

CRES Legislation Tracker 2019										
Bill	Sponsors	Topic	Issue	Date	Action	Next Date	Next Action	Description	CRES position	CRES Action
HB19-1003	Hansen, Valdez	Solar Gardens	Updating	4/29/2019	House Considered Senate Amendments - Result was to Concur - Repass		Send to Governor	The bill amends the current statute authorizing the creation of community solar gardens (CSGs) by: Increasing the maximum size of a CSG from 2 megawatts to 10 megawatts; and Removing the requirement that a CSG subscriber's identified physical location be in the same county as, or a county adjacent to, that of the CSG, while retaining the requirement that it be within the service territory of the same electric utility.	Monitor	
HB19-1159	Lewis, Gray, Danielson	Innovative Vehicles	Tax Credits	5/3/2019	House Considered Senate Amendments - Result was to Concur - Repass		Send to Governor	The bill modifies the amounts of and extends the number of available years of the existing income tax credits for the purchase or lease of an electric motor vehicle, a plug-in hybrid electric motor vehicle, and an original equipment manufacturer electric truck and plug-in hybrid electric truck.	Support	Letter to Sponsors and Committee and Action Alert sent 2/20/19
HB19-1188	Sirota, Snyder	GHG	Fiscal Note Impact Review	5/3/2019	House Considered Senate Amendments - Result was to Concur - Repass		Send to Governor	Beginning in 2020, the bill requires fiscal notes on legislative measures to include an assessment of whether the measure is likely to directly cause a net increase or decrease in greenhouse gas pollution in the 10-year period following its enactment. The assessment must consider new sources of emissions, increases or decreases in existing sources of emissions, and any impact on sequestration of emissions. The fiscal note is not required to estimate the magnitude of the impact. The director of research of the legislative council staff is required to develop policies and procedures for completing the assessment. The department of natural resources, the Colorado energy office, and other state agencies with relevant subject matter expertise are required to cooperate with and provide information, if requested, to develop the policies and procedures for the assessment and to provide information to the legislative council staff on a legislative measure's impact on greenhouse gas pollution in connection with the preparation of a fiscal note.	Support	Letter to Sponsors
HB19-1198	Valdez, Valdez, Bridges, Priola	EV	Grant Fund	4/17/2019	Governor Signed			The bill modifies the statute governing the electric vehicle grant fund (fund) as follows: Allows the fund to be used to administer grants for the installation of charging stations for electric vehicles; Allows the fund to prioritize the grants it will provide based on criteria defined by the Colorado energy office; Allows the fund to be used to fully fund the installation of charging stations and offset station operating costs; and Requires the money in the fund to be continuously appropriated to the Colorado energy office.	Support	Letter of support to sponsors and committee
HB19-1231	Froelich, Kipp	Efficiency	Appliances & Water	5/2/2019	House Considered Senate Amendments - Result was to Concur - Repass		Send to Governor	The bill updates and adopts standards for water efficiency and energy efficiency that apply to a list of consumer and commercial appliances and other products. The standards are based on state standards, federal Energy Star and WaterSense specifications, and industry standards in most cases or, where a standard is not incorporated by reference, the standard is specified by statute. The standards apply to new products sold or installed in Colorado and are phased in over a period of 3 years, with general service lamps covered beginning in 2020, air compressors and portable air conditioners covered beginning in 2022, and all other listed products covered beginning in 2021. The bill also keeps in place the water efficiency standards on certain products that were added to the Colorado statutes in 2014. The sale of a noncomplying product after the effective date of the applicable standard is defined as a deceptive trade practice under the "Colorado Consumer Protection Act". The executive director of the department of public health and environment is directed to collect and publish the standards that are incorporated by reference. The executive director is also authorized, but not required, to adopt rules incorporating more recent versions of standards or test methods in order to maintain or improve consistency with other state or federal agency standards, subject to a one-year grace period between adoption and enforcement of any new or amended standards.	Support	Letter of Support to sponsors and committee
HB19-1260	Kipp, Valdez, Winter	Energy Code	Minimum Standards	4/27/2019	Senate Third Reading Passed - No Amendments		Send to Governor	The bill requires local jurisdictions to adopt one of the 3 most recent versions of the international energy conservation code at a minimum, upon updating any other building code, and encourages local jurisdictions to update the Colorado energy office on any changes to the jurisdictions' building and energy codes.	Support	Letter to Sponsors

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HB19-1261	Becker, Jackson, Winter, Williams	GHG	Climate Action Plan	5/1/2019	House Considered Senate Amendments - Result was to Concur - Repass		Send to Governor	<p>Section 1 of the bill states that Colorado shall have statewide goals to reduce 2025 greenhouse gas emissions by at least 26%, 2030 greenhouse gas emissions by at least 50%, and 2050 greenhouse gas emissions by at least 90% of the levels of greenhouse gas emissions that existed in 2005.</p> <p>Section 2 defines "Statewide Greenhouse Gas Pollution".</p> <p>Section 3 specifies considerations that the air quality control commission is to take into account in implementing policies and promulgating rules to reduce greenhouse gas pollution, including the benefits of compliance and the equitable distribution of those benefits, the costs of compliance, opportunities to incentivize clean energy in transitioning communities, and the potential to enhance the resilience of Colorado's communities and natural resources to climate impacts. The commission will consult with the public utilities commission with regard to rules that affect the providers of retail electricity in Colorado.</p>	Support	Letter sent to sponsors and committee on 4/4
HB19-1298	Melton, Priola	EV	Charging Station Parking	5/3/2019	House Considered Senate Amendments - Result was to Concur - Repass		Send to Governor	<p>The bill authorizes the owner of a plug-in electric motor vehicle (electric vehicle) charging station to install a sign that identifies the station. If the sign is installed, a person is prohibited from:</p> <ul style="list-style-type: none"> - Parking in the space if the vehicle is not an electric vehicle; and - Using the charging station for parking if the electric vehicle is not charging. <p>An electric vehicle is rebuttably presumed to not be charging if the electric vehicle is parked in a charging station and is not electrically connected to the charger for longer than 30 minutes. A person may park an electric vehicle at a charging station after the electric vehicle is fully charged in a parking lot:</p> <ul style="list-style-type: none"> - That serves a lodging business if the person is a client of the lodging business and has parked the electric vehicle in the lot to charge overnight; - That serves an airport if the person is a client of the airport and has parked the electric vehicle in the lot to charge when traveling; or - Between the hours of 11 p.m. and 5 a.m. <p>The penalty for a violation is a \$350 fine and a \$64 surcharge.</p>	Support	Letter to Sponsors and Committee
HB19-1314	Becker, Winter, Galindo, Donovan	Coal	Transition Workers	5/2/2019	House Considered Senate Amendments - Result was to Concur - Repass		Send to Governor	<p>The bill creates the just transition office in the division of employment and training in the department of labor and employment. Beginning in 2025, the office, led by a director, will administer the following:</p> <ul style="list-style-type: none"> - Benefits to coal transition workers to enable them to support themselves and their families and to access and complete education and training, resulting in being hired for high-quality jobs; and - Grants to eligible entities in coal transition communities that seek to create a more diversified, equitable, and vibrant economic future for those communities. <p>An electric utility that proposes to retire a coal-fueled electric generating facility shall submit to the office a workforce transition plan at least 90 days before the retirement of the facility.</p> <p>The bill creates a just transition advisory committee to advise the director regarding implementation of the bill.</p>	Monitor	
SB19-077	Priola, Williams A., Hansen	EV	Charging PUC Oversight	5/1/2019	Senate Consideration of First Conference Committee Report result was to Adopt Committee Report - Repass		Send to Governor	<p>Currently, public utilities may provide charging ports or fueling stations for motor vehicles as unregulated services. The bill authorizes public utilities to provide these services as regulated or unregulated services and allows cost recovery. The bill allows a public utility to apply to the public utilities commission (commission) to build facilities to support electric vehicles. Standards are set for approval. When a facility is built, the rates and charges for the services: 1) May allow a return on any investment made by a public utility at the utility's weighted average cost of capital at the utility's most recent rate of return on equity approved by the commission; and 2) Must be recovered from all customers of a public utility in a manner that is similar to the recovery of distribution system investments.</p>	Support	Letter of Support to sponsors and committee

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SB19-096	Donovan, Hansen	GHG	Data Collection	5/3/2019	Senate Considered House Amendments - Result was to Concur - Repass		Send to Governor	The bill requires the air quality control commission in the department of public health and environment to collect greenhouse gas emissions data from greenhouse gas-emitting entities, report on the data, including a forecast of future emissions, and propose a draft rule to address the emissions by July 1, 2020.	Support	
SB19-181	Fenberg, Becker	Oil & Gas	COGCC	4/16/2019	Governor Signed			The bill enhances local governments' ability to protect public health, safety, and welfare and the environment by clarifying, reinforcing, and establishing their regulatory authority over the surface impacts of oil and gas development.	Support	Letter written to sponsors
SB19-236	Fenberg, Garcia	PUC	Reauthorization	5/3/2019	Senate Considered House Amendments - Result was to Concur - Repass		Send to Governor	<ul style="list-style-type: none"> - Authorizing the commission to promulgate rules to delegate routine, administrative transportation matters to staff and clarifying that the commission provides initial review of each case submitted for adjudication and determines whether it wishes to retain the case or to assign it to an administrative law judge or to an individual commissioner (section 14 of the bill); - Providing for alternate forms of communication that a public utility may utilize to notify its customers of rate changes, including text message and e-mail, and requiring the public utility to post notice of the rate change on its public website (section 11); - Transferring the administration of the legal services offset fund from the department of law to the department of regulatory agencies (section 15); - Making technical changes regarding criminal history record checks and telecommunications (sections 17 and 19 through 22); - Repealing a requirement that an electric utility, as part of the electric utility's plan for acquisition of renewable resources, purchase a certain amount of energy from community solar gardens in the years 2011 through 2013, but delaying the repeal until 2043 to keep the legislation in place until contracts entered into pursuant to the requirement have likely all expired (section 9); - Repealing the requirement that the commission, in considering electric utilities' proposals for generation acquisition, give consideration to proposals to propose, fund, and construct integrated gasification combined cycle generation facilities (section 8); and - Clarifying that the commission may impose a civil penalty for a violation of railroad crossing safety regulations (section 13). <p>The bill also:</p> <ul style="list-style-type: none"> - Creates the division of public utilities (division) as if it were transferred by a type 2 transfer, as a separate entity from the commission (sections 3 to 7); - Directs the commission to promulgate rules to require an investor-owned utility to file with the commission, for the commission's approval, a distribution system plan regarding the utility's anticipated distribution system investments (section 10); - Requires an investor-owned utility, when submitting a filing to the commission that includes a proposed retirement of an electric generating facility, to include in the filing a workforce transition plan that provides estimates of workforce transitions that will occur as a result of retiring the electric generating facility (section 10); - Directs the commission to evaluate the cost of carbon dioxide emissions in any proceeding related to a public utility subject to the commission's jurisdiction and to promulgate rules to require those public utilities, when submitting filings related to planning processes, including electric resource plans, to include the cost of carbon dioxide emissions related to the activities proposed in the plan (section 12); and - Authorizes the commission to regulate vehicle booting companies, which are private entities in the business of immobilizing motor vehicles through use of a boot, through issuance of permits and enforcement mechanisms including inspections, imposition of a civil penalty, and revocation of a permit (sections 16 and 18). <p>The bill continues the functions of the commission for and gives the division a life of 7 years, until 2026 (sections 1 and 2).</p>	Support	Letter of Support t

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SB19-239	Winter, Bridges, Gray, Hansen	Transportation	Impact Study	5/2/2019	Senate Considered House Amendments - Result was to Concur - Repass		Send to Governor	<p>The bill requires the department of transportation (CDOT) to convene and engage in robust consultation with a stakeholder group comprised of representatives of specified industries, workers, governmental entities, planning organizations, and interest groups that will potentially be affected by the adoption of new and emerging transportation technologies and business models. The stakeholder group is required to:</p> <p>Examine the economic, environmental, and transportation system impacts of the adoption of new and emerging transportation technologies and business models; Identify potential means of addressing the impacts that increase positive impacts and mitigate negative impacts; and Present to CDOT, no later than November 1, 2019, a report of policy recommendations regarding the impacts examined and means of addressing those impacts with funding from the imposition of fees on the use of motor vehicles used for commercial purposes, as defined by the bill. The report must identify potential fees that are structured and reasonably calculated to: Avoid causing the state to incur new or additional obligations to refund excess state revenue; Generate sufficient revenue for the state and local governments to mitigate specified impacts to the transportation system; Fund needed transportation infrastructure, including multimodal infrastructure and the infrastructure needed to support the adoption of zero-emissions vehicles; Defray the administrative costs of fee collection; Incentivize the adoption of zero-emissions vehicles for utilization as motor vehicles used for commercial purposes; and Incentivize multiple passenger ride sharing for motor vehicles used for commercial purposes and the use of such vehicles as a first and last mile solution for users of public transit.</p> <p>CDOT is required to report on the progress and policy recommendations of the stakeholder group, CDOT's preliminary plans and recommendations regarding the development and promulgation of rules, and any recommendations that CDOT has regarding the need for related legislation during its 2019 annual presentation to legislative oversight committees required by the "State Measurement for Accountable, Responsive, and Transparent (SMART) Government Act". No later than October 1, 2020, within any statutory parameters established by the general assembly through legislation enacted during the 2020 legislative session, and giving strong consideration to the policy recommendations report provided by the stakeholder group, CDOT is required to promulgate rules to the extent necessary to effectively implement the bill. If the general assembly does not impose fees on motor vehicles used for commercial purposes through legislation enacted during the 2020 legislative session and instead enacts legislation that authorizes CDOT or any CDOT enterprise to impose such fees, the rules may impose fees to the extent authorized by the legislation. During the 2020 legislative interim, CDOT must present a final written report regarding the stakeholder group, rule-making processes, and rules promulgated to the transportation legislation review committee.</p>	Monitor	
XB19-051	Scott, Cooke, Baumgardner, Coram, Crowder, Gardner, Hill, Hisey, Holbert, Lundeen, Marble, Smallwood, Woodward	Transportation	Funding	4/25/2019	Senate Committee on Transportation & Energy Postpone IndefinitelyLOst			<p>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"> ! \$105 million (70%) to the state highway fund; ! \$22.5 million (15%) to the highway users tax fund for allocation in equal shares to counties and municipalities; and ! \$22.5 million (15%) to the multimodal transportation options fund. <p>The bill increases the total amount of the July 1, 2019, 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"> ! \$266.5 million (78.38%) to the state highway fund; ! \$51 million (15%) to the highway users tax fund for allocation in equal shares to counties and municipalities; and ! \$22.5 million (6.62%) to the multimodal transportation options fund. 	Opposed	

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XB19-053	Cooke	Emissions	Reduce Standards	2/14/2019	Senate Committee on Health & Human Services Postpone Indefinitely			The bill prohibits the air quality control commission from adopting motor vehicle emission standards that are more stringent than federal standards and from adopting the California motor vehicle emission standards and test procedures unless they are the same as the federal standards.	Oppose	Letter written to sponsor.
XB19-1037	Hansen	Coal Plant Closures	Securitization	4/25/2019	Senate Committee on Transportation & Energy Postponed Indefinitely			CONCERNING ENERGY ASSET MANAGEMENT, AND, IN CONNECTION THEREWITH, AUTHORIZING THE ISSUANCE OF LOW-COST RATEPAYER-BACKED BONDS AND CREATING THE COLORADO ENERGY IMPACT ASSISTANCE AUTHORITY TO MITIGATE THE IMPACTS OF POWER PLANT RETIREMENTS ON COLORADO WORKERS AND COMMUNITIES.	Support with some concerns	To testify at hearing.
XB19-1165	Pelton, Donovan, Hisey	Wind	Tax Exemption	2/11/2019	House Committee on Energy & Environment Postpone Indefinitely			For property tax years commencing on or after January 1, 2020, but before January 1, 2030, the bill exempts from property tax business personal property used to manufacture wind turbines or components of wind turbines at the site where the wind turbines will be placed into service.	Monitor	
XB19-1199	Valdez, Pettersen, Winter	EV	Express Toll Pass	4/15/2019	House Committee on Finance Postpone Indefinitely			Concerning the conditions under which operation of a plug-in electric motor vehicle on an express lane without regard to the number of persons in the vehicle and without payment of a toll or with payment of a reduced toll is allowed.	Support	Letter of support to sponsors and committee
XB19-1270	Sirota, Hansen	GHG	PERA Financial Risk	4/8/2019	House Committee on Finance Postpone Indefinitely			<p>The bill requires the board of trustees (board) of the public employees' retirement association (PERA) to retain an organization with experience in public sector pension plans to conduct a study to analyze any climate-related financial risk to the total assets of PERA (fund). The board is required to administer a competitive selection process to solicit unbiased and independent third-party organizations with the necessary credentials to bid for the study and to enter into a contract with the selected organization.</p> <p>The organization selected by the board is required to include the following in its study:</p> <ul style="list-style-type: none"> - A comprehensive analysis of the climate-related financial risk of PERA's portfolio and the exposure of the fund to long-term risks; - A summary of climate-related financial risk-related engagement activities undertaken; and - A description of additional action that should be taken, or planned to be taken, by the board to address climate-related financial risk, including a list of proxy votes and shareholder proposals initiated by the board. <p>The board is required to deliver a report to the general assembly detailing the findings of the organization's analysis.</p>	Support	

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XB19-1313	Becker, Winter	GHG	Electric Carbon Emissions	5/2/2019	Senate Committee on Appropriations Refer Amended to Senate Committee of the Whole		Second Reading on Senate Floor	<p>Section 1 of the bill repeals laws that allow an electric utility to own, as rate-based property, new eligible energy resources without competitive bidding if certain conditions are satisfied.</p> <p>Section 2 supplements the existing renewable energy standards statute by establishing targets for the reduction of carbon dioxide emissions from electricity generation by utilities serving more than 500,000 customers, with the opportunity for other utilities to opt in. The targets are:</p> <p>! By 2030, an 80% reduction in carbon dioxide emission levels compared to 2005 levels; and</p> <p>! For 2050 and thereafter, a goal of a 100% reduction in carbon dioxide emission levels.</p> <p>Section 2 also directs qualifying retail utilities to submit plans to the public utilities commission (PUC) as part of their ongoing resource acquisition planning process to address the clean energy targets. A clean energy plan must detail the actions and investments the utility intends to undertake, including specifying the new resources and infrastructure proposed to be used; the anticipated effects of the plan on the safety, reliability, and resilience of the overall electric system; the methods proposed for measuring carbon dioxide reductions; and the costs of implementation, which must be reasonable.</p> <p>The approval process also includes participation by the division of administration within the department of public health and environment regarding the measurement of carbon dioxide emission reductions and predictions as to whether the clean energy plan will achieve the desired reductions.</p> <p>A utility implementing a clean energy plan may recover its costs of implementation through rates, as approved by the PUC, and own any generating resources and infrastructure necessary to effectuate the plan. The utility is required to use a competitive bidding process to fill the cumulative resource need identified in its next electric resource plan that includes a clean energy plan filed after January 1, 2020.</p> <p>Each utility that receives approval of a clean energy plan is required to report to the governor, the PUC, and the air quality control commission on a list of matters, including its progress in implementing the plan and in reducing carbon dioxide emissions.</p> <p>The bill strengthens an existing provision requiring electric resource acquisition decisions to be made with consideration of "best value" employment metrics and the use of Colorado labor by requiring a utility to obtain and provide to the PUC relevant documentation on these topics, including the availability of apprenticeship programs registered with the United States department of labor.</p>	Opposed	Letter sent to sponsors and committee on 4/4
XB19-1325	Hansen, McKean, Priola, Bridges	EV	Consumer Access	4/24/2019	House Third Reading Lost - No Amendments			<p>Current law states that, with certain exceptions, a motor vehicle manufacturer may not own, operate, or control any motor vehicle dealer or used motor vehicle dealer in Colorado. The bill creates a new exception that allows the ownership, operation, or control of a motor vehicle dealer by an electric motor vehicle manufacturer that engages exclusively in the sale of electric motor vehicles of the same line-make as are manufactured by the electric motor vehicle manufacturer.</p> <p>An "electric motor vehicle" is a motor vehicle that operates entirely on electrical power, does not include a fuel combustion engine, and has at least 4 wheels in contact with the ground during normal operation. An "electric motor vehicle manufacturer" is an entity that manufactures and sells electric motor vehicles and does not manufacture or sell motor vehicles that are fully or partly powered by a fuel combustion engine.</p>	Supprt	Letter of Support to sponsors and committee

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XB19-250	Garcia, Scott	Electric Rates	Tier Removal	5/3/2019	Introduced In House - Assigned to ... Lost		LOST	Current law allows heat, light, gas, water, power, and telephone utilities to establish a graduated scale of charges known as tiered rates. Based on a legislative finding that electric utilities' generation costs have substantially declined, the bill requires electric utilities that are currently charging a residential tiered rate to file with the public utilities commission a revised residential rate design by April 30, 2020, to take effect on or before June 1, 2020, that collapses the residential summer tiered rate into a single rate that applies to all kilowatt-hours consumed by the residential customer during the summer. The single rate must be designed to collect the same revenues during the summer as the tiered rate was designed to collect. An electric utility cannot charge a residential tiered rate or residential inverted block rate until the utility files a new electric rate case.	Opposed		
		<u>Upcoming / Proposed Bills</u>									
		RES	DG Bill of Rights		Rolled into SB19-236						
		PUC	PUC Metrics								
		RES	Third-Party Admin		No longer to be part of PUC Reauthorization Bill						