



Fiscal Note

Legislative Council Staff

Nonpartisan Services for Colorado's Legislature

HB 25-1046: INCREASE MAX NUMBER TRANS. PLANNING REGIONS

Prime Sponsors:

Rep. Richardson

Sen. Pelton R.

Fiscal Analyst:

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Bill Outcome: Postponed Indefinitely

Drafting number: LLS 25-0659

Version: Final Fiscal Note

Date: September 3, 2025

Fiscal note status: The final fiscal note reflects the introduced bill. This bill was postponed indefinitely by the Transportation, Housing, and Local Government Committee on January 28, 2025; therefore, the impacts identified in this analysis do not take effect.

Summary Information

Overview. The bill would have increased the maximum allowable number of Transportation Planning Regions from 15 to 16.

Types of impacts. The bill would have affected the following areas on a conditional basis:

- State Expenditures
- Local Government

Appropriations. No appropriation was required. The State Highway Fund is continuously appropriated to the Colorado Department of Transportation.

Table 1
State Fiscal Impacts

Type of Impact	Budget Year FY 2025-26	Out Year FY 2026-27
State Revenue	\$0	\$0
State Expenditures (Cash Funds)	\$90,000	\$15,000
Transferred Funds	\$0	\$0
Change in TABOR Refunds	\$0	\$0
Change in State FTE	0.0 FTE	0.0 FTE

¹ State expenditures are conditional upon whether the Transportation Commission creates an additional Transportation Planning Region.

Summary of Legislation

The bill increases the maximum allowable number of Transportation Planning Regions (TPRs) from 15 to 16. This also increases the potential membership of the Statewide Transportation Advisory Committee from 17 to 18 members.

Background

Transportation planning regions. Colorado is currently divided into 15 TPRs, which includes 10 rural TPRs and five Metropolitan Planning Organizations. Each TPR develops a transportation plan that identifies local transportation needs and priorities, and these 15 plans are integrated into the Statewide Transportation Plan. The Statewide Transportation Advisory Committee (STAC) reviews and comments on this plan and advises both the Colorado Department of Transportation (CDOT) and the Transportation Commission on the needs of the state transportation system. The STAC is composed of voting representatives from the 15 TPRs and representatives from the Southern Ute and the Ute Mountain Ute tribes.

State Highway Fund. Funding from the State Highway Fund (SHF) is allocated by the Transportation Commission. The commission adjusts spending from the SHF to accommodate bill-related CDOT expenditures.

State Expenditures

The bill conditionally increases state expenditures in CDOT by \$90,000 in FY 2025-26 and \$15,000 in FY 2026-27 and ongoing. These costs, paid from the State Highway Fund, are summarized in Table 2 and discussed below.

Table 2
State Expenditures
Department of Transportation

Conditional Cost Components¹	Budget Year FY 2025-26	Out Year FY 2026-27
Statewide Planning and Research	\$15,000	\$15,000
Regional Transportation Plan	\$75,000	\$0
Total Costs	\$90,000	\$15,000

¹ These costs are conditional upon the Transportation Commission creating an additional TPR in FY 2025-26; actual expenditure timing may vary. Expenditures will not occur if the Transportation Commission does not create a new TPR.

Statewide Planning and Research

If the Transportation Commission takes action to create a new TPR, the new TPR would require \$15,000 annually for operational costs, paid through the Rural Planning Assistance Program.

Regional Transportation Plan

A new TPR would require \$75,000 from the State Highway Fund to develop a regional transportation plan, which would be updated every four years.

Department of Transportation

A new TPR would require CDOT representatives to attend additional meetings each quarter. Travel costs would depend on where the new TPR is located. Any impact to CDOT would be absorbable within existing resources.

Local Government

If a new TPR is created and the Transportation Commission creates new borders between certain TPRs, some workload will shift to the new TPR from existing TPRs.

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

Transportation

Local Affairs