

**STATE and LOCAL  
REVISED FISCAL IMPACT**

(replaces fiscal note dated March 3, 2009)

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<b>Drafting Number:</b> LLS 09-0353	<b>Date:</b> April 2, 2009
<b>Prime Sponsor(s):</b> Rep. Levy Sen. Williams	<b>Bill Status:</b> Senate Transportation
	<b>Fiscal Analyst:</b> Chris Ward (303-866-5834)

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**TITLE:** CONCERNING CORRIDOR CAPACITY STRATEGIC PLANNING TO FOSTER TRANSPORTATION EFFICIENCY.

<b>Fiscal Impact Summary</b>	<b>FY 2009-2010</b>	<b>FY 2010-2011</b>
<b>State Revenue</b>		
<b>State Expenditures</b>		
Cash Funds - State Highway Fund	\$2,500	
<b>FTE Position Change</b>		
<b>Effective Date:</b> August 5, 2009, assuming the General Assembly adjourns May 6, 2009, and no referendum petition is filed.		
<b>Appropriation Summary for FY 2009-2010:</b> None required.		
<b>Local Government Impact:</b> See Local Government Impact section.		

**Summary of Legislation**

As amended, the reengrossed bill establishes a system for the Colorado Department of Transportation (CDOT) to work with local governments and metropolitan planning organizations (MPOs) to address the impact of future development on traffic congestion in certain corridors.

Specifically, it requires that the CDOT and MPOs jointly identify and prioritize congested corridors as part of the statewide transportation planning process. For certain new development plans within those corridors, the CDOT may require traffic studies, review applications, and submit comments to local governments. The CDOT must define in rule the criteria that will trigger its involvement, and any development or rezoning application that meets the criteria must be transmitted to the CDOT.

**State Expenditures**

The CDOT will have to update its rules and regulations under the bill at an estimated one-time cost of \$2,500 in FY 2009-10. Aside from establishing criteria for reviewing new development plans that affect the state transportation system, the CDOT will have to update the rules that govern access for new construction to any state highway. Costs will be paid from the State Highway Fund, which is continuously appropriated to the CDOT. As such, no additional appropriation is required.

**Local Government Impact**

The bill requires that counties and municipalities transmit certain new development plans to the CDOT. It also establishes a system for local governments to work with the CDOT to develop strategic plans for congested corridors. Together, these provisions could increase local government costs for staff time and consultants to conduct traffic and other studies. These costs have not been estimated.

**Departments Contacted**

Local Affairs

Transportation