

**STATE and LOCAL  
FISCAL IMPACT**

**Drafting Number:** LLS 15-0480  
**Prime Sponsor(s):** Sen. Garcia  
 Rep. Esgar

**Date:** February 24, 2015  
**Bill Status:** Senate Transportation  
**Fiscal Analyst:** Erin Reynolds (303-866-4146)

**BILL TOPIC:** US HIGHWAY 50 ECONOMIC BENEFITS STUDY

Fiscal Impact Summary*	FY 2015-16	FY 2016-2017
<b>State Revenue</b>		
<b>State Expenditures</b>	<b>\$25,000</b>	
Cash Funds	25,000	
<b>FTE Position Change</b>		
<b>Appropriation Required:</b> None.		

\* This summary shows changes from current law under the bill for each fiscal year.

**Summary of Legislation**

The bill requires the Colorado Department of Transportation (CDOT) to conduct an economic impact and opportunity study of the 250-mile portion of the U.S. Highway 50 that runs between the junction with U.S. Highway 285 and the Kansas border. Specifically, the CDOT is directed to study the extent to which various potential safety improvements are likely to increase the efficiency, capacity, and usage of the highway. The report is due to the transportation committees of the General Assembly and to be posted on the CDOT website by December 1, 2015.

**State Expenditures**

In FY 2015-16, the CDOT is estimated to incur a one-time cost of \$25,000 from the continuously appropriated State Highway Fund to conduct an economic impact and opportunity study of U.S. Highway 50. The CDOT has previously hired consultants for similar studies at a comparable rate, and will do the same for this bill.

**No appropriation clause.** The bill specifies that no separate appropriation of state moneys is required to implement its provisions. However, even when a bill specifies that no appropriation is required, legislative rules require the fiscal note to analyze the workload and cost impacts to state agencies that are expected to result from the proposed legislation.

**Local Government Impact**

Local governments that participate in the study by coordinating research efforts will experience an increase in workloads. The bill mentions certain local entities, including: the Pueblo County Department of Economic Development and Geographic Information Systems, the Southern Colorado Economic Development District, and the engineering and transportation planning regions that include portions of U.S. Highway 50.

**Effective Date**

The bill takes effect upon signature of the Governor, or upon becoming law without his signature.

**State and Local Government Contacts**

Transportation

Municipalities

Local Affairs