

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2020 SESSION

As of 1-10-20

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	*FN	Staff Comments	Legislative Policy
<b>AGING BILLS</b>							
<a href="#">HB1009</a>	<u>Suppressing Court Records Of Eviction Proceedings</u> - The bill requires a court to suppress court records related to an eviction proceeding or an action for termination of a mobile home park tenancy so that the records are not publicly available. If an order granting the plaintiff possession of the premises is entered in the action, the court must lift the suppression order unless the parties agree that the records should remain suppressed. The names of the parties included in a court record that is suppressed may be used by a court for administrative purposes, but the court shall not, for any reason, publish the names of the parties online. A summons in an eviction proceeding must include a notice concerning suppression of court records related to the action.	Jackson/ Winter	Judiciary	Support	NA	The DRCOG Board supported SB 19-180, which established a legal defense fund to help low income Coloradans facing eviction, as an approach to address a disparity low income individuals encounter under our legal system and to help prevent homelessness before it occurs. This bill is intended to remove a major barrier to housing by limiting public access to eviction court records when the eviction is dismissed. This would provide housing opportunities to many people who are experiencing poverty.	DRCOG supports the principle that renters and homeowners (including manufactured home owners) have appropriate protections from discrimination and displacement. Policies should emphasize the rights of residents and minimize disparities in treatment under the law.
<a href="#">SB030</a>	<u>Consumer Protections For Utility Customers</u> - The bill requires the Public Utilities Commission to collect information from utilities on medical exemptions from tiered electricity rates; to adopt standard practices for gas and electric utilities to follow when disconnecting service due to nonpayment; and to evaluate a policy of requiring public utilities to report positive information to credit reporting agencies. The bill also prohibits public utilities from employing certain rate structures without obtaining opt-in from customers. The bill will increase state expenditures in FY 2020-21 only.	Garcia/Esgar	Transportation & Energy	Monitor	<a href="#">FN</a>	This bill amends an existing statute that was enacted to create a medical exemption from tiered electricity rates. Many older adults on low or fixed incomes also rely on medical equipment, such as respirators, for their health. DRCOG worked on this issue several years ago to support the medical exemption.	DRCOG supports consumer protections that enable older adults and individuals with disabilities to age in place.

\* FN = Fiscal Note

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<a href="#">SB033</a>	<p><u>Allow Medicaid Buy-in Program After Age 65</u> - Authorizes working adults with disabilities who are over 65 years of age to continue participating in the existing Medicaid buy-in program as a state-funded program, without federal matching money, if, in part, the working adult:</p> <ul style="list-style-type: none"> <li>• is enrolled in or has applied for Medicare;</li> <li>• is eligible for and receiving long-term care home- and community-based services or durable medical equipment as part of complex rehabilitative services or has extraordinary medical expenses, as determined by rule of the state board, that are not covered by Medicare;</li> <li>• except as specified in the bill, was continuously enrolled in and receiving services through the Medicaid buy-in program for at least one year immediately prior to attaining 65 years of age; and</li> <li>• continues to meet the work requirements for the Medicaid buy-in program.</li> </ul>	Tate/Lontine	Health & Human Services	Support	NA	<p>Since 2014, the Medicaid Buy-In for Working Adults with Disabilities has been a path out of poverty for people with disabilities. It allows people who have a disability and a job to buy into Medicaid and if needed long-term services and supports. It allows people to earn up to 450% FPL but only 50% of earned income counts and there is no asset test. ALL OTHER disability paths into Medicaid carry a \$2,000 asset limit and strict earnings limits. However, under federal law it is only available to people between the ages of 16-65. If someone lives past age 65 they have to impoverish themselves to keep Medicaid. They have to get rid any asset saved during working years, stop or dramatically reduce work, forgoing any retirement savings.</p>	<p>DRCOG supports consumer protections that enable older adults and individuals with disabilities to age in place.</p>

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<b>TRANSPORTATION BILLS</b>							
<a href="#">SB017</a>	<u>Transportation Public-private Partnership Reporting</u> - Under current law, the High-Performance Transportation Enterprise (HPTE) is annually required by February 15 to present a report of the enterprise's activities to the House Transportation and Local Government Committee and the Senate Transportation and Energy Committee. By February 15, 2021, this bill requires the HPTE to include the following information for each executed or proposed public-private partnerships in its report: <ul style="list-style-type: none"> <li>• a summary of HPTE's processes and activities leading up to the public-private partnership, including information on the public comment and selection processes; and</li> <li>• a summary of the major financial, performance, and length-of-term provisions in actual or anticipated public-private partnership agreements.</li> </ul>	Winter/ Gray	Transportation & Energy	Monitor	<a href="#">FN</a>	This bill is intended to improve transparency of HPTE operation by increasing its reporting requirements.	No specific policy.
<a href="#">SB044</a>	<u>Sales And Use Tax Revenue For Transportation</u> - For state fiscal year beginning July 1, 2020, the bill requires 10% of net revenue from sales and use tax, as a portion of the taxes attributable to sales or use of vehicles and related items, to be credited to the Highway Users Tax Fund (HUTF) and thereafter allocated for state, county, and municipal highway system projects in accordance with the existing second stream formula for the allocation of HUTF money as follows: 60% to the state highway fund; 22% to counties; and 18% to municipalities.	Lundeen/ Carver	State Affairs	Board Direction Requested	NA	This bill is similar to SB 97-001 that was repealed when SB 09-225 was enacted. The fiscal note for the bill is not yet available. In past sessions, the DRCOG Board has opposed simply increasing General Fund transfers to transportation with consideration of the affect the transfers could have on other state priorities, especially aging services.	DRCOG transportation funding legislative policy speaks to the need for a revenue system that is reliable and sufficient through enhancements to existing revenue sources and the enactment of new revenue sources. Within this policy framework, DRCOG supports increases in funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities.

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<a href="#">SB061</a>	<u>Yield To Bicycles in Bicycle Lanes</u> - Creates a new traffic offense for failing to yield to a bicycle in a bicycle lane. The offense is a class A traffic offense unless it is the proximate cause of a crash or if it causes bodily injury, then it is careless driving and is punished under the careless driving offense.	Foote/	Judiciary	Support	NA		DRCOG supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists. DRCOG supports efforts to improve the safety of the traveling public – drivers, transit riders, pedestrians and bicyclists. DRCOG supports educational, enforcement and engineering approaches that enhance safety to reduce crashes, serious injuries and fatalities.
<a href="#">SB067</a>	<u>Vehicle Specific Ownership Tax Actual Price</u> - The bill changes this taxable value from MSRP to the actual purchase price	Crowder/	Finance	Monitor	NA	Current law uses the manufacturer's suggested retail price (MSRP) of a vehicle to determine taxable value, which is used to determine the amount of the specific ownership tax. For class A and B vehicles that weigh 16,000 pounds or less, current law uses 75% of the MSRP; for class C and D vehicles, current law uses 85% of MSRP.	DRCOG transportation funding legislative policy speaks to the need for a revenue system that is reliable and sufficient through enhancements to existing revenue sources and the enactment of new revenue sources. Within this policy framework, DRCOG supports increases in funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities.

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