

Summary of Transportation Infrastructure-Related Bills, 2009 Session (As of March 30, 2009)

Signed into Law			
Bill Number:	SB 09-108	Short Title:	Transportation System Planning and Funding
Sponsors:	<i>Rep. Rice</i> <i>Sen. Gibbs</i>	Status:	Signed Into Law
<p>The act authorizes new fees to generate revenues for the Highway Users Tax Fund (HUTF) and establishes new government-owned enterprises to improve and enhance statewide transportation infrastructure.</p> <ul style="list-style-type: none"> • A new road safety surcharge for vehicles, motorcycles, motorscooters, and motorbicycles is established under the bill. The surcharge would be paid as part of standard vehicle registration according to vehicle weight. Fee reductions are provided for trucks or tractors used by farmers or ranchers. • A new fee of \$2 per day is applied to automobile rentals. • A supplemental oversize and overweight vehicle surcharge for motor carrier vehicles is applied. • A Statewide Bridge Enterprise is created with the authority to finance, repair and maintain certain designated bridges in the state highway system. • A High-Performance Transportation Enterprise is established to facilitate participation in public-private partnerships to support transportation infrastructure projects. 		<p>Appropriations:</p> <p>The act is expected to increase state revenues at least \$200 million and \$250 million for the first two fiscal years, respectively, through registration fees, surcharges, and fines. Revenues will be credited to the Highway Users Tax Fund (HUTF) and a proposed Bridge Special Fund. As HUTF funds, the revenues will be continuously appropriated to benefit statewide transportation infrastructure projects.</p>	
Awaiting Action by the Governor			
Bill Number:	HB 09-1034	Short Title:	Allow Regional Transportation Authority Property Taxes
Sponsors:	<i>Rep. Liston</i> <i>Sen. Gibbs</i>	Status:	Enroll into an Act
<p>The bill authorizes regional transportation authorities (RTAs) to impose property taxes of up to 5 mills, if approved by the voters. Currently, RTAs largely are funded through sales and use taxes. The taxing authority would expire on January 1, 2019.</p> <p>RTAs are comprised of two or more local governments to finance and operate a regional transportation system. Currently, five RTAs operate within the state: Roaring Fork Transportation Authority, Gunnison Valley Transportation Authority, Pikes Peak Rural Transportation Authority, Baptist Road Rural Transportation Authority, and South Platte Valley RTA.</p>		<p>Appropriations:</p> <p>The bill could result in a local fiscal impact realized due to potential property tax increases, but such tax increases are subject to voter approval. Local government costs for holding an election, or subsequent costs for issuing bonds or making transportation improvements can not be determined.</p>	

Summary of Transportation Infrastructure-Related Bills, 2009 Session (As of March 30, 2009) (Cont.)

Active Bills			
Bill Number:	HB 09-1284	Short Title:	Corridor Capacity Strategic Planning
Sponsors:	<i>Rep. Levy</i>	Status:	Senate Introduction
<p>The reengrossed bill authorizes a new corridor-specific transportation planning process whereby the Colorado Department of Transportation and any metropolitan planning organizations (MPOs) will identify and prioritize congested corridors and may develop a corridor capacity strategic plan for the identified corridors. The transportation plan could consider the following priorities: street networks; transit; access management plans; land-use; bicycle and pedestrian routes; and transportation demand management. As amended by the House Transportation and Energy Committee, the Department of Transportation would not be authorized to require local governments to collect an impact fee to pay for transportation improvements.</p>		<p>Appropriations:</p> <p>As amended by the House Transportation and Energy Committee to not require the collection of impact fees, the revised fiscal impact is expected to be approximately \$2,500.</p>	
Bill Number:	SB 09-078	Short Title:	Devolve State Highways to Local Governments
Sponsors:	<i>Rep. Rice</i> <i>Sen. Newell</i>	Status:	House Third Reading
<p>The revised bill authorizes the Colorado Transportation Commission to identify segments of a state highway that no longer function cohesively with the statewide highway network. Under the bill, such highway segments could be abandoned by the state, and subsequently become either county roads or city streets, upon approval by the appropriate board of county commissioners or governing body of the affected municipality. Any Department of Transportation funds made to a municipality as compensation for the transfer are required by the bill to be used for transportation expenses only. As amended by the House Transportation and Energy Committee, the bill states that a highway may not be abandoned by the state unless the Transportation Commission, and each county or municipality affected by the abandonment of the highway, agree that the highway no longer functions or serves the greater state highway system.</p>		<p>Appropriations:</p> <p>The bill is assessed as having a conditional fiscal impact to the state. Despite potential increases in state expenditures due to payments to local governments, acceptance of the bill could impact the revenue or expenditures of a county or municipality contingent upon approval by its governing body.</p>	

Summary of Transportation Infrastructure-Related Bills, 2009 Session (As of March 30, 2009) (Cont.)

Active Bills (Cont.)			
Bill Number:	SB 09-094	Short Title:	Create Transit and Rail Division in CDOT
Sponsors:	<i>Rep. Levy</i> <i>Sen. Williams</i>	Status:	House Transportation and Energy
<p>The reengrossed bill creates a Transit and Rail Division within the Colorado Department of Transportation (CDOT). The division would be responsible for:</p> <ul style="list-style-type: none"> • planning, development, operation, and integration of transit and rail into the statewide transportation plan; • coordination of activities related to bus and passenger rail services; • establishing and modifying fares for state-operated (or state-contracted) transit services; • administering funds dedicated to passenger rail services and transit projects; and • coordination and negotiation with railroads regarding the siting of passenger rail tracks. <p>The bill also directs the Colorado Transportation Commission and the CDOT executive director to establish an advisory committee on transit and rail to offer input on related issues.</p> <p>The bill specifies that the proposed division would not usurp existing regulatory authority of railroads held by the Public Utilities Commission, Federal Railroad Administration, and the Federal Surface Transportation Board.</p>		<p>Appropriations:</p> <p>The creation of a new CDOT transit and rail division requires \$332,000 in FY 2009-10 and \$306,000 and 5.0 FTE each year thereafter. The bill does not require new state appropriations, but may result in the reallocation of the state's federal transit funds. The bill will not increase state expenditures, but may result in a portion of existing federal transit funding being reallocated from grants to transit agencies and local governments to pay for the new division. No such reallocation is expected until the state's hiring freeze is lifted. However, this could occur as early as FY 2009-10.</p>	