



**COLORADO**

Department of Transportation

Office of Policy and Government Relations

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

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### **Overview**

It was a cold week around the state and under the dome. The legislators' hot debate on gun measures, nursing shortages and supplemental funding for the department of corrections did little to warm the atmosphere. The Lieutenant Governor did sign the bill fixing the drafting error responsible for last October's special session. Even with the hints of a bipartisan warm front moving in it still looks like the forecast for outside and inside the building is for continuing chilly conditions.

### **Legislation**

As of today, there are CDOT is tracking 24 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 18-1188 (Clarify CDOT Use of Electronic Data from Connected Vehicles):* HB1188 clarifies a minor point in statute about whether CDOT may use location data from connected vehicles. Current statute prohibits state agencies from locating an electronic device without a warrant. This language comes from a bill that did not contemplate that connected vehicles would become a reality and unfortunately, connected vehicles fall under the definition of electronic device in statute. So, this bill clarifies that, CDOT may use location services in vehicle to infrastructure technology. The committee approved an amendment that clarifies the data shall only be used for transportation and traffic management purposes. Some Republicans withheld their support until an amendment clarifying the department may not collect personal information is placed on the bill during second readings. The bill passed out of committee 9-3.

*House Bill 18-1119 (Highway Building and Maintenance Funding):* This bill was the House version SB-001. It dedicated 7.5% of the general fund's sales and use tax revenue for state highways. This would have equaled around \$230-\$250M in the first year. Voters would have decided to use these funds to bond for \$3.5B. In subsequent years, with a growing economy, the amount of the 7.5% would increase and any money left over after paying bond debt payments would go to CDOT's asset management. Concerns were raised regarding the sustainability of general fund money for long term debt payments. Otherwise, the sponsor, who worked closely with CDOT and other stakeholders, presented one of the strongest cases for transportation funding the House Transportation Committee has heard in a while. The bill did die in committee, however, on an 8-4 party line vote.

*Senate Bill 18-167 (Enforce Requirements 811 Locate Underground Facilities):* The Senate Transportation committee listened to more than 20 people testify on SB167, some expressing concerns and most in support of the ongoing legislative process. At one moment during the hearing one of the Senate sponsors spoke to the stakeholder outreach to more than 60 groups statewide. CDOT supports the efforts to modernize and update utility notification and is undergoing our own internal process for updating CDOT's utility locate procedures. The committee approved an amendment on the bill that added CDOT to the Safety Committee that will hear and review claims from owners and contractors concerning utility line breaks. The bill passed out of committee with one no vote. It still has a long journey ahead with the next



stop the Senate Finance committee and then Appropriations committee, all before it gets to the Senate floor for debate.

