



Request for Resolution- Colorado Transportation Legislative Review Committee:
2014 Legislative Session- Issuance of Oversize/Overweight Permits

The Colorado Motor Carriers Association respectfully requests the Transportation Legislative Review Committee (TLRC) to take action to address needed changes to the process now allowed for in Colorado Revised Statutes; CRS- 42-4-510 by passing the resolution contained below. This resolution will allow the necessary stakeholders in the process of permitting oversize/overweight commercial vehicles the opportunity to meet over the next 12 months to craft changes to permit process as identified in the resolution. Stakeholders include but are not limited to CML, CCI, CDOT and CMCA.

Resolution:

The Colorado Transportation Legislative Review Committee (TLRC), recognizes that the following:

- Colorado is dependent on the movement of goods and services over Colorado's highway infrastructure to include national highway system, county highways and city streets and this movement of goods and services is a major factor in our economic vitality.
- Colorado has the greatest percentage of its freight and services performed on our highway system and over 90% of your cities receive such services solely by highway.
- A significant part of this movement of freight in Colorado is the movement of freight that requires a permit for oversize or overweight as authorized by Colorado statutes CRS- 42-4-510.
- This permit process has been productive in years past but the permit system needs to be fine-tuned to address issues that presented themselves in the past few years.

- Those issues include permit fee structures that need revision, single point of issuance for transportation sector and reasonable fee structure for county and city authorities that are based on applicable mileage comparisons and state fees for such permits.
- Colorado permit system has seen many improvements in past few years, but there exists the ability upgrade the system to offer greater benefit to both the transportation industry and issuing agencies.

Therefore the Colorado Transportation Legislative Review Committee calls for the following action items:

1. There be created a working group to address the issues and opportunities for the oversize/overweight permit system in Colorado now under the auspices of CDOT, Colorado County agencies and Colorado City agencies.
2. This working group shall consist of CDOT, CML, CCI and Colorado Motor Carriers Association and these agencies or associations shall designate representatives to this Working Group.
3. The Working Group shall begin meeting 30 days after the approval of this resolution with CDOT being the lead agency in this process.
4. The Working Group shall review the permit system for oversize/overweight commercial vehicles to include the permit fee structure, utilization of web-based applications processes- single point of application, operational issues as they are discovered and other opportunities for system improvement.
5. The Working Group shall make recommendations to TLRC by July of 2014 as to what changes should be made to the oversize/overweight permit system in the form of a written report.



Concerning the Issuance of Annual Fleet Permits for Tri-axle and Twin-axle Overweight Divisible Weight Loads

Overview

Currently State law allows for the issuance of overweight permits for divisible loads for the non-Interstate highway system. These permits are issued by CDOT for quad axle, tri-axle, and twin-axle units by CDOT. Permits may be obtained with CDOT's approval for single trips or for an annual permit for an individual vehicle. In addition the current statute provides for an Annual Fleet Permit for Quad Axle units. Due to an oversight when the law was changed several years ago which allowed tri-axle and twin axle units to obtain divisible load permits, language was not included in statute to provide for an fleet permit for those configurations. A fleet permit is much more efficient for the carrier as well as the State. Instead of having carriers obtain individual permits for each unit that may transport an overweight load, the fleet permit provides greater flexibility. In addition the filing, tracking, and maintaining individual permits for each unit that may transport an overweight load is time consuming and creates unnecessary time and paperwork. Recognizing that the Governor has indicated an interest in streamlining programs and efforts both for state government and businesses, allowing the issuance of annual fleet permits for tri and twin axle overweight divisible loads would be a positive step in that direction.

What Would the Bill Do?

The proposed legislation would merely provide the option to companies to obtain an Annual Fleet Permit for Overweight Divisible Loads for tri-axle and twin axle vehicles that is offered today for quad axle units. These permits would still require the review and approval by CDOT.

Benefits

The measure would reduce the time, paperwork, and cost for companies using these vehicles. In addition it would reduce the time and cost on the State's part in regard to issuing and processing numerous individual unit permits for the same fleet. Currently, construction companies and transporters, agricultural transporters, farmers and ranchers, and trucking operators now utilize the overweight divisible load permits and would benefit from this action. Overall, this is an efficiency measure for both the State and business sector.

For more Information:

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Request for Legislation- 2014 TLRC Committee

The Colorado Motor Carriers Association (CMCA), respectfully requests that the TLRC consider the following issue as a TLRC bill for 2014 session.

Title: Penalty for Class C Motor Vehicles Without Proper Tires for Traction on I-70 Western Corridor.

Background:

The I-70 coalition has worked for years to find resolutions to traffic problems, congestion and closures of the I-70 west highway system. This effort as has looked at many different options for operation of vehicles, road capacity, traffic techniques and revisions to Colorado statutes.

While there has been significant progress in the combined efforts of the coalition, there continues to be one area that has not been addressed; class c motor vehicles without proper traction operating in the I-70 west corridor. These vehicles are often found to be operating on I-70 without proper tires or chains and cause lane closures and impede traffic and commerce.

Bill:

The recommended bill would raise the penalty for class c vehicles, cars & pickups, for inadequate traction-tires/chains, if they are found by law enforcement to have closed a lane of traffic, shut down the interstate or caused accident due to lack traction from their tires. This action would only be taken when law enforcement is investigating a lane closure, highway closure or accident involving a class c motor vehicle where such vehicle has been determined to have caused such lane closure, highway shutdown or accident.

Suggested raise in penalty could be from 50-100 dollars.

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