



**Colorado
Legislative
Council
Staff**

SB17-235

FISCAL NOTE

FISCAL IMPACT: State Local Statutory Public Entity Conditional No Fiscal Impact

Drafting Number: LLS 17-1099

Date: April 3, 2017

Prime Sponsor(s): Sen. Crowder; Todd
Rep. Melton

Bill Status: Senate Agriculture

Fiscal Analyst: Clare Pramuk (303-866-2677)

BILL TOPIC: PILOT PROJECT SEAPLANES LAND IN STATE PARKS

Fiscal Impact Summary	FY 2017-2018	FY 2018-2019
State Revenue Cash Funds	Minimal increase. See State Revenue section.	
State Expenditures Cash Funds	<u>at least \$111,143</u> at least 111,143	<u>at least \$20,513</u> at least 20,513
Appropriation Required: None.		
Future Year Impacts: Ongoing expenditure increase until September 1, 2020.		

Summary of Legislation

Current Division of Parks and Wildlife rules prohibit seaplanes from landing in or taking off from state park bodies of water. No later than June 1, 2018, the division is required to create a pilot project that allows seaplanes to land on at least two lakes located at different state parks. The Parks and Wildlife Commission will choose lakes on which the use of motorboats is allowed and the division has the right to control the use of the surface. The seaplane is required to comply with all federal and state laws applicable to aircraft and vessels. Before a pilot lands on waters of the state at a state park the pilot is required to:

- be certified in aquatic nuisance species identification, inspection, and decontamination techniques;
- land the seaplane at a specific Colorado airport for inspection and decontamination;
- communicate with park personnel where the seaplane will land; and
- purchase a park pass for that park.

As long as the pilot does not land on another body of water, aquatic nuisance inspection and decontamination is only required every 30 days.

The commission may adopt rules for the pilot project after consulting with the Aeronautics Division in the Department of Transportation, affected local governments, and stakeholders from the motorboat and seaplane communities. The pilot project is repealed September 1, 2020.

State Revenue

Park passes are \$7.00 per day and pilots landing at parks are required to purchase a pass before landing. Any increase in revenue from the implementation of the pilot project is expected to be minimal. Because the Division of Parks and Wildlife is an enterprise, park revenues are not subject to TABOR.

State Expenditures

This bill will increase expenditures for the Division of Parks and Wildlife by at least \$111,143 in FY 2017-18 and at least \$20,513 in FY 2018-19 based on the costs that have so far been identified. Expenditures will be paid from the continuously appropriated Parks and Outdoor Recreation Aquatic Nuisance Species Fund and the Parks and Outdoor Recreation Cash Fund in the Department of Natural Resources. Costs are shown in Table 1 and explained below.

Table 1. Expenditures Under SB17-235		
Cost Components	FY 2017-18	FY 2018-19
Personal Services (Temporary Staff)	\$2,200	\$19,800
Operating Expenses and Capital Outlay Costs	108,943	713
TOTAL	\$111,143	\$20,513

** Centrally appropriated costs are not included in the bill's appropriation.*

Assumptions. The two state parks chosen will be in proximity to one airport where the decontamination equipment will be located.

Division of Parks and Wildlife. Development of the pilot project will require a workload increase for division staff to conduct stakeholder meetings, determine which parks could host the pilot project, and provide notification of the change of use to the public. The Department of Law will provide legal services for the rulemaking process within the division's legal services budget. Once the planning process is complete, costs for division include temporary staffing at a rate of \$13.75 per hour for a cost of \$2,200 for one month in FY 2017-18, and \$19,800 for eight months in FY 2018-19 to staff the decontamination equipment. The pilot project will require mobile decontamination equipment at a cost of \$30,000, a portable wastewater collection system at a cost of \$5,000, and 240 buoys (120 at each park) to identify the area of each lake for seaplane landing and takeoff.

Additional costs associated with the pilot project that are not quantified in the fiscal note include vehicle and mileage costs, utilities for the mobile decontamination equipment, park signs, public outreach, and communication equipment.

Aeronautics Division, Department of Transportation. The Aeronautics Division will have an increase in workload to participate in the stakeholder process for the Division of Parks and Wildlife to develop rules related to the pilot project. This can be accomplished within existing appropriations.

Local Government Impact

Local governments in proximity to the parks that will be included in the pilot project will have an increase in workload to participate in the stakeholder process for the Division of Parks and Wildlife to develop rules related to the pilot project.

Effective Date

The bill takes effect August 9, 2017, if the General Assembly adjourns on May 10, 2017, as scheduled, and no referendum petition is filed.

State and Local Government Contacts

Information Technology
Transportation

Law

Natural Resources