

Colorado Legislative Council Staff Fiscal Note
**STATE and LOCAL
 FISCAL IMPACT**

Drafting Number: LLS 10-0463
Prime Sponsor(s): Sen. Gibbs
 Rep. Scanlan

Date: March 16, 2010
Bill Status: Senate Transportation
Fiscal Analyst: Kurtis Morrison (303-866-3140)

TITLE: CONCERNING THE EFFECT OF COMMERCIAL VEHICLES ON TRAFFIC FLOW.

Fiscal Impact Summary	FY 2010-2011	FY 2011-2012
State Revenue		
Cash Funds		
Multiple Cash Funds - Penalties and Surcharges	< \$5,000	< \$5,000
State Expenditures		
Cash Funds		
State Highway Fund	\$25,000	
FTE Position Change		
Effective Date: July 1, 2010.		
Appropriation Summary for FY 2010-2011: None required.		
Local Government Impact: See Local Government Impact section.		

Summary of Legislation

Senate Bill 10-173 prohibits motor vehicles weighing 26,000 pounds or more from driving in the left lane of Interstate-70 (I-70) on a grade of 6 percent or more for a stretch of at least 1 mile. Violations are a class B traffic infraction. Exceptions are provided for:

- when entering and exiting I-70;
- when necessary to obey a traffic signal;
- when weather slows speeds to less than the posted speed limit; and
- when heavy traffic slows speeds to at least 20 miles per hour (mph) less than the speed limit.

The bill requires the Colorado Department of Transportation (CDOT) to post signs alerting drivers to left lane restrictions. It also requires the speed limit difference for different types of vehicles to be no more than 25 mph.

State Revenue

The bill will increase state revenue from traffic fines, however the increase is expected to be less than \$5,000 per year. Offenders are subject to a \$15 fine credited to the Highway Users Tax Fund (HUTF) and \$4 surcharge credited to the Crime Victim Compensation Fund and the Victims and Witnesses Assistance and Law Enforcement Fund.

State Expenditures

Assuming that CDOT will install **static** signs alerting drivers to left lane restrictions, **total state expenditures will be \$25,000**. To implement the bill, 25 signs will be installed along I-70, at a cost of \$1,000 per sign, every 5 miles in each direction, with additional signs for 3-lane segments. Table 1 provides a summary of total signs required and related expenditures. Costs are paid from the State Highway Fund, which is continually appropriated.

I-70 Segment (6% Grade)	Distance	Number of Signs	Cost
Vail Pass	10 miles	4	\$4,000
Eisenhower-Johnson Memorial Tunnels (West Side)	8 miles	6	6,000
Mount Vernon	6 miles	6	6,000
Georgetown Hill	5 miles	4	4,000
Floyd Hill	3 miles	5	5,000
	32 miles	25	\$25,000

The bill's provision regarding speed limit differences for different vehicle types will only affect the Eisenhower-Johnson Memorial Tunnels (EMJT) I-70 stretch. This highway segment has a posted 60 mph speed limit and a 30 mph limit for commercial vehicles. CDOT currently plans to increase the EJMT commercial vehicle speed limit to 35 mph in the summer of 2010. Therefore, this section has no fiscal impact.

Local Government Impact

This bill will increase revenue to the HUTF, a portion of which is allocated to counties and municipalities for highway purposes.

Departments Contacted

Public Safety Revenue Transportation