



COLORADO

Department of Transportation

Office of Policy and Government Relations

DATE: March 10, 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

This was a busy week under the dome for CDOT. Multiple meetings with legislators and leadership about the central I-70 project went well and the department continues to hear legislators speak favorably about the project's future. Additionally, CDOT worked with legislators on possible bill language clarifying some design build contract procedures and CDOT transparency processes. Of course, the big news was the introduction of a transportation funding bill. While the bill has a long path ahead, it is a significant step to have an introduced bill.

Legislation

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

House Bill 17-1243 (Transportation Infrastructure Funding). The Senate and House leadership are sponsors on this bill which asks voters to approve a \$0.62 sales tax increase to pay for transportation bonds and multimodal needs. The bill provides \$300M off the top of the new sales tax revenue to pay for a bonding program for statewide infrastructure projects. Local governments receive 70% of the remaining funds and 30% goes into two new funds dedicated to transit and pedestrian uses that CDOT would administer. The bill also repeals state level FASTER fees and requires CDOT to contribute \$50M towards the annual bond payments. Finally, the bill creates two new oversight committees, one for oversight of the disbursement of bonds and projects, the other to collaborate with CDOT in distribution of the new transit and pedestrian funds.

CDOT Position: Pending

Senate Bill 17-211 (Surety Bond Contract Bid Amounts). This bill would require CDOT to use whatever bid limit a private surety bond company sets for a contractor bidding on a CDOT project. CDOT currently uses a process that examines the fiscal health of a contractor and after analysis, specific financial ratios determine the project bid amount a contractor may use. This legislation would have the department accept the surety bond company's bid limit, even if CDOT's process did not support that limit. The bill will be heard next week in the Senate Transportation committee.

CDOT Position: Oppose

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](#).

