



Fiscal Note

Legislative Council Staff

Nonpartisan Services for Colorado’s Legislature

SB 25-030: INCREASE TRANSP MODE CHOICE REDUCE EMISSIONS

Prime Sponsors:

Sen. Winter F.; Hinrichsen
Rep. Froelich

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Fiscal note status: The fiscal note reflects the introduced bill, as amended by the Senate Transportation and Energy Committee. The bill was recommended by the Transportation Legislation Review Committee.

Summary Information

Overview. The bill requires the Department of Transportation, metropolitan planning organizations, and local governments to coordinate on planning aimed at increasing transportation mode choice.

Types of impacts. The bill is projected to affect the following areas on an ongoing basis:

- Minimal State Expenditures
- Local Government

Appropriations. No appropriation is required.

**Table 1
State Fiscal Impacts**

Type of Impact	Budget Year FY 2025-26	Out Year FY 2026-27
State Revenue	\$0	\$0
State Expenditures (State Highway Fund)	\$0	\$0
Transferred Funds	\$0	\$0
Change in State Refunds	\$0	\$0
Change in State FTE	0.0 FTE	0.0 FTE

Summary of Legislation

The bill requires the Colorado Department of Transportation (CDOT) and metropolitan planning organizations (MPOs) to improve transportation options by increasing mode choice targets—the share of trips made by biking, carpooling, public transit, single-occupancy vehicles, or walking.

By December 31, 2025, local governments with populations over 5,000 within MPOs must submit all planned transit, bicycle, and pedestrian projects to their MPOs. Local governments may also adopt mode choice targets in collaboration with CDOT, MPOs, and transit agencies; submit local transportation demand management strategies to their MPOs; and prioritize projects identified by the CDOT and MPO inventories described below based on their potential to increase transportation mode choice, protect vulnerable road users, reduce vehicle miles traveled and greenhouse gas emissions, and improve access to non-driving transportation options in disproportionately impacted communities.

By July 1, 2026, CDOT must create a transit and active transportation project inventory of gaps in transit, bicycle, and pedestrian infrastructure on state highways and rights-of-way controlled by the department. By the same date, MPOs must create a similar inventory for roadways and rights-of-way within their bounds. The inventories must include local government and transit agency input and cost estimates for projects expected to significantly increase mode choice targets. The inventories will guide updates to the regional and statewide transportation plans, transportation improvement programs, and transit service plans. By October 31, 2026, they must report these inventories and potential funding sources to the Transportation Legislation Review Committee.

State Expenditures

The bill minimally increases expenditures in CDOT in FY 2025-26 only to create the transit and active transportation project inventories. These costs can be integrated into the CDOT Office of Innovative Mobility and Division of Transportation Development's existing planning efforts, and as a result are absorbable within existing resources.

Local Government

The bill minimally increases expenditures for local governments to compile and submit the required list of planned projects, and for MPOs to create the transit and active transportation project inventories.

Effective Date

The bill takes effect 90 days following adjournment of the General Assembly sine die, assuming no referendum petition is filed.

State and Local Government Contacts

Colorado Energy Office

Counties

Law

Local Affairs

Municipalities

Regional Transportation District

Transportation

Public Health and Environment

The revenue and expenditure impacts in this fiscal note represent changes from current law under the bill for each fiscal year. For additional information about fiscal notes, please visit the [General Assembly website](#).