



COLORADO

Department of Transportation

Office of Policy and Government Relations

DATE: February 3, 2017
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 - 2017 Session of the Colorado General Assembly

Overview

The calm before the storm continues for another week. While both chambers only introduced a few transportation bills this week, the fiscal notes, which are sent out before a bill's introduction, show there are some interesting bills on the horizon. Conversations about autonomous vehicles, transportation funding, HOV lanes and distracted driving continue and drafts are being finalized for introduction in the next week or two.

Legislation

As of today CDOT is tracking 24 bills for possible direct or indirect impacts on CDOT, its employees, or the state's transportation network. Below are summaries of the few bills heard this week.

Senate Bill 17-153 (Southwest Chief and Front Range Rail Commission). This bill replaces the existing Southwest Chief Rail Commission, which is due to expire on July 1, 2017, with an expanded Southwest Chief and Front Range Passenger Rail commission. The new commission maintains the focus on preserving the Amtrak Southwest Chief line, explores the option of adding a stop in Walsenburg, and will facilitate future discussion and planning for a rail line connecting Front Range cities along the I-25 corridor. CDOT will continue to have an ex officio position on the commission.

Senate Bill 17-59 (Exempting Turn Signals in Roundabouts). Hailed as a piece of common sense legislation during the committee hearing on Wednesday, this bill makes using turn signals in roundabouts optional. Vehicles would not need to use turn signals while approaching, navigating, or exiting roundabouts, with the exception that local governments could put up signs to require vehicles to use their signals. The truckers testified in favor of the bill, because of the difficulty of signaling while large trucks navigate the roundabouts, and State Patrol testified in opposition to the bill. The Senate members argued that most vehicles do not use their signals anyway so this bill made sense, and passed it unanimously out of committee.

House Bill 17-1068 (Require Prevailing Wages for Construction Labor on P3s). This bill requires CDOT to consider only proposals for Public-Private Initiatives that will pay Davis-Bacon labor costs for construction. On February 1, the House Transportation Committee amended the bill to add the HPTE P3 statute and limit the requirement for Davis-Bacon construction wages to projects that have Federal funding. The committee passed out the amended bill on a straight party-line vote and the bill now heads to the floor for 2nd reading.

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 is also [available online](#).

