

Summary of Motor Vehicle & Traffic Regulation Bills, 2010 Session (As of May 22, 2010)

Signed into Law	
<p>Bill Number: HB 10-1014</p> <p>Sponsors: <i>Rep. McFadyen</i> <i>Sen. Spence</i></p> <p>The act, recommended by the Transportation Legislation Review Committee, directs the Colorado Department of Transportation (CDOT) and Colorado State Patrol to present a joint annual report on fatal accidents in state highway work areas to the transportation committees of the House of Representatives and Senate. The report is to be delivered on or before February 15 of each year beginning in 2011, and, at a minimum, must include:</p> <ul style="list-style-type: none"> • the total number of fatal accidents and individuals killed; • a breakdown of individuals killed to include CDOT workers, CDOT contractors and subcontractors, and others; • copies of all related accident reporting forms; and • information about ongoing and newly implemented measures taken by CDOT to prevent fatal accidents in state highway work areas. 	<p>Short Title: Highway Work Zone Accident Reporting</p> <p>Status: Signed into Law</p> <p>Appropriations:</p> <p style="padding-left: 20px;">The act is assessed as having no fiscal impact. CDOT currently maintains the Fatal Accident Reporting System, which will be the primary data source used to complete the reporting requirements of the act. It is therefore assumed that costs associated with annual report generation and copying of accident forms can be absorbed within existing agency resources.</p>
<p>Bill Number: HB 10-1059</p> <p>Sponsors: <i>Rep. Gagliardi</i> <i>Sen. Newell</i></p> <p>The act clarifies that a minor 15 years of age or older and in foster care is not required to complete an affidavit of liability to register for a driver education course prior to applying for an instructional permit.</p> <p>Under current law, the Division of Motor Vehicles in the Department of Revenue does not require an affidavit of liability and guardianship for either registration or completion of a driver education course. The affidavit is required at the time of applying for an instructional permit. The act clarifies the procedures of the division.</p>	<p>Short Title: Drivers Education Minors Affidavit Liability</p> <p>Status: Signed into Law</p> <p>Appropriations:</p> <p style="padding-left: 20px;">The act is assessed as having no fiscal impact. Since this act simply clarifies the procedures of the division, it does not impact state revenue or expenditures.</p>

Summary of Motor Vehicles & Traffic Regulation Bill, 2010 Session (As of May 22, 2010) (Cont.)

Signed into Law (Cont).	
<p>Bill Number: HB 10-1090</p> <p>Sponsors: <i>Rep. Waller</i> <i>Sen. Morse</i></p> <p>The act eliminates the mandatory five-day jail sentence for a person who is convicted of driving a motor vehicle or off-highway vehicle upon any highway of the state with knowledge that his or her license or privilege to drive, either as a resident or a nonresident, is under restraint for any reason. The act does eliminate the mandatory sentence for a conviction of driving under the influence (DUI), DUI per se, driving while ability impaired, habitual user, or underage drinking and driving, but still allows a judge to sentence an offender to jail time. The act eliminates the requirement that a court require an offender to immediately surrender his or her driver's license or instruction permit upon entry of a plea of guilty or nolo contendere to a driving-under-restraint violation. A court still must require an offender to immediately surrender his or her driver's license or instruction permit upon a verdict or judgment of guilt for a driving-under-restraint violation.</p>	<p>Short Title: Jail Sentence Driving Under Restraint</p> <p>Status: Signed into Law</p> <p>Appropriations:</p> <p style="padding-left: 20px;">The act may increase state revenue from fines, although less than \$5,000 in new state revenue is expected per year. It is estimated that removal of the mandating jail sentence will result in fewer plea bargains and may result in more fine revenue being collected.</p>
<p>Bill Number: HB 10-1340</p> <p>Sponsors: <i>Rep. Vigil</i> <i>Sen. Newell</i></p> <p>Currently, the statutes governing the towing of vehicles on public property require that both the law enforcement agency and the tow operator send a notice of the tow by certified mail to the owner or lienholder of a towed vehicle. If a law enforcement agency uses a tow operator, the act requires the law enforcement agency to send a notice by first-class mail.</p>	<p>Short Title: Law Enforcement Abandoned Vehicle Tow</p> <p>Status: Signed into Law</p> <p>Appropriations:</p> <p style="padding-left: 20px;">The act reduces expenditures for the Colorado State Patrol (CSP) in the Department of Public Safety by about \$12,000 a year beginning in FY 2010-11. These savings are from the difference in postage costs for certified mail versus first class mail. The CSP spends about \$14,000 each year on certified mail for abandoned vehicles. Under this bill, costs would be reduced to about \$2,000 for first class mail. The CSP is funded from the Highway Users Tax Fund and the fiscal note assumes that the savings realized by this act will be used by the CSP for other operational needs.</p>

Summary of Motor Vehicles & Traffic Regulation Bill, 2010 Session (As of May 22, 2010) (Cont.)

Signed into Law (Cont)	
<p>Bill Number: SB 10-015</p> <p>Sponsors: <i>Sen. Renfroe</i> <i>Rep. McNulty</i></p> <p>The act, recommended by the Transportation Legislation Review Committee, changes the age at which a minor is required to complete behind-the-wheel training in order to obtain a driver's license from 18 years to 16 years and 6 months.</p> <p>Under current law, minors, aged 15 to 16 years, who apply for a permit yet do not finish behind-the-wheel training requirements are held to fulfill those requirements until age 18 in order to receive a license. For minor drivers who begin, but do not finish, behind-the-wheel training, this requirement prevents such drivers from holding a license even after passing age thresholds that do not carry such requirements. The act will ensure that persons who start but do not finish behind-the-wheel training receive identical treatment of those persons who do finish behind-the-wheel training under the law.</p>	<p>Short Title: Driver's License and Permit Training</p> <p>Status: Signed into Law</p> <p>Appropriations:</p> <p style="padding-left: 40px;">This act is assessed as having no fiscal impact. Driver's license personnel will need to adjust procedures to reflect the change in age requirements, but this will not create additional workload.</p>
<p>Bill Number: SB 10-016</p> <p>Sponsors: <i>Sen. Williams</i> <i>Rep. Vaad</i></p> <p>The act modifies the manner in which civil penalty assessment notices of toll evasion evidenced by automatic vehicle identification technology are provided to an owner of a vehicle so identified. It addresses the manner in which appeals of administrative adjudications of toll evasion by a public highway authority or the High-Performance Transportation Enterprise are reviewed by county courts by:</p> <ul style="list-style-type: none"> • eliminating the requirement that a second civil penalty assessment notice be sent if the owner does not pay the civil penalty imposed by or otherwise respond to an initial civil penalty assessment notice; • increasing the length of time to pay or otherwise respond to an initial civil penalty assessment notice from 20 to 30 days; and • changing an appeal of an administrative adjudication of a toll evasion from a review of the record of the administrative adjudication to a <i>de novo</i> hearing. 	<p>Short Title: Modify Toll Evasion Notice</p> <p>Status: Signed into Law</p> <p>Appropriations:</p> <p style="padding-left: 40px;">The act is expected to reduce expenditures by \$16,089 annually in the Statewide Transportation Special Revenue Fund in the Department of Transportation beginning in FY 2010-11, with some savings possible in FY 2009-10. The reduction is due to the elimination of printing and postage costs associated with 6,106 second penalty notice mailings for HOV Express Lane toll evasion notices. As these funds to the High-Performance Transportation Enterprise are continuously appropriated, this reduction does not create a need to change the department's appropriation.</p>

Summary of Motor Vehicle & Traffic Regulation Bills, 2010 Session (As of May 22, 2010) (Cont.)

Awaiting Action by the Governor	
<p>Bill Number: HB 10-1147</p> <p>Sponsors: <i>Rep. Kefalas</i> <i>Sen. Bacon</i></p> <p>The bill directs the Colorado Department of Transportation (CDOT), in collaboration with the departments of Education and Public Safety and appropriate nonprofit organizations and advocacy groups, to notify schools of the availability and make available to schools existing educational curriculum regarding the safe use of public streets and premises open to the public by users of nonmotorized wheeled transportation and pedestrians. The bill requires individuals who are at least 2 years of age, but under 18 years of age, to wear a helmet that meets the applicable federal safety standards whenever the individual uses nonmotorized wheeled transportation on a public street or premises open to the public.</p> <p>In addition, the bill requires CDOT, in collaboration with the departments of Education and Public Safety and appropriate nonprofit organizations and advocacy groups, to design, develop, produce, and plan and implement the distribution of a locally adaptable electronic template for a safety information card for local law enforcement or public safety officer to provide, in printed form, to violators of the helmet requirement. The bill categorizes a violation of the helmet requirement as an unclassified traffic infraction, but specifies that its enforcement will consist only of the stopping of a violator or an accompanying adult, the informing of the violator or accompanying adult, and the provision of a safety information card to the violator or accompanying adult.</p>	<p>Short Title: Safer Streets for Nonmotorized Transport</p> <p>Status: Awaiting Governor's Signature</p> <p>Appropriations:</p> <p>The bill allows the departments of Transportation, Education, and Public Safety to accept federal monies, gifts, grants, donations, services, and in-kind donations for the production and distribution of safety information cards. The departments will need to obtain at least \$41,700 in gifts, grants, or donations for the safety information cards. There are no identified sources of these monies at present, although it is likely that any such funds will be credited to the State Highway Fund in the Department of Transportation. The fiscal note assumes that one-time expenditures are in the Department of Transportation, including \$111,645 in continuously appropriated State Highway Funds, subject to the receipt of gifts, grants, and donations of \$41,700 for the production and distribution of safety information cards.</p>
<p>Bill Number: HB 10-1347</p> <p>Sponsors: <i>Rep. Levy</i> <i>Sen. Morse</i></p> <p>Current law provides one set of penalties for a first offense of driving under the influence (DUI), DUI per se, driving while ability impaired (DWAI), and driving as a habitual user of a controlled substance. A second, more restrictive set of penalties exists for any subsequent convictions of those offenses. The reengrossed bill adjusts the penalties for a second offense and creates a new set of penalties for a third or subsequent offense. During the mandatory period of imprisonment, an individual may only participate in certain county jail sentencing alternatives (i.e., work, educational, and medical release; home detention; and day reporting) if such programs are available through the county where the individual is incarcerated and if it is for a certain purpose. The existing minimum persistent drunk driver surcharge is raised from \$50 to \$100, which will be deposited into the existing Persistent Drunk Driver Fund.</p>	<p>Short Title: Driving Under the Influence Penalties</p> <p>Status: Sent to Governor</p> <p>Appropriations:</p> <p>Raising the minimum persistent drunk driver surcharge is expected increase state revenue. The fiscal note assumes that the surcharge will be imposed on 25,500 cases each year, with 60 percent of those offenses occurring on or after the effective date. In a portion of the total number of cases, judges will likely impose a surcharge of \$100 or more, regardless of the statutory minimum.</p> <p>The Judicial Branch will require \$438,518 and 7.3 FTE from the General Fund in FY 2010-11 and \$434,018 and 7.3 FTE in FY 2011-12. While the bill may affect the trial courts in a number of ways, the anticipated workload increase will be absorbed within existing resources. However, repeat offenders who, under current law, receive a jail sentence with no probation will now be placed on probation for two years following the completion of the jail term.</p>

Summary of Motor Vehicle & Traffic Regulation Bills, 2010 Session (As of May 22, 2010) (Cont.)

Awaiting Action by the Governor (Cont.)

Bill Number: **SB 10-110**

Short Title: **Primary Seat Belt Law**

Sponsors: *Sen. Williams*
Rep. Ryden

Status: Awaiting Governor's Signature

The bill modifies the age and height requirements for certain children who are otherwise required to be fastened in a child restraint system. Under the bill, a child is who is under 8 years of age must be restrained in an appropriate child restraint system pursuant to the manufacturer's instructions in a rear seat of the vehicle unless all of the rear seating is occupied by children under 8 years of age or the rear seat does not accommodate a child restraint system. A child who is at least 8 years of age but less than 16 years of age must be properly restrained in either a child restraint system pursuant to the manufacturer's instructions or a seat belt. The bill provides that it is a parent's responsibility to ensure the child is properly restrained unless no parent is in the car and then it is the driver's responsibility. A violation of the child restraint system section is a secondary offense. Beginning August 1, 2010, for one year, a peace officer may only give a violator a warning.

The state patrol and local law enforcement agencies are required to file in their departments a compilation of manufacturers' instructions for best-selling brands of child restraint systems.

The bill specifies that the child restraint requirements do not apply to a child who:

- is less than 8 years of age and is being transported in a motor vehicle as a result of a medical or other life-threatening emergency and a child restraint system is not available;
- is being transported in a commercial motor vehicle that is operated by a child care center;
- is the driver of a motor vehicle and is subject to the safety belt requirements; or
- weighs more than 40 pounds and is being transported in a motor vehicle in which the rear seat of the vehicle was not equipped at the time of manufacture with combination lap and shoulder belts.

The bill would amend current law, which bases requirements for child-safety restraint systems and booster seats on the height and weight of the child, to require that children up to 8 years of age be in a child-safety restraint systems while a vehicle is in motion.

Appropriations:

State revenue from is expected to increase by approximately \$19,000 annually from fines for child restraint violations.

No new state expenditures are expected under this bill. It is assumed that any increase in child restraint citations will be at least partially offset by a reduction in tickets issued for other violations. It is also assumed that increases in cases filed in courts for child restraint violations will be partially offset by a reduction of other filings. Costs for the Department of Transportation to provide information to law enforcement agencies and modify its public awareness campaigns will be absorbed within existing resources.

Summary of Motor Vehicle & Traffic Regulation Bills, 2010 Session (As of May 22, 2010) (Cont.)

Awaiting Action by the Governor (Cont.)	
<p>Bill Number: SB 10-184</p> <p>Sponsors: <i>Sens. Romer and Gibbs</i> <i>Reps. Scanlan and King S.</i></p> <p>The bill allows the High-Performance Transportation Enterprise (HPTE) to enter into a transportation demand management contract with the Colorado Department of Transportation (CDOT). Under the contract, the CDOT will pay the HPTE for relieving traffic congestion along a portion of the I-70 mountain corridor during peak travel times. Provided that a moveable barrier feasibility study is completed and demonstrates its viability, the contract will set a goal of having the HPTE, or its contractor, provide and operate reversible highway lanes by January 1, 2011.</p>	<p>Short Title: I-70 Mountain Corridor Transportation Demand Management Solutions</p> <p>Status: Awaiting Governor's Signature</p> <p>Appropriations:</p> <p style="padding-left: 20px;">The bill is assessed as having no fiscal impact. It clarifies existing powers of the HPTE and the CDOT to contract for transportation demand management on I-70 and requires that any such contract set a goal for implementation. These provisions will not affect state or local government revenue or expenditures.</p>
<p>Bill Number: SB 10-196</p> <p>Sponsors: <i>Sen. Gibbs</i> <i>Rep. Scanlan</i></p> <p>The bill prohibits the Department of Transportation (CDOT) from setting a speed limit for one class of motor vehicle on Interstate 70 that is more than 25 miles per hour less than the highest limit for another class of motor vehicle. The bill also prohibits a person from driving on a 6 percent uphill grade of Interstate 70 at a speed that is less than 10 miles per hour below the speed limit or less than the minimum speed set by CDOT, except if necessary to obey traffic control devices, to enter or exit Interstate 70, to compensate for the weather or traffic conditions, or to navigate a lane closure or blockage. The bill requires CDOT to post signs notifying drivers of the restriction.</p>	<p>Short Title: Minimum Speeds Interstate 70</p> <p>Status: Awaiting Governor's Signature</p> <p>Appropriations:</p> <p style="padding-left: 20px;">The bill will increase state expenditures by \$35,000 in FY 2010-11. To implement the bill, CDOT will place 35 new signs, at a cost of \$1,000 per sign, noting minimum and maximum speeds for vehicles driving in the left lane. New signage required under the bill will be static signs, installed along I-70 segments with uphill grades of 6 % or greater. Costs are paid from the State Highway Fund, which is continuously appropriated.</p>

Summary of Motor Vehicle & Traffic Regulation Bills, 2010 Session (As of May 22, 2010) (Cont.)

Vetoed

Bill Number: **HB 10-1101**

Short Title: **Farm Truck Registration**

Sponsors: *Rep. Baumgardner*

Status: Vetoed

Under current law, persons attempting to register a vehicle as a farm truck must certify on a Department of Revenue (DOR) form, under penalty of perjury, that the vehicle will be used for agricultural purposes in accordance with state law. The form requires that an applicant affirm that he or she: files a federal Schedule F, Form 1040 (Profit or Loss From Farming); and is currently engaged in either farming or ranching. The form also requires that the applicant affirm that the vehicle to be registered as a farm truck will be used for the purpose of transporting agricultural products, materials, equipment, or machinery.

Appropriations:

The bill would have increased state cash fund revenue by approximately \$32,797 in FY 2010-11 and \$35,778 in FY 2011-12. The bill would have removed the Motorist Insurance Identification Database Program fee exemption for farm trucks, thereby generating \$0.50 annually per vehicle registered as a farm truck. The fiscal note assumes that 71,555 vehicles are registered as farm trucks each year.

In addition to state requirements, some counties also have specific requirements to ensure that a vehicle will be used for farming or ranching purposes prior to registration as a farm truck. The bill would have prohibited the DOR and county clerks from requiring that the owner present proof, beyond state requirements, that his or her primary source of income or business is agriculture. The exemption would have applied if the farm truck being registered is:

Total state expenditures to implement the bill would have been \$11,769 in FY 2010-11 due to programming costs for the DOR. No appropriation would have been necessary because of ongoing appropriations to the DOR for computer programming provided in the Long Bill for new legislation.

- used primarily for agricultural purposes on a farm or ranch owned or leased by the truck owner; and
- used on property classified for tax purposes as agricultural land, pursuant to state law.

The bill would have also removed the farm truck exemption from the \$0.50 motorist insurance identification fee charged at the time of vehicle registration. The fee would have supported the Motorist Insurance Identification Database (MIIDB) Program, used for verification of driver compliance with motor vehicle insurance requirements.

Summary of Motor Vehicle & Traffic Regulation Bills, 2010 Session (As of May 22, 2010) (Cont.)

Postponed Indefinitely	
<p>Bill Number: HB 10-1088</p> <p>Sponsors: <i>Rep. Vaad</i></p> <p>The bill would have required the Colorado Department of Transportation (CDOT) to determine which portions of the state highway system are used as commuter highways within a metropolitan area. The determination had to be made by March 1, 2011, and reported to the Colorado Transportation Commission by April 1, 2011. The commission would have been required to remove all commuter highway segments from the state system, so that such segments thereafter would have become a part of either a county or municipal system. The bill defined a "commuter highway" as any portion of the state highway system that is: located within the boundaries of a metropolitan planning organization (MPO); not an interstate highway; and used at least 80 percent for travel originating and terminating within an MPO.</p>	<p>Short Title: Devolve State Commuter Highways to Local Governments</p> <p>Status: Postponed Indefinitely</p> <p>Appropriations:</p> <p style="padding-left: 20px;">The bill would have increased state expenditures by \$61,600 in FY 2010-11 to determine which state highways segments would have been commuter highways. In addition, the bill would have reduced state expenditures by up to \$70.0 million per year thereafter assuming a removal of 3,931 <i>non-interstate highway</i> lane miles from the state highway system.</p>
<p>Bill Number: HB 10-1268</p> <p>Sponsors: <i>Rep. King</i></p> <p>The bill would have required the Department of Revenue (DOR), effective no later than January 1, 2012, to develop a two-year registration program for Class B, Class C, Class D, and Class F vehicles. Vehicles registered under the two-year registration program would have been exempt from registration late fees, but would have been required to pay two years' worth of registration fees and specific ownership taxes. Vehicle owner participation in the program would have been optional.</p> <p>Under current law, the DOR already has the authority to offer the option of a two-year registration cycle but has never exercised this authority. The bill specifically would have required the DOR to implement the program.</p>	<p>Short Title: Establishment of a Two-Year Registration for Vehicles</p> <p>Status: Postponed Indefinitely</p> <p>Appropriations:</p> <p style="padding-left: 20px;">Revenue under this bill would have been expected to increase by \$11.8 million in FY 2010-11. Reductions in late fees charged would have reduced the Highway Users Tax Fund revenue by \$434,327 in FY 2010-11, thereby reducing distributions to the State Highway Fund, counties, and municipalities. All impacts are in FY 2010-11, as late registrations would have been expected to reach a minimal level by FY 2011-12. State expenditures would have increased \$97,861 in FY 2010-11 and decrease by \$891,000 in FY 2011-12.</p>
<p>Bill Number: SB 10-040</p> <p>Sponsors: <i>Sen. Tochtrop</i></p> <p>The bill would have created a program to raise motorists' awareness of safely sharing the road with motorcycles, to be funded by using 5 percent of the Motorcycle Operator Safety Training (MOST) Fund. The bill also would have limited the use of the MOST fund moneys to providing motorcycle training tuition for students and travel reimbursement for instructors and sets a maximum tuition level.</p> <p>Currently, surcharges on motorcycle licenses and registrations are credited to the MOST fund. These funds offset motorcycle safety training costs as part of the MOST program, which is administered by the Office of Transportation Safety in the Department of Transportation.</p>	<p>Short Title: Motorcycle Safety Education Program Fund</p> <p>Status: Postponed Indefinitely</p> <p>Appropriations:</p> <p style="padding-left: 20px;">This bill would have set aside 5 percent of the MOST fund moneys for a new safety program that would have addressed traffic interactions between motorcycles and other vehicles. The new program may have included placing signs in locations hazardous to motorcycles and promoting a motorcycle awareness month. Although the bill would have required no new state expenditures, it would have reallocated \$28,565 of the MOST program's current operating budget.</p>

Summary of Motor Vehicle & Traffic Regulation Bills, 2010 Session (As of May 22, 2010) (Cont.)

Postponed Indefinitely (Cont.)	
<p>Bill Number: SB 10-145</p> <p>Sponsors: <i>Sen. Romer</i> <i>Rep. McCann</i></p> <p>The bill would have required the High-Performance Transportation Enterprise (HPTE) to study the feasibility of entering into a public-private partnership to develop, construct, and operate a rail fixed guideway system between the Auraria Higher Education Center and the Anschutz medical campus of the University of Colorado at Denver. If, after the study would have been completed, a special district would have been formed for the purpose of financing, developing, constructing, and operating such a system, the bill would have required \$4 of each road safety surcharge paid by vehicle owners who reside within one mile of the system route to be paid to the special district.</p> <p>The HPTE was formed to aggressively pursue innovative means of more efficiently financing important surface transportation infrastructure projects that will improve the safety, capacity, and accessibility of the surface transportation system, can feasibly be commenced in a reasonable amount of time, will allow more efficient movement of people, goods, and information throughout the state, and will accelerate the economic recovery of the state.</p>	<p>Short Title: Require Fixed Guideway Feasibility Study</p> <p>Status: Postponed Indefinitely</p> <p>Appropriations:</p> <p style="padding-left: 40px;">A fiscal note for this bill was not prepared.</p>
<p>Bill Number: SB 10-157</p> <p>Sponsors: <i>Sen. White</i> <i>Rep. McFadyen</i></p> <p>For the purposes of motor vehicle law, "resident" is currently defined as follows:</p> <ul style="list-style-type: none"> • a person who owns or operates a business in Colorado; or • a person who has either lived in the state continuously for 90 days or been gainfully employed, whichever occurs first. <p>The bill would have changed the definition of "resident" to be as follows:</p> <ul style="list-style-type: none"> • a person who owns or operates a business in Colorado; • a person who has lived in Colorado for either the last 90 days or 180 days, depending on whether or not the person possesses a valid commercial driver's license from another state; or • a person who has obtained employment in Colorado with no specific termination date. 	<p>Short Title: Resident Driver's License Motor Vehicle</p> <p>Status: Postponed Indefinitely</p> <p>Appropriations:</p> <p style="padding-left: 40px;">The bill was assessed as having no fiscal impact. Changing the definition of resident would not have created any workload at the Department of Revenue. In addition, the total number of licenses issued to new residents would not have been expected to change and any change in the timing of revenue earned from license fees would have been expected to be minimal.</p>

Summary of Motor Vehicle & Traffic Regulation Bills, 2010 Session (As of May 22, 2010) (Cont.)

Postponed Indefinitely (Cont.)

Bill Number: **SB 10-173**

Short Title: **Commercial Vehicle Left Lane Speed**

Sponsors: Sen. Gibbs
Rep. Scanlan

Status: Postponed Indefinitely

The bill would have prohibited driving a vehicle with a gross vehicle weight rating of more than 26,000 pounds in the left lane of I-70 on a grade of 6 percent or more, except when necessary to obey a traffic control device, enter or exit I-70, or when the weather or heavy traffic slows speeds. The Colorado Department of Transportation (CDOT) would have posted signs notifying drivers of the restriction.

The bill also would have prohibited CDOT from setting a speed limit for a class of motor vehicle that would have been more than 25 miles per hour less than the limit for another class of motor vehicle.

Appropriations:

The bill would have increased state revenue from traffic fines; however, the increase would have been expected to be less than \$5,000 per year. Offenders would have been subject to a \$15 fine credited to the Highway Users Tax Fund (HUTF) and \$4 surcharge credited to the Crime Victim Compensation Fund and the Victims and Witnesses Assistance and Law Enforcement Fund.

Assuming that CDOT would have installed static signs alerting drivers to left lane restrictions, total state expenditures would have been \$25,000. To implement the bill, 25 signs would have been installed along I-70, at a cost of \$1,000 per sign, every five miles in each direction, with additional signs for three-lane segments.