



**DATE:** March 16, 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

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## Overview

It was a very busy week at the Capitol. Legislators debated oil and gas regulations, rules on small businesses, illegal gaming across the state, and criminal rules on homeless people camping. Transportation funding took up a significant portion of the Senate's time with Democrats forcing detailed debate on multiple amendments (see below). The final economic forecast for the legislative session will be released next week and it is widely expected to show increased revenues from last quarter. This means legislators will battle for funding for all kinds of programs, including transportation. The forecast comes a week before the policy makers begin debate on the long bill. Once the budget passes it is a sprint towards the finish line with a host of new bills introduced.

## Legislation

As of today, there are CDOT is tracking 28 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.

***Senate Bill 18-001 (Transportation Infrastructure Funding):*** The main transportation funding bill came to the Senate floor this week. Senators debated the bill for more than six hours and with fifteen amendments offered from both sides of the aisle, conversations covered many issues. Democrats offered most of the amendments including one to increase transit funding and another to add local governments into the funding mix. Both were defeated. Initially, Republicans refused to answer any questions raised in debate, however, both sides settled down into a rational discussion of the bill eventually. Other amendments included removing the TRANS bond component of the bill, placing a funding formula in the bill to include money for education and health care, and allowing CDOT to spend money on sound walls as part of asset management. Of all the amendments it is little surprise that the sound wall one was one of the two to pass. After two days of debate the Senate did not reach conclusion and laid the bill over until next Tuesday for additional debate. As the bill stands right now, there is a one-year protection of SB267 funding and CDOT's contribution to the repayment of the SB267 COPs is reduced from \$50M to \$10M.

***Senate Bill 18-128 (General Assembly Approval of State Agency Fee Increases):*** The House State Affairs heard this bill that required state departments to get approval from the Joint Budget Committee prior to raising any fees. Before February of each year state departments would ask the JBC to raise fees and if approved the fee would be included in an annual fee bill. Extending the process for fee approval impacted HPTE's ability to change tolls on managed silting in possible significant fiscal impacts. The bill died on a party line vote in the House State Affairs committee.

***Senate Bill 18-196 (Repeal FASTER Late Fee):*** Every year there is a bill seeking to repeal the late fee on vehicle registrations. CDOT and local governments share the revenue from this unpopular fee. Passage of the bill would reduce funding for FASTER safety projects by \$11M annually. Senate Finance passed the bill out of committee on a party line vote and the Senate will debate it later next week. If tradition holds, the bill will pass the Senate and die in the first committee in the House.

