



COLORADO

Department of Transportation

Office of Policy and Government Relations

DATE: April 29, 2016
TO: Transportation Commissioners, Executive Director, Executive Management Team, Branch Managers, and Office Directors
FROM: Andy Karsian, Office of Policy & Government Relations
RE: Weekly Legislative Report – 2016 Session of the Colorado General Assembly

Overview

As the final days near, legislators are slowly getting the calendars cleared. There are eight business days left for legislators to hear and vote on the remaining 323 bills in play. This week the House took a long Thursday debating into the night clearing their calendar; however, the Senate's calendar remains full.

There are now 665 introduced bills to date, 199 bills died and so far the Governor signed 152. This leaves a significant amount of legislation in the pipeline.

As always, CDOT will continue to make sure the Department is at the table and working hard to ensure your voices are heard.

Legislation

CDOT is tracking 15 bills for possible direct or indirect impacts to its employees, or the state's transportation network. Bills the Legislature heard, or introduced, this week include:

House Bill 16-1273 (Parking Enforcement on CDOT Facilities). This Department bill died in the Senate State Affairs committee this week. The intention of the bill was to clarify that CDOT had the authority to assess parking fines on vehicles parked longer than 24 hours at CDOT Park-n-Rides. While the Department owns 27 parking facilities, only one near Fort Collins had a partnership with private shuttle companies, and when Bustang ridership increased, long term parkers from the shuttle services began crowding out short term parking for Bustang. In order to avoid confusion over long-term and short-term parking, CDOT asked the Legislature for the authority to designate and enforce parking.

Senate Bill 16-194 (Regional Transportation Development Projects) This bill allows local governments to dedicate a future portion of state sales tax to help finance a specific infrastructure project. The sales tax revenue comes from an estimate of future sales tax earned off of the new development stemming from the infrastructure project. For example, a city wants an intersection updated to allow for more shoppers to visit a new big box store. The estimated state sales tax revenue from the store is used for financing construction of the interchange. Proponents and opponents debated the bill in the Senate Transportation Committee and the bill passed out of committee on a vote of 5-0.

House Bill 16-1450 (Allocation of Future Available Revenue) This bill specifies how future General Fund revenues will be allocated if the Hospital Provider Fee passes this year. The bill provides for an additional \$50M to the HUTF in FY '17, and dedicates an additional 20% of the savings from the hospital provider fee legislation in FY '21 to be spent on specific road projects listed in the bill. The House debated 1450 this week, along with the Hospital Provider Fee bill, 1420. During debate the project list included in the bill was amended out, however, later the list was amended back into the bill. Overall, the bill remained the same and will continue to provide additional money for transportation. If the companion bill passes, the extra room under the TABOR cap will make it more likely SB 228 transfers will occur in years three, four and five, as well as the \$50M in FY '17. HB 1416 allocated the first two years of 228 transfers.

If you have any questions on these or any other legislative issues, please contact Andy Karsian at 303-757-9073. Weekly memos and our bill tracking chart are available online at: <http://www.coloradodot.info/about/governmentrelations/state-government-liaison>.

