



Air Quality Cloaked in a Transportation Bill

Senate Bill 260- [Sustainability of the Transportation System](#) was introduced last week, bypassing the Senate Transportation Committee and is headed directly to the Senate Finance Committee on Monday, May 10th, for its first hearing. The NCLA Board of Directors voted on Thursday and has officially taken an “Amend” position. Although the measure achieves many of the NCLA’s goals of finding a sustainable, long term funding source, providing financing options, there are problematic aspects of the measure we will address with sponsors and legislative leaders. A deeper dive into the bill's context is included below.

Last Visit with Northern Delegation before the End of the Session

The NCLA Board of Directors had their last meeting with the northern Colorado legislative delegation prior to the end of the session, which is anticipated to be May 28. Newly appointed Representative Andrew [Boesenecker](#) joined Representatives Tonya [Van Beber](#), Mary [Young](#), and Mike [Lynch](#), with Senator Rob [Woodard](#) in relaying the sprint underway to get to the end of the session.

- Rep Boesenecker has been appointed to the Transportation and Local Government and the Agriculture, Livestock & Water Committees. We look forward to working with him on many issues that affect our communities that come before those committees.
- Rep. Van Beber noted that plastic bans, energy and environmental restriction options for consumers, and wildfire mitigation programs are currently bills that have come before her committees. She also is working hard on her anti-discrimination bill for COVID vaccines.
- Rep. Young shared that several education bills have come in front of her committee, including her bullying prevention bill that looks like it will be heading to the Governor for signing.
- Sen. Lynch shared that the Judiciary Committee has kept him busy with gun bills that strengthen current law. Another bill he is co-sponsoring concerns monetary support for agricultural events in Colorado.
- Sen. Woodward has been diligent in the Business, Labor & Technology Committee and, unfortunately, has seen so many bills pass through that will increase the cost of unemployment and workers compensation to business. He fears tax rates for both will skyrocket as a result of these bills. He shared is that he is discouraged that his bill that protects business from damages resulting from COVID is "floundering."

Employee Traffic Reduction Program (ETriP) Update – Upcoming Registration for AQCC May 20 Hearing

As mentioned last week, NCLA submitted comments to impact the regulatory rule language of ETRP. The Air Quality Control Commission will be taking public comments during the request for a rulemaking hearing on May 20. If you are interested in registering for that opportunity, you can register [here](#).

Transportation Bill, SB 21-260 Introduced and Garners Support under Pressure

NCLA has taken one of the deepest dives into this important bill that is touted as the legislation that will "help us reach our climate goals through electrification and also by investing in multi-modal transportation," said [Sen. Faith Winter, a Westminster](#) prime sponsor of the transportation-funding bill. With the objective to fund the \$10B 10-Year State Transportation plan, sadly SB 260 falls short.

Section 28, modeled after California regulations, will interfere or prevent capacity and congestion mitigation road projects across Colorado. It will interfere with local land use planning and increase costs, time, and risk that projects will not be completed.

Additionally, the NCLA Board identified other concerns including:

- Only funds approximately two additional years of CDOT's 10 Year Plan
- Enterprises exist in perpetuity while revenue grows
- EV fee increments revenue may not keep up with gas tax/fee revenue declines as EV's replace ICE vehicles

NCLA will be offering amendment language to the sponsors that will:

- Remove/dramatically amend Section 28 (43-1-128) regarding Transportation Capacity Projects
- Establish common enterprise structure elements with the conversion of fee revenue to HUTF to assure conclusion of the enterprise objectives and transition of growing fees to state and local projects
- Increase federal stimulus funding. Present commitment is less than 10% of the \$3.9B windfall.
- Confirm funding flow of the EV fee to assure it replaces gas tax/fee revenue and, if not:
 - Accelerate Parity For EV Owners

Through meetings and analysis, NCLA is rallying other organizations to join us in amending this bill. Those groups will be sharing concerns and suggested amendment language with the Senate Finance Committee on Monday, May 10.

Priority Legislation

[SB21-238](#). – OPPOSE - Front Range Passenger Rail District - Will be heard on the Senate floor this week for 2nd reading. NCLA has suggested amendment language that would incorporate an affirmative vote by the districts that would be taxed directly for these projects. We will continue to make requests as this bill moves through the process that ensures our regional concerns are communicated to the sponsors.

[HB21-1232](#)- OPPOSE - Standardized Health Benefit Plan CO Option - will be heard on the House floor on Monday for third reading then will make its way over to the Senate.

[SB21-200](#). -OPPOSE - Reduce Greenhouse Gases Increase Environmental Justice-Is scheduled for the Senate Appropriations Committee on May 12. This bill continues to be pressured by the Governor's discontent with the bill, and we are hopeful for a veto.

[SB21-087](#) - OPPOSE - Agricultural Workers' Rights - on Tuesday, this bill will be heard on the Senate floor for 2nd reading. We hope conversations with Senator Danielson will be productive and result in amendments to this bill that will have detrimental consequences on the Agriculture industry in its current form.

NCLA Tracking Report

On a bi-weekly basis, the NCLA Board reviews and considers its position on pending legislation. See the [NCLA 2021 Legislative Tracking Report](#) for a listing of the measures thus far introduced that the NCLA is monitoring and upon which the NCLA will or has taken a position.