

**FINAL
FISCAL NOTE**

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| Drafting Number: LLS 13-0342 | Date: June 13, 2013 |
| Prime Sponsor(s): Sen. Todd Rep. Tyler; Labuda | Bill Status: Signed into Law |
| | Fiscal Analyst: Kelli Kelty (303-866-3518) |

TITLE: CONCERNING THE USE OF HIGHWAY USER TAX FUND MONEYS ALLOCATED TO LOCAL GOVERNMENTS FOR MULTIMODAL TRANSPORTATION INFRASTRUCTURE.

| Fiscal Impact Summary | FY 2013-2014 | FY 2014-2015 |
|--|---------------------|---------------------|
| State Revenue | | |
| State Expenditures | | |
| FTE Position Change | | |
| Effective Date: The bill was signed into law by the Governor on April 26, 2013 and takes effect July 1, 2013. | | |
| Appropriation Summary for FY 2013-2014: None. | | |
| Local Government Impact: See Local Government Impact Section. | | |

Summary of Legislation

The bill authorizes counties and municipalities to spend revenue that they receive from the Highway Users Tax Fund (HUTF) on transit-related projects. Current law authorizes the Colorado Department of Transportation (CDOT) to spend a portion of its HUTF revenue on transit-related projects, and specifies that the funding of these projects constitutes maintenance and supervision of public highways to reduce traffic and wear-and-tear on state highways and bridges.

Background

Under current law, there are two distinct revenue distribution streams for the HUTF. The source of revenue for the first distribution stream is the first seven cents per gallon of the excise tax on motor fuel as well as other fees and taxes. This revenue is apportioned at 65 percent to CDOT, 26 percent to counties, and 9 percent to municipalities. The second distribution stream is comprised of revenue from fuel taxes in excess of seven cents per gallon as well as fees and surcharges from Senate Bill 09-108, the Funding Advancement for Surface Transportation and Economic Recovery (FASTER). This revenue is apportioned at 60 percent to CDOT, 22 percent to counties, and 18 percent to municipalities.

Local Government Impact

This bill does not impact the amount of HUTF revenue distributed to local governments. Rather, the bill clarifies that local governments are permitted to use HUTF funds for transit-related projects, including designated bicycle or pedestrian lanes of highway and combined transport.

Departments Contacted

Public Safety

Transportation

Counties