

TRANSPORTATION

Transportation Financing		
HB 10-1102 (Postponed Indefinitely) <i>Modify Late Vehicle Registration Penalties</i>	HB 10-1173 (Postponed Indefinitely) <i>Waiver of Late Vehicle Registration Fees</i>	HB 10-1211 (Signed into Law) <i>Reduce Late Vehicle Registration Penalty</i>
HB 10-1212 (Signed into Law) <i>Require Rules for Late Vehicle Registration Fee Exemptions</i>	SB 10-004 (Postponed Indefinitely) <i>Repeal Late Registration Penalties of SB 09-108</i>	SB 10-044 (Postponed Indefinitely) <i>Repeal Late Registration Penalties of SB 09-108</i>
SB 10-057 (Postponed Indefinitely) <i>Nonmotorized Vehicle Late Registration Fee</i>	SB 10-198 (Signed into Law) <i>Reduce Late Vehicle Registration Fees</i>	
State Highways		
HB 10-1014 (Signed into Law) <i>Highway Work Zone Accident Reporting</i>	HB 10-1088 (Postponed Indefinitely) <i>Devolve State Commuter Highways to Local Governments</i>	HB 10-1238 (Signed into Law) <i>Wildlife Crossing Zones Traffic Safety</i>
HB 10-1405 (Signed into Law) <i>Require State Highway Devolution Study</i>	SB 10-173 (Postponed Indefinitely) <i>Commercial Vehicle Left Lane Speed</i>	SB 10-184 (Signed into Law) <i>Interstate 70 Mountain Corridor Transportation Demand Management</i>
SB 10-196 (Signed Into Law) <i>Minimum Speeds Interstate 70</i>		
Special Districts		
HB 10-1243 (Signed into Law) <i>Transportation Related Powers of Special Districts</i>		
Mass Transit		
SB 10-145 (Postponed Indefinitely) <i>Require Fixed Guideway Feasibility Study</i>		

Transportation Financing

The General Assembly considered eight bills pertaining to transportation financing. Three bills were enacted to modify late vehicle registration penalties enacted by Senate Bill 09-108 which established a \$25 per month late fee, capped at \$100.

House Bill 10-1211 reduces the late registration fee for nonmotorized vehicles weighing 2,000 pounds or less, and mobile machinery to a one-time \$10 fee. Revenue generated by the fee, which was deposited in the Highway Users Tax Fund (HUTF) will be retained by county governments. **Senate Bill 10-198** further amended the law and reduced the \$10 late fee to apply to nonmotorized vehicles that weigh up to 16,000 pounds, camper trailers, and multi-purpose trailers. Under both bills, all nonmotorized vehicles, weighing 16,000 pounds or less, will only be subject to a \$10 late registration fee.

House Bill 10-1212 directs the Department of Revenue (DOR) to promulgate rules to establish circumstances under which late registration fees may be exempted, specifically: acts of God and weather-related delays; office closures and furloughs; vehicles with temporary registration number plates, tags, or certificates that have expired; medical hardships; out-of-state lienholders; and information technology system failures.

Five other bills that would have decreased or eliminated the Senate Bill 09-108 late registration fee increases were postponed indefinitely — **House Bill 10-1102**, **House Bill 10-1173**, **Senate Bill 10-004**, **Senate Bill 10-044**, and **Senate Bill 10-057**.

State Highways

The General Assembly reviewed seven bills regarding Colorado state highways. Five were signed into law.

Highway worker safety. **House Bill 10-1014** directs the Colorado Department of Transportation (CDOT) and the Colorado State Patrol (CSP) to present an annual report on fatal accidents in state highway work areas to the House Transportation and Energy Committee and the Senate Transportation Committee. The report is required to include:

- the total number of fatal accidents and individuals killed;
- information on individuals killed;
- copies of accident reporting forms; and
- information about CDOT prevention measures for future state highway work area accidents.

Devolving state highways. The General Assembly considered two bills addressing the transfer of state highways to counties and municipalities to alleviate transportation maintenance at the state level. The General Assembly enacted **House Bill 10-1405**, permitting a study of the transfer of state highway segments to local governments. **House Bill 10-1088** would have permitted the Colorado Transportation Commission to abandon state highway segments deemed to no longer function as part of the state highway system. Once abandoned, a transfer of ownership would be made to the county or municipality in which the segment is located. The bill was postponed indefinitely.

Interstate 70. Three bills were considered pertaining to Interstate 70 (I-70) traffic congestion and safety along the mountain corridor. **Senate Bill 10-184** allows the High-Performance Transportation Enterprise (HPTE) to enter into a transportation demand management contract with CDOT in which CDOT will pay the HPTE for relieving traffic congestion along a portion of the I-70 mountain corridor during peak travel times by utilizing a moveable barrier system. If a moveable barrier feasibility study is completed, and indicates that such a system is viable, the contract will set a goal of having the HPTE provide and operate reversible highway lanes by 2011.

Senate Bill 10-196 restricts CDOT from setting a speed limit on I-70 for one type of motor vehicle that is 25 miles per hour (mph) less than the highest limit for another type of motor vehicle. For example, the bill would prohibit setting a motor carrier speed limit of 30 mph and a passenger vehicle limit of 65 mph on the same roadway stretch. The bill also prohibits driving in the left lane

of I-70, on an uphill grade of 6 percent or more, at a speed that is 10 mph below the posted limit or the minimum posted speed, whichever is less. Exceptions are provided for: when necessary to obey a traffic signal; when necessary to enter or exit I-70; when weather or traffic conditions slow speeds to less than the posted limit; and when necessary due to a lane closure or blockage. To implement the bill, CDOT is required to post signs alerting drivers to the restrictions. **Senate Bill 10-173** would have restricted vehicles weighing 26,000 pounds or more from driving in the left lane of I-70 on a grade of 6 percent or more for a stretch of at least one mile. Exceptions would have been made for when necessary to enter and exit, to obey traffic signals, and to drive at slower speeds due to hazardous weather. The bill also would have required the speed limit difference for different types of vehicles to be no greater than 25 mph. The bill was postponed indefinitely.

Wildlife crossing. House Bill 10-1238 permits CDOT to establish wildlife crossing zones in which speeding violations will be doubled. The zones are to be determined by CDOT in consultation with the Division of Wildlife in the Department of Natural Resources. Zones must be designated by signs which indicate speed reductions and increased fines. Zones may not exceed 100 total miles of public highways. The bill also requires that CDOT report to the General Assembly about the number of miles of reduced speed limits, the impact of wildlife zones on accidents, and future recommendations.

Special Districts

The General Assembly enacted one bill regarding transportation-related special districts. **House Bill 10-1243** authorizes a metropolitan district providing transportation services to seek voter approval to levy a sales tax and use tax on purchases within the unincorporated portion of a district. Tax revenue will fund safety protection, street improvements, or other transportation functions. The district is required to pay all costs associated with the election.

Mass Transit

One bill was considered pertaining to public transportation, but was postponed indefinitely. **Senate Bill 10-145** would have required a feasibility study of a rail fixed guideway system along Colfax Avenue in Denver, connecting the Auraria Higher Education Center and the University of Colorado at Denver Anschutz Medical Campus. Upon completion of the study, a special district would have been formed for development of the system. The special district would have been funded by \$4 of each road safety surcharge paid by vehicle owners residing within one mile of the proposed system.