



Legislative  
Council Staff

*Nonpartisan Services for Colorado's Legislature*

**HB 20-1178**

**REVISED  
FISCAL NOTE**

(replaces fiscal note dated February 11, 2020)

<b>Drafting Number:</b>	LLS 20-0943	<b>Date:</b>	March 4, 2020
<b>Prime Sponsors:</b>	Rep. Holtorf Sen. Sonnenberg	<b>Bill Status:</b>	Senate Transportation
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**Bill Topic:** **INCREASE SPEED LIMIT ON CERTAIN RURAL HIGHWAYS**

<b>Summary of Fiscal Impact:</b>	<input type="checkbox"/> State Revenue	<input type="checkbox"/> TABOR Refund
	<input checked="" type="checkbox"/> State Expenditure	<input type="checkbox"/> Local Government
	<input type="checkbox"/> State Transfer	<input type="checkbox"/> Statutory Public Entity

The bill requires the Department of Transportation to identify portions of rural state highways where the speed limit can be raised without endangering public safety. The bill increases state workload and potentially state expenditures beginning in FY 2020-21.

**Appropriation  
Summary:** No appropriation is required.

**Fiscal Note  
Status:** The revised fiscal note reflects the reengrossed bill.

**Summary of Legislation**

The bill requires the Department of Transportation (CDOT) to conduct a study by March 1 2021, that identifies portions of rural state highways where the speed limit can be raised without endangering public safety. CDOT must give preference to portions of rural state highways that:

- connect rural towns to one or more cities;
- provide access to one or more public or private schools; and
- are heavily traveled relative to other state highways.

CDOT must submit a summary of the report as part of its annual report to the General Assembly, which must summarize the study's conclusions and identify portions of highway where CDOT will increase the speed limit.

This statute is repealed as of July 1, 2022.

**Background**

CDOT is primarily funded from the State Highway Fund (SHF), which is comprised of federal funds, the state's share of the Highway Users Tax Fund, and other various sources of revenue. The decision-making authority for the majority of state transportation revenue rests with the Transportation Commission, which is responsible for allocating funds from the SHF.

**State Expenditures**

In FY 2020-21 only, the bill will increase workload in CDOT to complete the study of rural highways and determine portions of rural highways where the speed limit can safely be increased. This increase in workload can be accomplished within existing resources.

For any portions of rural state highway identified in the report, CDOT must conduct additional engineering studies as specified in the Manual on Uniform Traffic Control Devices for Streets and Highways. The engineering studies examine the actual speed of traffic on the roadway, existing roadway conditions, observed crash history, and other environmental factors. The additional engineering studies will increase CDOT expenditures from the SHF, but the increase in expenditures will depend on which sections of rural highways are identified for increased speed limits. Funding from the SHF is allocated by the Transportation Commission. The commission will adjust spending from the SHF to accommodate the increase in CDOT expenditures under this bill.

**Effective Date**

The bill takes effect August 5, 2020, if the General Assembly adjourns on May 6, 2020, as scheduled, and no referendum petition is filed.

**State and Local Government Contacts**

Counties	Information Technology	Municipalities
Public Safety	Transportation	