



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, which was recommended by the Transportation Legislation Review Committee.

Summary Information

Overview. The bill requires the Department of Transportation, metropolitan planning organizations, local governments, and certain transit providers to implement plans to increase transportation mode choice.

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

- State Expenditures
- Local Government
- Statutory Public Entity

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

Table 1A
State Fiscal Impacts Under Bill 2

Type of Impact	Budget Year FY 2025-26	Out Year FY 2026-27
State Revenue	\$0	\$0
State Expenditures (State Highway Fund)	\$150,000	\$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 enacts a number of requirements—for the Colorado Department of Transportation (CDOT), metropolitan planning organizations (MPOs), transit providers serving a population of 100,000 or more, and local governments with populations of 25,000 or more—aimed at increasing mode choice targets. Mode choice targets are the share of total trips within a specific area completed using biking, carpooling, public transit, single-occupancy vehicles, or walking.

The bill requires CDOT to:

- present a statewide mode choice assessment, with recommendations for mode choice targets for CDOT, MPOs, and subject transit providers for 2030, 2035, 2040, 2045, and 2050 to the Transportation Legislation Review Committee (TLRC), the Transportation Commission, and the Colorado Energy Office by October 31, 2025;
- adopt rules establishing mode choice targets for CDOT, MPOs, and subject transit providers for 2030, 2035, 2040, 2045, and 2050 by July 1, 2026;
- establish mode choice targets to address greenhouse gas emission targets, reduce transportation cost burden for income-qualified Coloradans, improve mobility and access to jobs to Coloradans who cannot drive or do not have access to a vehicle, and improve the safety of vulnerable road users;
- present, in partnership with MPOs, a report on mode choice targets and mode choice implementation plans to the TLRC by October 31, 2026, and every three years thereafter; and
- prepare a mode choice implementation plan by December 31, 2026, and every five years thereafter that includes information about mode choice targets, a multimodal transportation gaps summary, and an analysis of certain projected greenhouse gas emissions. MPOs, subject transit providers, and subject local governments must also prepare their own mode choice implementation plans.

The bill allows CDOT's Nonattainment Area Air Pollution Mitigation Enterprise to award grants to MPOs, subject transit providers, and subject local governments for the development of mode choice implementation plans. The bill also allows CDOT to use the Multimodal Transportation and Mitigation Options Fund to give grants to be used for the development of mode choice implementation plans.

State Expenditures

The bill increases state expenditures in CDOT by \$150,000 in FY 2025-26. These costs, paid from the State Highway Fund, are summarized in Table 2 and discussed below.

Department of Transportation

CDOT will have costs to hire a third-party contractor to conduct the statewide mode choice assessment and to prepare the mode choice implementation plan, as outlined below.

Table 2
State Expenditures
Department of Transportation

Cost Component	Budget Year FY 2025-26	Out Year FY 2026-27
Third Party Contract	\$100,000	\$0
Implementation Plan	\$50,000	\$0
Total Costs	\$150,000	\$0
Total FTE	0.0 FTE	0.0 FTE

Third-Party Contract

The bill requires CDOT to conduct a statewide mode choice assessment by October 1, 2025. In order to meet the deadline set by the bill, CDOT will hire a third-party consultant at a cost of \$100,000 in FY 2025-26 to conduct the statewide mode choice assessment.

The statewide mode choice assessment may increase the workload of CDOT staff to provide modeling as needed. The department's workload will also increase to conduct the rulemaking changes required after the of the statewide assessment plan. These workload increases will be addressed through the department's annual budget setting process.

Implementation Plan

The bill requires CDOT, in coordination with MPOs, subject transit providers, and local governments, to prepare a mode choice implementation plan by December 31, 2026, and every five years afterwards. The department will use information from the statewide mode choice assessment to inform the mode choice implementation plan. The department requires \$50,000 in FY 2025-26 to create the plan.

Legal Services

CDOT requires legal services, provided by the Department of Law, for rulemaking regarding mode choice targets. This can be accomplished within existing legal services appropriations.

Additional Expenditures

The bill allows the Nonattainment Area Air Pollution Mitigation Enterprise to award grant funding for the development of mode choice implementation plans. The bill additionally allows the Multimodal Transportation and Mitigation Options Fund to be used for the development of mode choice implementation plans. The exact amount of these expenditures will depend on the grant award amounts.

Local Government

The bill requires local governments with populations of 25,000 or more and MPOs to prepare mode choice implementation plans every five years starting December 31, 2026. Local governments and MPOs will incur costs to prepare these plans and provide data to CDOT for their triennial report

Statutory Public Entity

The bill requires subject transit providers serving populations of 100,000 or more to prepare a mode choice implementation plan every five years beginning December 31, 2026. The Regional Transportation District (RTD) will need to hire a consultant to help prepare the plan at an estimated cost of \$98,000.

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

Law

Municipalities

Public Health and Environment

Regional Transportation District

Transportation