

**First Regular Session
Seventy-first General Assembly
STATE OF COLORADO**

INTRODUCED

LLS NO. 17-1213.01 Esther van Mourik x4215

HOUSE BILL 17-1362

HOUSE SPONSORSHIP

Mitsch Bush,

SENATE SPONSORSHIP

Baumgardner,

House Committees
Transportation & Energy

Senate Committees

A BILL FOR AN ACT

101 **CONCERNING A PLAN FOR ADDRESSING STATEWIDE INFRASTRUCTURE**
102 **NEEDS.**

Bill Summary

(Note: This summary applies to this bill as introduced and does not reflect any amendments that may be subsequently adopted. If this bill passes third reading in the house of introduction, a bill summary that applies to the reengrossed version of this bill will be available at <http://leg.colorado.gov>.)

The bill requires the transportation legislation review committee to meet at least once together with the capital development committee in the course of the committees' regular business to discuss a plan to address critical statewide infrastructure needs and how such critical needs should be funded.

Shading denotes HOUSE amendment. Double underlining denotes SENATE amendment.
Capital letters indicate new material to be added to existing statute.
Dashes through the words indicate deletions from existing statute.

1 *Be it enacted by the General Assembly of the State of Colorado:*

2 **SECTION 1. Legislative declaration.** (1) The general assembly
3 hereby finds and declares that:

4 (a) It is critical to construct, improve, and maintain infrastructure
5 throughout the state in order to meet the demands created by both current
6 and future statewide economic expansion and population growth;

7 (b) Sufficient, sustainable, steady, and dedicated funding streams
8 are needed to fund the critical infrastructure construction, improvement,
9 and maintenance that will meet both current and future demands;

10 (c) Current sources of dedicated transportation funding are not
11 generating enough revenue to fund current and future transportation
12 infrastructure needs throughout the state. The state last increased the rates
13 of the taxes on gasoline and special fuel, the largest source of dedicated
14 transportation funding, in the early 1990s, and these taxes do not increase
15 with inflation. As a result, the declining purchasing power of the revenue
16 generated by these taxes has prevented the state's transportation budget
17 from keeping pace with the growing transportation infrastructure needs
18 throughout the state.

19 (d) Current sources of capital construction funding are not
20 generating enough revenue to fund all of the state's current controlled
21 maintenance needs, much less to fund any new capital construction
22 needed for programmatic expansion in the state.

23 (2) A plan needs to be put in place to:

24 (a) Address poor road and bridge conditions like potholes and
25 rough pavement that damage vehicles, require vehicle owners to pay for
26 expensive vehicle repairs, and increase costs for Colorado families;

- 1 (b) Reconstruct and rehabilitate state highways to better maintain
- 2 them and prevent and avoid costly future repairs;
- 3 (c) Support local government efforts to fund local transportation
- 4 projects that are critical for their communities;
- 5 (d) Improve highways to increase their capacity and accommodate
- 6 population growth;
- 7 (e) Provide additional seasonal maintenance on state highways;
- 8 (f) Address increased traffic congestion; and
- 9 (g) Address the state's controlled maintenance and capital
- 10 construction needs.

11 **SECTION 2.** In Colorado Revised Statutes, 43-2-145, **add** (10)
12 as follows:

13 **43-2-145. Transportation legislation review - committee.**

14 (10) (a) IN THE 2017 INTERIM BETWEEN THE FIRST REGULAR SESSION OF
15 THE SEVENTY-FIRST GENERAL ASSEMBLY AND THE SECOND REGULAR
16 SESSION OF THE SEVENTY-FIRST GENERAL ASSEMBLY, THE COMMITTEE
17 SHALL MEET AT LEAST ONCE TOGETHER WITH THE CAPITAL DEVELOPMENT
18 COMMITTEE ESTABLISHED IN SECTION 2-3-1302, IN THE COURSE OF THE
19 COMMITTEES' REGULAR BUSINESS, TO DISCUSS STRATEGIES TO ADDRESS
20 CRITICAL STATEWIDE INFRASTRUCTURE NEEDS AND HOW SUCH CRITICAL
21 NEEDS SHOULD BE FUNDED. THE COMMITTEES MAY LOOK AT A RANGE OF
22 FUNDING OPTIONS TO ADDRESS THE STATE'S HIGHEST PRIORITIES AS
23 DETERMINED BY METROPOLITAN PLANNING ORGANIZATIONS,
24 TRANSPORTATION PLANNING REGIONS, THE OFFICE OF THE STATE
25 ARCHITECT, AND ANY OTHER PLANNING ORGANIZATIONS. THE
26 COMMITTEES ARE ENCOURAGED TO CONSIDER BOTH CURRENT NEEDS AS
27 WELL AS FUTURE DEMANDS PLACED ON THE STATE BY EXPECTED

1 ECONOMIC EXPANSION AND POPULATION GROWTH.

2 (b) THE COMMITTEES MAY REPORT THEIR RECOMMENDATIONS TO
3 THE TRANSPORTATION AND ENERGY COMMITTEE OF THE HOUSE OF
4 REPRESENTATIVES AND THE TRANSPORTATION COMMITTEE OF THE
5 SENATE, AND THE FINANCE COMMITTEES OF THE HOUSE OF
6 REPRESENTATIVES AND THE SENATE, OR SUCH SUCCESSOR COMMITTEES,
7 AT THE BEGINNING OF THE SECOND REGULAR SESSION OF THE
8 SEVENTY-FIRST GENERAL ASSEMBLY.

9 (c) THE JOINT MEETING REQUIRED BY THIS SUBSECTION (10) DOES
10 NOT REQUIRE APPROVAL OF THE LEGISLATIVE COUNCIL AS PART OF THE
11 REVIEW AND PRIORITIZATION OF INTERIM COMMITTEES SET FORTH IN
12 SECTION 2-3-303.3, AND ANY STAFFING OF THE JOINT MEETING MUST BE
13 PERFORMED WITHIN EXISTING APPROPRIATIONS FOR THE LEGISLATIVE
14 COUNCIL AND THE OFFICE OF LEGISLATIVE LEGAL SERVICES.

15 **SECTION 3. Safety clause.** The general assembly hereby finds,
16 determines, and declares that this act is necessary for the immediate
17 preservation of the public peace, health, and safety.