	826,185
FTE Position Change	0.0 FTE	3.0 FTE
Effective Date: The bill was postponed indefinitely by the House Transportation and Energy Committee on March 13, 2008.		
Appropriation Summary for FY 2008-2009: None required.		
Local Government Impact: See Local Government Impact section.		

Summary of Legislation

This bill modifies the state's transportation planning process by requiring a more detailed regional transportation planning focus. The bill requires the following:

- a 20-year transportation plan for each transportation planning region that includes a federal metropolitan planning organization;
- the Transportation Commission (Commission) must identify statewide transportation planning process goals;
- regional plans must identify specific policies consistent with resources allocated by the Commission;
- a regional commission is responsible for adopting a regional plan within 4 years of this bill's effective date, and to update the plan every 4 years;
- the Colorado Department of Transportation (CDOT) must consolidate regional plans into a statewide transportation plan;
- the Commission must create rules for statewide planning;

- CDOT and the Department of Local Affairs are required to create a program to assist local governments;
- transportation projects with budget authority prior to the adoption of a regional plan are not subject to the bill's requirements; and
- the Commission is to consider demonstrated progress towards these new planning goals for allocating resources.

State Revenue

The long-term benefits to the state as a result of re-orienting its statewide planning process can not be quantified at this time. The new planning orientation may provide greater efficiencies to the planning and construction of transportation projects, and the reduction of greenhouse gas emissions and vehicle miles traveled.

State Expenditures

Colorado Department of Transportation. Expenditures for the department are estimated at \$950,000 in FY 2008-09 and \$4.1 million and 3.0 FTE in FY 2009-10. The bill requires state planning more regional efficient to reduce the amount of vehicle miles traveled and greenhouse gas emissions. The regional transportation planning process is required to provide decision makers and stakeholders with analyses to draft regional plans using extensive modeling and analysis of land use. Presently, CDOT does not use an extensive land use process for its projects. Software development and integration are needed to develop models that can be used by local governments. CDOT is required, in conjunction with the Department of Local Affairs, to help local governments develop and update regional plans for any regional planning commission that is not a metropolitan planning organization.

The largest components of the estimated costs are software, and data collection and processing. CDOT currently spends about \$700,000 annually to sample about 33 percent of the 9,148 miles of the state highway system, and portions of local roads. These costs are estimated to increase by \$2.4 million beginning in FY 2009-10 as the bill would require 100 percent testing of the highway system plus a portion of local roads. The department will require an increase in staff and legal services as noted in Table 1. Funding for the bulk of the costs and FTE are from the State Highway Fund, which is continuously appropriated by the Commission. The remainder of the costs (20 %) are funded from federal funds. It is assumed that the use of State Highway Fund moneys to modify statewide planning results in an equivalent decrease in funds available for highway projects.

Table 1. Expenditures for the Department of Transportation Under HB08-1312		
Cost Components	FY 2008-09	FY 2009-10
Software (design, development, integration, implementation)	\$250,000	\$1,000,000
Ongoing software licensing and maintenance (annual)		50,000
Funding for Non-Metropolitan Planning Organizations		500,000
Personal Services (increased staff, community meetings, planning)		180,923
Data Collection and Processing (road testing)	700,000	2,400,000
Legal Services (set rules for regional planning)		14,850
FTE	0.0	3.0
TOTAL	\$950,000	\$4,130,923

Local Government Impact

Local government expenditures for planning will likely increase as a result of the bill, because counties and municipalities would be required to change existing zoning and master plans. The fiscal note has not estimated the additional costs to local governments at this time.

Denver Regional Council of Governments (DRCOG). It is assumed that the regional planning approach will require DRCOG to conduct more extensive involvement with the public and other transportation regions than is currently required by state and federal law.

Regional Transportation District. The bill will increase the district's need to hire qualified staff to develop planning models.

Departments Contacted

Corrections	Human Services	Judicial
Law	Local Affairs	Public Health and Environment
Public Safety	Revenue	Transportation