

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2019 SESSION

As of 1-11-19

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	*FN	Staff Comments	Legislative Policy
<b>AGING BILLS</b>							
<a href="#">HB 1043</a>	<b>Life Care Institutions Post Surety Bond As Reserve</b> - Current law requires life care institutions to maintain reserves through one or more of several options that all require liquidity. The bill allows a surety bond as a type of allowable reserve.	Galindo	House Business Affairs and Labor	Monitor	NA	As the operator of the Long-Term Care Ombudsman Program for the region, DRCOG is an advocate for the rights of residents and quality of care for those in long-term care communities. DRCOG staff recognizes the importance of ensuring the financial responsibility of such communities. As this bill provides an additional financial arrangement for such communities to guarantee the performance of contractual obligations, it appears to support that requirement.	DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman and PACE ombudsman as resident/consumer advocates. DRCOG urges the state, when making decisions regarding funding for these long-term care programs, to structure such funding to protect the quality of care for residents and participants, including funding for optimal ombudsman staffing.

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<b>TRANSPORTATION BILLS</b>							
<a href="#"><u>SB 032</u></a>	<b>Hazardous Materials Transportation Routing</b> - The bill authorizes a public highway authority or a governmental partner in a public-private partnership to apply to the Colorado State Patrol (CSP) for a new or modified hazardous materials route designation for a road or highway that it directly or indirectly maintains. The bill also requires the Colorado Department of Transportation (CDOT) to conduct a study to assess the feasibility of allowing the transportation of hazardous materials through the Eisenhower-Edwin C. Johnson Memorial Tunnel and prepare a study report that includes findings and recommendations as to whether and under what conditions the transportation of hazardous materials through the tunnel should be allowed. CDOT must solicit input from representatives of specified counties, towns, communities, ski resorts, industries, organizations, emergency services providers, and the CSP regarding the scope of the study and must consider specified information and criteria and conduct specified types of analysis when conducting the study.	Scott/ McCluskie	Senate Transportation & Energy	Monitor	NA	DRCOG's board-adopted 2040 Metro Vision Regional Transportation Plan (MVRTP) calls for regional incident management systems and processes, implemented consistently, to minimize incident duration, reduce first responder risk, improve traveler safety, and reduce resulting traffic congestion. The 2040 MVRTP also encourages planning and mitigation of the safety and security risks to the public in the transport of hazardous materials.	DRCOG supports approaches that make use of the roadways and transit facilities more efficient, including collaborative programs for incident management and intelligent transportation systems. DRCOG supports efforts that improve or expand situational awareness for transportation operators and supports their ability to both effectively manage transportation systems and distribute real-time traveler information.

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<a href="#">SB 051</a>	<p><b>Increase General Fund Funding For Transportation</b> - Current law, enacted in Senate Bill 18-001, requires the State Treasurer to transfer, on July 1, 2019, a total amount of \$150 million from the General Fund to fund transportation needs as follows:</p> <ul style="list-style-type: none"> <li>• \$105 million (70%) to the State Highway Fund;</li> <li>• \$22.5 million (15%) to the Highway Users Tax Fund for allocation in equal shares to counties and municipalities; and</li> <li>• \$22.5 million (15%) to the Multimodal Transportation Options Fund.</li> </ul> <p>The bill increases the total amount of the transfer to \$340 million so that the amount of the individual transfer to the Multimodal Transportation Options Fund is unchanged and the individual transfers to the State Highway Fund and the Highway Users Tax Fund are increased to the following amounts:</p> <ul style="list-style-type: none"> <li>• \$266.5 million (78.38%) to the State Highway Fund;</li> <li>• \$51 million (15%) to the Highway Users Tax Fund for allocation in equal shares to counties and municipalities; and</li> <li>• \$22.5 million (6.62%) to the Multimodal Transportation Options Fund.</li> </ul>	Scott/ Cooke	Senate Transportation & Energy	Monitor	NA	This bill directs projected new General Fund revenue to transportation by directing the estimated \$190 million to increasing CDOT and local shares in SB 18-001. None of the money goes to increasing the share going to the Multimodal Options Fund. There will be questions as to whether this estimated increase should be allocated to transportation or other priorities, such as aging services.	DRCOG supports: Increased funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities. DRCOG supports increased funding for programs and exploration of programs providing services to older adults, persons with disabilities, veterans and their care- givers, especially services that support individuals continuing to live independently in their homes and communities.