



Legislative Council Staff

Nonpartisan Services for Colorado's Legislature

Fiscal Note

Drafting Number:	LLS 23-0957	Date:	April 4, 2023
Prime Sponsors:	Rep. Lindstedt; Vigil Sen. Zenzinger	Bill Status:	House Trans. & Local Govt.
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Bill Topic: **SCOPE OF BRIDGE AND TUNNEL ENTERPRISE**

Summary of Fiscal Impact:

<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 expands the scope of the Bridge and Tunnel Enterprise to include preventative maintenance projects on bridges in fair or good condition. It impacts state expenditures on an ongoing basis.

Appropriation Summary: No appropriation is required.

Fiscal Note Status: The fiscal note reflects the introduced bill.

Summary of Legislation

The bill expands the scope of the Bridge and Tunnel Enterprise (BTE) in the Department of Transportation (CDOT) to include the completion of preventative maintenance bridge projects. These projects seek to extend the service life of a bridge in fair or good condition by preventing, delaying, or reducing deterioration. In addition, the bill specifies the BTE may repair, reconstruct, replace, or maintain a bridge rated as fair if the fair-rated bridge is included as part of a project to repair, reconstruct, replace, or maintain a designated bridge.

Background

The BTE was formed in 2009 to repair, reconstruct, replace, and maintain designated Colorado bridges – bridges in the state highway system that are rated as “poor” by CDOT and identified as structurally deficient or functionally obsolete. The BTE operates as a government-owned business within CDOT with the Transportation Commission serving as the BTE Board of Directors. The BTE is funded through a bridge safety surcharge ranging from \$13 to \$32 imposed on vehicle registration based on vehicle weight. In 2021, Senate Bill 21-260 authorized the BTE Board to impose a bridge and tunnel impact fee and retail delivery fee that are estimated to generate \$522 million in funding over the next ten years.

State Expenditures

The bill may have future impacts on CDOT expenditures. While there may be additional costs in the near-term if the BTE chooses to perform preventative maintenance projects on fair-rated bridges, these bridges should spend a longer portion of their service lives in an improved operating state, reducing the need for costlier treatments such as bridge deck rehabilitation or full bridge replacement. In addition, the bill allows the BTE to include projects on fair-rated bridges alongside projects involving poor-rated bridges under certain conditions. This may result in cost savings by increasing the efficiency of projects and minimizing redundant maintenance and construction efforts.

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

Counties
Treasury

Information Technology

Transportation