



CDOT 2016 Legislative Bill Tracking Sheet

HB16-1002

Employee Leave Attend Child's Academic Activities

Bill Summary:	A 2009 bill allowing parents to take leave from work to attend their children's educational activities expired in 9/2015. This bill reenacts the 2009 bill and now includes leave for preschool activities and school counseling.
CDOT Analysis:	The bill continues existing administrative practices in the Department.
Fiscal Impact:	No fiscal impact for the Dept.
Position:	Monitor
Calendar Notification:	Wednesday, March 9 2016 SENATE STATE, VETERANS, & MILITARY AFFAIRS COMMITTEE 1:30 PM SCR 356 (1) in senate calendar.
Sponsors:	BUCKNER / KERR
Status:	02/19/2016 Introduced In Senate - Assigned to State, Veterans, & Military Affairs

HB16-1008

Roadway Shoulder Access For Buses

Bill Summary:	This bill allows buses to pass traffic using a road's shoulder.
CDOT Analysis:	This is a CDOT legislative priority bill. Currently, US 36 has shoulders that are built to accommodate buses; however, buses can't run on the shoulders until the statutory language is clarified. This has passed the Senate Transportation Committee 4-1.
Fiscal Impact:	There is no fiscal impact to CDOT.
Position:	Support
Calendar Notification:	NOT ON CALENDAR
Sponsors:	WINTER / COOKE
Status:	02/24/2016 Senate Third Reading Passed - No Amendments

HB16-1009**Fallen Heroes License Plates Local Authorities**

Bill Summary:	This bill designates fallen hero special license plates as 'special plates' and repeals the retirement date normally associated with specialty plates. The bill also allows a local authority to be issued the fallen hero plates.
CDOT Analysis:	CDOT monitors these license plate bills for impacts on HUTF.
Fiscal Impact:	A reduction in \$25 fees on 425 plates annually will reduce HUTF revenue by \$10,625 per fiscal year. CDOT generally receives 60% of HUTF revenue, thus \$6,375 annually will be reduced from CDOT's expected revenue. Over the first two fiscal years of the legislation, CDOT will see a negative fiscal impact of approximately \$12,750, dependent on DOR sales expectations.
Position:	Monitor
Calendar Notification:	NOT ON CALENDAR
Sponsors:	BUCK / COOKE
Status:	01/27/2016 House Committee on Transportation & Energy Refer Amended to Appropriations

HB16-1014**SOS Business Intelligence Center**

Bill Summary:	This bill creates a business intelligence center designed to streamline data collected by state agencies to make it more available for the private sector. The program will be housed in the Dept of State.
CDOT Analysis:	The sponsor amended the bill to make it an optional program for state departments in which to contribute.
Fiscal Impact:	No fiscal impact.
Position:	Monitor
Calendar Notification:	NOT ON CALENDAR
Sponsors:	WILLIAMS / TATE
Status:	01/28/2016 House Committee on Business Affairs and Labor Refer Amended to Appropriations

HB16-1018**Transportation Advisory Committee Procedures**

Bill Summary:	This bill clarifies that STAC provides advice to the Department and the Transportation Commission.
CDOT Analysis:	Statute states that STAC provides advice to the Department, but does not mention the Transportation Commission. The bill passed the House

with no amendments and is headed to the Senate.

Fiscal Impact: No fiscal impact.
Position: **Monitor**
Calendar Notification: NOT ON CALENDAR
Sponsors: CARVER / TODD
Status: 02/24/2016 Sent to the Governor

HB16-1020 **No Drones Near Airports Or Jails**

Bill Summary: Prohibits the use of drones near detention facilities and airports under certain circumstances.
CDOT Analysis: The bill sponsor decided to postpone the bill indefinitely so that he can continue working on it and bring it back in a better form. It may be this year or next.
Fiscal Impact: No fiscal impact to CDOT.
Position: **Monitor**
Calendar Notification: NOT ON CALENDAR
Sponsors: ROSENTHAL / COOKE
Status: 01/26/2016 House Committee on Judiciary Postpone Indefinitely

HB16-1029 **Kei Vehicle Roadway Registration For Use**

Bill Summary: The bill authorizes kei vehicles on roads if registered and licensed.
CDOT Analysis: Concerns CDOT has with this bill include: allowing vehicles that have not been NHTSA tested onto the roads; and, circumventing the vehicle registration process and avoiding FASTER fees.
 CDOT is working with the sponsor and State Patrol to address these concerns.
Fiscal Impact: CDOT may see a nominal increase in temporary license registration fees (Dept receives \$0.25/temp license. Vehicle registration fees in the bill go to the DMV, however, if amended, CDOT will see a nominal increase in FASTER fees (estimated 70 of these vehicles in the state).
Position: **Amend**
Calendar Notification: NOT ON CALENDAR
Sponsors: BECKER J. / COOKE
Status: 02/03/2016 House Committee on Transportation & Energy Postpone

Indefinitely

HB16-1031 **Modify Transportation Commission Membership**

Bill Summary:	The bill requires the TLRC to review whether the TC district boundaries should be changed and have a report prepared, possibly with recommended changes, by August 2016.
CDOT Analysis:	Legislative council staff, with the help of CDOT, will research and prepare information on the TC's districts, which have not been changed since 1991. A variety of factors will be included in the research. The sponsor amended the bill to remove the public meetings around the state so that there would be no fiscal note on the bill.
Fiscal Impact:	Fiscal impact includes staff time developing research and attending meetings around the state.
Position:	Actively Support
Calendar Notification:	NOT ON CALENDAR
Sponsors:	CARVER
Status:	02/11/2016 House Committee on Transportation & Energy Refer Amended to Appropriations

HB16-1039 **Interstate 70 Motor Vehicle Traction Equipment**

Bill Summary:	Allows CDOT to require passenger vehicles to have traction control devices or adequate tires when travelling along I-70 when icy or snow packed conditions exist.
CDOT Analysis:	CDOT requires chains for commercial vehicles along I-70 in the mountains, but cannot require passenger vehicles to carry chains or have adequate tires. CDOT has been proactive in educating motorists about the need for adequate tires and chains, but still cannot require them prior to traveling in the mountains.
Fiscal Impact:	No fiscal impact to CDOT
Position:	Actively Support
Calendar Notification:	NOT ON CALENDAR
Sponsors:	MITSCH BUSH / TODD
Status:	02/16/2016 Introduced In Senate - Assigned to Transportation

HB16-1060 **Colorado State Patrol Roadside Memorials**

Bill Summary:	Requires the Department to erect and maintain permanent memorial signs for State Troopers who died on state roads.
CDOT Analysis:	This creates a few new requirements for CDOT to follow for these memorial signs. The signs would be permanent and allowed along federal highways, which historically have not been allowed. There would be approximately 30 signs statewide, with 7 posted along I-25 and I-70. The signs would otherwise conform to MUTCD requirements, but would be slightly larger than traditional memorial signs. The bill passed House Transportation unanimously and was sent to Appropriations.
Fiscal Impact:	The bill states gifts, grants and donations will pay for the signs and the CO State Patrol Foundation says the money is available for the installation of the signs.
Position:	Monitor
Calendar Notification:	NOT ON CALENDAR
Sponsors:	TYLER / BAUMGARDNER
Status:	01/20/2016 House Committee on Transportation & Energy Refer Unamended to Appropriations

HB16-1061**Military Installation Transp Needs Planning**

Bill Summary:	This bill requires coordination with and full consideration of military installations when forming the statewide transportation plan.
CDOT Analysis:	The bill's intent is to protect military bases from being listed on BRAC reports. However, the requirement to consider military installations and coordinate with them could involve MPOs and TPOs adding members and developing new IGAs with the military. That would be a strict interpretation of the bill. The broader policy is whether it is appropriate to dictate planning requirements on the process.
Fiscal Impact:	No fiscal impacts on CDOT.
Position:	Monitor
Calendar Notification:	Tuesday, March 8 2016 SENATE TRANSPORTATION COMMITTEE 2:00 PM SCR 352 (2) in senate calendar.
Sponsors:	CARVER
Status:	02/16/2016 Introduced In Senate - Assigned to Transportation

HB16-1067**Regional Transportation Authority Mill Levy**

Bill Summary:	The bill extends the authorization for a regional transportation authority to impose a mill levy up to 5 mills. Extends the date to Jan. 1, 2019.
CDOT Analysis:	The TLRC debated this bill but decided not to move it forward as one of the committee's bills. The bill does not directly impact CDOT but does impact other local stakeholders around the state.
Fiscal Impact:	No fiscal impact to CDOT.
Position:	Monitor
Calendar Notification:	Tuesday, March 8 2016 SENATE TRANSPORTATION COMMITTEE 2:00 PM SCR 352 (1) in senate calendar.
Sponsors:	MITSCH BUSH / DONOVAN
Status:	02/19/2016 Introduced In Senate - Assigned to Transportation

HB16-1106 **County Authority To Designate Pioneer Trail**

Bill Summary:	The bill allows counties to designate a county road as a "Pioneer Trail" if that road follows a historical trail.
CDOT Analysis:	CDOT has existing processes for road designations, and for historical and scenic byway roads. This bill does not interfere with CDOT's existing designations or programs. Counties will notify the state of the designation, but they will not be able to put Pioneer Road signs along state highways.
Fiscal Impact:	No fiscal impact
Position:	Monitor
Calendar Notification:	NOT ON CALENDAR
Sponsors:	WILSON
Status:	02/23/2016 House Third Reading Passed - No Amendments

HB16-1134 **Service-disabled Veteran-owned Bus In Procurement**

Bill Summary:	This bill would set a 3% mandatory goal for the state to award contracts by dollar value to service-disabled veteran owned small businesses. The 3% goal is phased in over three years. Additionally, the bill establishes a bid preference for SDVOSBs as prime or use of SDVOSB sub contractors. Finally, the bill allows for state certification of SDVOSBs instead of only federal certification.
CDOT Analysis:	CDOT currently operates under a goal to reach up to 3% of procurement contracts for SDVOSBs. A mandated state goal of 3% would still be difficult to reach. Allowing for state certification of these businesses

could clarify the labor pool upon which state agencies draw, and that can help define a future goal; however, the bill creates the goal without a true idea if that goal is attainable.

Fiscal Impact:	CDOT would add a preference into the bidding process for prime contractors that are SDVOSBs and for those that use SDVOSB subcontractors. Currently, CDOT does not track subcontractors as part of the bid process and implementing the preference would require a fiscal cost to the Department.
Position:	Oppose
Calendar Notification:	NOT ON CALENDAR
Sponsors:	CARVER / TODD
Status:	01/20/2016 Introduced In House - Assigned to Business Affairs and Labor

HB16-1136 **Multiple Crew Members Required For Freight Trains**

Bill Summary:	This bill requires at least two crew members to be aboard a freight engine or light engine while it is moving. The bill establishes some state penalties.
CDOT Analysis:	Railroads are governed by the Federal Railroad Administration for both line haul and yard operations. FRA rules already mandate two crew members on a freight train so this new legislation would not change the practice in the industry. The key factor which would be important at a local level would be the misdemeanor and the associated fine. There is a well established precedent of railroad operations being solely governed by FRA rules, so this bill may be preempted by federal law.
Fiscal Impact:	No fiscal impact on CDOT.
Position:	Monitor
Calendar Notification:	NOT ON CALENDAR
Sponsors:	ESGAR / GARCIA
Status:	01/20/2016 Introduced In House - Assigned to Transportation & Energy

HB16-1138 **General Fund Transfers For State Infrastructure**

Bill Summary:	This bill continues SB228 transfers beyond the current five year limit if, during any of those years, the amount of SB228 funds zeros out because of TABOR growth limits. CDOT would receive SB228 transfers in subsequent years when the growth trigger does not apply.
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CDOT Analysis:	The protection of SB228 funding is of highest priority for CDOT. This bill allows additional funding to come to the Department outside of the current five year window, which is good. One risk is that this is seen as THE fix for SB228 funding and the General Assembly doesn't solve the problem for future legislators. The bill was laid over while conversations continue about TABOR revenues.
Fiscal Impact:	Significant positive impact for CDOT, with potential up to \$800M over all years of the transfer.
Position:	Monitor
Calendar Notification:	NOT ON CALENDAR
Sponsors:	BROWN
Status:	02/24/2016 House Committee on State, Veterans, & Military Affairs Postpone Indefinitely

HB16-1143**Prohibit Red Light Cameras Photo Radar Auto ID Sys**

Bill Summary:	This bill prohibits the use of red light traffic cameras for traffic safety enforcement.
CDOT Analysis:	CDOT does not use red light cameras. However, municipalities with state highways running through them may use these cameras at intersections along those highways. The bill specifically exempts toll road cameras.
Fiscal Impact:	No fiscal impact
Position:	Oppose
Calendar Notification:	Wednesday, March 9 2016 State, Veterans, and Military Affairs Upon Adjournment Room LSB-A (2) in house calendar.
Sponsors:	HUMPHREY / NEVILLE T.
Status:	01/21/2016 Introduced In House - Assigned to State, Veterans, & Military Affairs

HB16-1147**Reduce C-SEAP Wait Times For Services**

Bill Summary:	This bill would dedicate available funding towards reducing the wait time for receiving services under the Colorado State Employee Assistance Program.
CDOT Analysis:	The C-SEAP provides assistance to state employees on personal problems before the problems impact the workplace. Wait times are long and if there is money appropriated to the bill, it must be used to reduce those times.

Fiscal Impact: No fiscal impact.
Position: **Monitor**
Calendar Notification: NOT ON CALENDAR
Sponsors: NAVARRO
Status: 02/10/2016 House Committee on State, Veterans, & Military Affairs
 Postpone Indefinitely

HB16-1169 **Ute Representatives For Transp Advisory Committee**

Bill Summary: Bill adds the Ute tribe as a member of the STAC.
CDOT Analysis: The Ute tribes - Southern and Mountain - are already contributing to STAC, so it makes sense to add their name into statute.
Fiscal Impact: No fiscal impact.
Position: **Monitor**
Calendar Notification: NOT ON CALENDAR
Sponsors: CORAM
Status: 02/19/2016 Introduced In Senate - Assigned to Transportation

HB16-1172 **CDOT Efficiency And Accountability Committee**

Bill Summary: Creates a new version of the Efficiency and Accountability Committee. Adds legislators, counties, municipalities, good governance organizations, or other individuals or groups. Expands the scope of the committee to include compliance with federal and state laws, and compliance with the FASTER audit recommendations.
CDOT Analysis: From the FASTER audit recommendation, this bill reflects the Legislative Audit Committee's attempt at reorganizing CDOT's Efficiency/Accountability committee. The original committee stopped meeting in 2013.
Fiscal Impact: No fiscal impact to CDOT.
Position: **Monitor**
Calendar Notification: NOT ON CALENDAR
Sponsors: SAINE / HOLBERT
Status: 02/11/2016 House Committee on Transportation & Energy Refer
 Unamended to Appropriations

HB16-1186**MAP-21 Rail Fixed Guideway Safety Fund Grant Match**

Bill Summary:	This bill gives the Public Utility Commission \$150K to use for matching federal dollars for state safety oversight authority (SSOA).
CDOT Analysis:	The FTA has weakly threatened that if the SSOA is not established soon, they will withhold all FTA money statewide until it is established. The PUC is responsible for safety at all public highway-rail crossings, as well as all fixed-rail guideway systems (light rail). If this bill doesn't pass and the FTA makes good on their threat, the PUC will come to CDOT looking for money to help fund the SSOA.
Fiscal Impact:	If it does not pass, PUC will come asking for the matching money to come out of CDOT's budget, estimated at \$300K to \$500K per year.
Position:	Monitor
Calendar Notification:	NOT ON CALENDAR
Sponsors:	TYLER / BAUMGARDNER
Status:	02/18/2016 House Committee on Transportation & Energy Refer Unamended to Appropriations

HB16-1205**Motorcycle Lane-splitting**

Bill Summary:	The bill allowed for motorcycles to travel between lanes of traffic when the speed is 5 mph or less. Motorcycles could not go faster than 15 mph when splitting lanes. CDOT would have notified the public of the changes if adopted.
CDOT Analysis:	No other state allows lane splitting and it presents traffic safety challenges that State Patrol and CDOT find problematic.
Fiscal Impact:	Fiscal impact in creating and disseminating a public service message if the bill becomes law.
Position:	Oppose
Calendar Notification:	NOT ON CALENDAR
Sponsors:	KLINGENSCHMITT / COOKE
Status:	02/17/2016 House Committee on Transportation & Energy Postpone Indefinitely

HB16-1273**Authorize Parking Fees At CDOT Parking Facilities**

Bill Summary:	The bill allows CDOT to collect and enforce parking fees on Dept Park-n-Rides around the state.
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CDOT Analysis:	This Dept priority bill will provide the Dept with an opportunity to modernize the Park-n-Ride facilities along our Bustang routes. It also will provide more certainty for private partners at these multi-modal hubs, determining long-term and short term parking for shuttles and for Bustang riders.
Fiscal Impact:	There will be a positive fiscal impact from parking revenue. The bill does not allow CDOT to boot cars, so there will be some non-payment revenue loss. The money will be used for updating and modernizing parking technology and paying for a third party to manage the parking lots.
Position:	Support
Calendar Notification:	Thursday, March 3 2016 Transportation & Energy Upon Adjournment Room 0112 (1) in house calendar.
Sponsors:	ARNDT
Status:	02/17/2016 Introduced In House - Assigned to Transportation & Energy

SB16-008**Municipal State Highway Off-highway Vehicles**

Bill Summary:	This bill changes statute to allow municipalities to determine if an off-highway vehicle may cross a state highway within the municipalities' jurisdictions.
CDOT Analysis:	This bill includes language from last year's SB-23, which became a law, but after the language from SB-008 was removed. Now the language is back with its own bill. CDOT worked with CML and CCI to amend the bill allowing for OHVs to cross state highways under certain circumstances. The amendment also requires the local government to notify the CDOT regional office in writing for CDOT's traffic safety review.
Fiscal Impact:	No fiscal impact to CDOT.
Position:	Monitor
Calendar Notification:	NOT ON CALENDAR
Sponsors:	CROWDER
Status:	02/10/2016 Introduced In House - Assigned to Transportation & Energy

SB16-011**Terminate Use Of FASTER Fee Revenue For Transit**

Bill Summary:	The bill removes the \$15M dedicated to transit through the FASTER registration fees.
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CDOT Analysis: The bill comes from two sponsors who have been vocally opposed to FASTER funds going to statewide transit projects. If the bill were to pass, CDOT would not be able to fund the Div of Transit and Rail, and local governments would suffer a loss of administrative facilitation on pass-through transit funds.

The bill passed party lines out of Senate Transportation committee.

Fiscal Impact: This bill would get rid of the \$5M local government pool which primarily helps replace aged-out buses in fleets around the state. Also, the bill removes the \$10M statewide pool resulting in the loss of Bustang (\$3M/yr), DTR (\$1M/yr, with 8-10 FTEs), Regional Bus Service operating grants (\$1M/yr), and capital grants of regional significance (\$5M/yr).

Position: **Oppose**

Calendar NOT ON CALENDAR

Notification:

Sponsors: NEVILLE T. / NEVILLE P.

Status: 02/17/2016 House Committee on Transportation & Energy Postpone Indefinitely

SB16-018

Motor Vehicle Impede Traffic

Bill Summary: This is a redo from last year's HB-1068. The bill makes it an offense to impede five or more cars on 'normal or reasonable forward movement'.

CDOT Analysis: Last year State Patrol opposed the bill, and does again this year. Their argument centers around the arbitrary number of vehicles impeded. Roads in Colorado are very different, and five vehicles behind a slower one is a fact of life on many of the state roads.

Fiscal Impact: No fiscal impact on CDOT.

Position: **Monitor**

Calendar NOT ON CALENDAR

Notification:

Sponsors: MERRIFIELD

Status: 02/01/2016 Senate Committee on State, Veterans, & Military Affairs Postpone Indefinitely

SB16-030

Motor Vehicle Weight Violation Surcharges

Bill Summary: This bill charges a flat 16% surcharge on overweight vehicle penalties instead of the previous tiered surcharge rate.

CDOT Analysis: The CMCA brought this bill. Their argument is that the fines and the surcharges in statute have been arbitrarily set over the years, and in

some cases, the surcharge on the fine exceeds the fine. Creating a 16% surcharge from the fine amount provides a standardized way of fixing the problem. Passed Senate Transportation and is in Appropriations.

Fiscal Impact:	No fiscal impact to CDOT.
Position:	Monitor
Calendar Notification:	Wednesday, March 2 2016 Transportation & Energy 1:30 p.m. Room 0112 (2) in house calendar.
Sponsors:	HODGE / TYLER
Status:	02/18/2016 Introduced In House - Assigned to Transportation & Energy

SB16-037
Public Access Digitally Stored Data Under CORA

Bill Summary:	This bill seeks to expand the types of information available under CORA requests.
CDOT Analysis:	The wording of the bill is troublesome as it seems to require public bodies to provide information in any requested format, i.e. emails in a searchable Excel spreadsheet. Additionally, the bill refers to allowing access to online storage locations, or databases. This is very problematic for Departments with sensitive database information.
Fiscal Impact:	CDOT estimates about \$100/hr to convert files into new electronic formats, which is above the \$30 limit in CORA. CDOT would spend around \$70/hr to satisfy large requests on existing electronic mediums. CDOT gets approximately 75 CORA requests per month.
Position:	Monitor
Calendar Notification:	NOT ON CALENDAR
Sponsors:	KEFALAS / PABON
Status:	02/24/2016 Senate Committee on State, Veterans, & Military Affairs Postpone Indefinitely

SB16-056
Enhanced Whistleblower Protections

Bill Summary:	The bill expands whistle blower protection to allow for confidential information and information not covered by CORA. Supervisors may not take disciplinary action against state employees who disclose the information.
CDOT Analysis:	This follows a similar bill from last year that would allow more information to be shared with various entities, AG's office, and legislative legal services. The expansion to include LLS is a step back from the legislature which the sponsor wanted in last year's bill, but still

problematic in who gets access to the confidential information.

Fiscal Impact: No fiscal impact.
Position: **Monitor**
Calendar Notification: NOT ON CALENDAR
Sponsors: LAMBERT
Status: 01/19/2016 Introduced In Senate - Assigned to Judiciary

SB16-076 **Repeal Employment Verification Standards**

Bill Summary: Repeals all of the statutory language that requires Colorado's Employment Verification form to be completed by employers.

CDOT Analysis: Colorado has an additional form that attests the required federal I-9 was filled out and filed. This bill removes that additional form and Colorado would just use the federal I-9.

Fiscal Impact: No fiscal impact to CDOT.

Position:

Calendar Notification: NOT ON CALENDAR

Sponsors: ULIBARRI / DELGROSSO

Status: 02/16/2016 Senate Committee on Business, Labor, & Technology Postpone Indefinitely

SB16-109 **State Patrol Facility In Pueblo**

Bill Summary: The bill directs the Capital Development Committee to hear State Patrol's plan for relocating in Pueblo once CDOT moves from R2's HQ.

CDOT Analysis: CDOT and State Patrol are working together to figure out how best to relocate in Pueblo. The bill's timelines could interfere with existing plans.

Fiscal Impact: If the specific timelines in the bill interfered with existing plans resulting in delays, than there could be a fiscal impact.

Position: **Monitor**

Calendar Notification: NOT ON CALENDAR

Sponsors: GARCIA / ESGAR

Status: 02/16/2016 Senate Committee on Transportation Refer Unamended to Appropriations

SB16-122**More Oversight Of Department Of Transportation**

Bill Summary:	This bill would implement a variety of new policies and actions for increased oversight of CDOT. The bill includes a risk-based performance audit of CDOT; close projects within a year of substantial completion; report project bid information on website; report to TC annual amount spent on contractor payments and CDOT project costs; annually report to the TLRC all STP amendments.
CDOT Analysis:	This bill would require CDOT to change and implement some new administrative processes, such as closing out all construction projects and additional reporting. CDOT worked with the sponsors who agreed to amend out the section involving legislative oversight of property acquisition. The rest of the bill is something the Dept can live with, although some technical clean up amendments are still needed.
Fiscal Impact:	Negative impacts would come from internal costs associated with an audit, and additional staff time compiling new reports.
Position:	Oppose
Calendar Notification:	Friday, February 26 2016 GENERAL ORDERS - SECOND READING OF BILLS - CONSENT CALENDAR (1) in senate calendar.
Sponsors:	BAUMGARDNER / NORDBERG
Status:	02/23/2016 Senate Committee on Transportation Refer Amended - Consent Calendar to Senate Committee of the Whole

SB16-123**Free Access To High Occupancy Vehicle Lanes**

Bill Summary:	The bill would prevent HPTE or CDOT from requiring switchable transponders for use on HOV lanes. An amendment in the Senate requires CDOT to remit back to customers the \$15 charged for the transponders.
CDOT Analysis:	The bill comes from legislators who think travelling HOV lanes should be free, with no transponders. The problem for CDOT will be how to enforce HOV lane travel if there are no transponders. This could lead to increased police presence, expensive technology, or possibly no HOV lanes. In committee motorcyclists asked to be specifically mentioned for an exemption from transponders, as well. It may be possible to turn the bill into a motorcycle exemption bill and carve out other vehicles. The bill passed Senate Transportation 4-1.
Fiscal Impact:	CDOT would lose revenue on the remaining 38,000+ transponders purchased for distribution at \$15/ea. There is the potential that CDOT would have to cover costs associated with license plate tolls vs transponders. There is also a possibility that CDOT would have to cover lost future revenue on US 36 and I-25. The amendment language would

cost CDOT upwards of \$1M if forced to pay back all the consumers who purchased transponders.

Position:**Oppose****Calendar**

Tuesday, March 1 2016

Notification:GENERAL ORDERS - SECOND READING OF BILLS
(2) in senate calendar.**Sponsors:**

LUNDBERG / SINGER

Status:02/25/2016 Senate Second Reading Laid Over with Amendments to
03/01/2016 - Committee, Floor