



COLORADO

Department of Transportation

Office of Policy and Government Relations

DATE: April 13, 2018
TO: Transportation Commissioners, Executive Director, Executive Management Team, Branch Managers, and Office Directors
FROM: Andy Karsian, Office of Policy & Government Relations
RE: Legislative Update

Overview

Another busy week at the Capitol as legislators took actions on the state budget and a number of different issues. The Joint Budget Committee met to finalize next year's \$29B budget. The House and Senate added more than \$70M to the budget during their respective debates, however, the JBC whittled that spending down to \$30M. The additional spending on the budget is possible because of a surplus this year, and a bill from last year's legislature that made room in the TABOR budget limit. There are still hundreds of bills that need to pass or fail in the next month, and now that the budget passed, it will be easier to kill those bills that are looking for additional spending.

Legislation

As of today, there are CDOT is tracking 35 bills for possible direct or indirect impacts on CDOT, its employees, and the state's transportation network. Below are summaries of a few bills introduced or heard this week.

House Bill 18-1340 (Infrastructure Funding): The JBC met as a conference committee to determine the fate of the many amendments placed on the budget bill, as well as decide what to do about the budget orbital bills. The JBC's HB 1340 had House amendments added, which the Senate then stripped, so the JBC had to decide the final numbers for the general fund transfer to the state highway fund. Unfortunately, they have been unable to finalize the bill this week. This bill is tied to the future of SB1, the other transportation funding bill. House and Senate leadership continue to hold discussions on how funding for roads should be distributed, and until there is some compromise on SB, or until there is no compromise on SB1, HB1340 may be wandering in the wilderness.

House Bill 18-1188 (Location Services for Connected Vehicles): CDOT sought to clarify a statutory definition about whether the department may use location data from connected vehicles. CDOT wanted to ensure the definition of an 'electronic device' would not unintentionally apply to connected vehicles in the future. As CDOT continues to work with Panasonic to develop vehicle to infrastructure communications, this will be a key component of the technology. The House amended the bill to include strict safeguards against the collection of personal identifying information, but it was not enough for the Senate Transportation Committee who killed the bill this week on a party line vote. CDOT will continue to work with legislators educating them about the important role technology will play in the future of transportation.

Senate Bill 18-144 (Idaho Stops for Bicycles): This bill allows bicyclists to use Idaho stops where local governments permit them. It passed the House this week but with the same strenuous safety debate between supporters and opponents. The bill says a bicyclist approaching a stop sign must slow to a reasonable speed and, when safe to do so, may proceed through the intersection without stopping. CDOT added an amendment clarifying the department's authority over state highway intersections even when a local government begins allowing Idaho stops within their jurisdictions. There will continue to be skepticism about Idaho stops, and the bill may create more confusion if passed, but expectations are the Senate will concur with the House's amendments and the bill will become law.

