

## Summary of Transportation Financing and Infrastructure-Related Bills, 2010 Session (As of June 10, 2010)

Signed into Law	
<p>Bill Number:     <b>House Bill 10-1211</b></p> <p>Sponsors:       <i>Rep. Tyler</i>                       <i>Sen. Williams</i></p> <p>The bill amends late registration fees, enacted by Senate Bill 09-108, for non-motorized vehicles and mobile machinery, namely trailers. The bill reduces the late registration fee for these vehicles from \$25 per month (capped at \$100 for four months) to a onetime \$10 fee. All late fee revenue collected is retained by county governments. The bill impacts nonmotorized vehicles such as: camper trailers, multi-purpose trailers, trailer coaches, utility trailers, and rental trailers.</p>	<p>Short Title:       <b>Reduce Late Vehicle Registration Penalty</b></p> <p>Status:            Signed Into Law</p> <p><b>Appropriations:</b></p> <p style="padding-left: 40px;">The bill is estimated to reduce state revenue by more than \$413,063 in FY 2010-11 due to reduced late vehicle registration fees.</p>
<p>Bill Number:     <b>House Bill 10-1212</b></p> <p>Sponsors:       <i>Rep. Rice</i>                       <i>Sen. Schwartz</i></p> <p>The bill directs the Department of Revenue (DOR) to promulgate rules to establish circumstances in which late registration fees enacted under Senate Bill 09-108 are exempted. Rules established by the DOR will address:</p> <ul style="list-style-type: none"> <li>• acts of God and weather-related delays;</li> <li>• office closures and furloughs;</li> <li>• vehicles with temporary registration number plates, tags, or certificates that have expired;</li> <li>• medical hardships;</li> <li>• out-of-state lienholders;</li> <li>• information technology system failures; and</li> <li>• other circumstances.</li> </ul> <p>The bill also directs the DOR to promulgate rules to allow county clerks to reduce or waive fees for late registration of a trailer that is a commercial or farm vehicle if the owner can establish that the trailer was parked and removed from service during the period which it was not registered as required.</p>	<p>Short Title:       <b>Require Rules for Late Vehicle Registration Fee Exemptions</b></p> <p>Status:            Signed Into Law</p> <p><b>Appropriations:</b></p> <p style="padding-left: 40px;">The bill is estimated to reduce state Highway Users Tax Fund (HUTF) revenues due to waived late vehicle registration fees. The amount is indeterminable, depending upon which circumstances are exempted by the rules promulgated by the DOR.</p>

## Summary of Transportation Financing and Infrastructure-Related Bills, 2010 Session (As of June 10, 2010) (Cont.)

Signed into Law (Cont.)	
<p>Bill Number:     <b>Senate Bill 10-198</b></p> <p>Sponsors:       <i>Rep. McKinley</i>                       <i>Sen. Whitehead, Sen. Cadman</i></p> <p>The bill applies the reduced \$10 late registration fee, as established under House Bill 10-1211, to nonmotorized vehicles that weigh up to 16,000 pounds, camper trailers, and multi-purpose trailers. All late fee revenue will be retained by county governments. Under both bills, all nonmotorized vehicles, weighing 16,000 pounds or less, will only be subject to a \$10 late registration fee.</p>	<p>Short Title:       <b>Reduce Late Vehicle Registration Fees</b></p> <p>Status:            Signed Into Law</p> <p><b>Appropriations:</b></p> <p style="padding-left: 40px;">The bill is estimated to reduce state revenue by more than \$458,000 in FY 2010-11 and \$443,000 in FY 2011-12 due to reduced late vehicle registration fees.</p>
Postponed Indefinitely	
<p>Bill Number:     <b>House Bill 10-1088</b></p> <p>Sponsors:       <i>Rep. Vaad</i></p> <p>The introduced bill would have required the Colorado Department of Transportation (CDOT) to identify portions of the state highway system that are used as commuter highways within a metropolitan area. The Transportation Commission would have been required to remove all commuter highway segments from the state highway system, so that such segments thereafter became either a county or municipal highway. Under the bill, a "commuter highway" was defined as a 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:       <b>Devolve State Commuter Highways to Local Governments</b></p> <p>Status:            Postponed Indefinitely</p> <p><b>Appropriations:</b></p> <p style="padding-left: 40px;">The bill is estimated to have reduced state expenditures by up to \$70 million annually, shifting annual road maintenance costs to counties and municipalities.</p>
<p>Bill Number:     <b>House Bill 10-1173</b></p> <p>Sponsors:       <i>Rep. DeGrosso</i>                       <i>Sen. Renfro</i></p> <p>The introduced bill would have provided that late registration fees enacted by Senate Bill 09-108 may not be imposed for any portion of a calendar month in which a temporary registration plate, tag, or certificate expires. The bill also would have authorized the Department of Revenue (DOR) or county clerks to waive the late fee based upon extenuating circumstances beyond the control of the vehicle owner.</p>	<p>Short Title:       <b>Waiver of Late Vehicle Registration Fees</b></p> <p>Status:            Postponed Indefinitely</p> <p><b>Appropriations:</b></p> <p style="padding-left: 40px;">The bill is estimated to have reduced state HUTF revenue by \$390,137 in FY 2010-11.</p>

## Summary of Transportation Financing and Infrastructure-Related Bills, 2010 Session (As of June 10, 2010) (Cont.)

Postponed Indefinitely (Cont.)	
<p>Bill Number:     <b>Senate Bill 10-004</b></p> <p>Sponsors:        <i>Sen. White</i></p> <p>The introduced bill would have repealed late vehicle registration fees enacted under Senate Bill 09-108 and reinstated the \$10 waiveable late fee that was previously in effect.</p> <p>Under Senate Bill 09-108, two fees were established for late vehicle registration violations, with revenue credited to the HUTF:</p> <ul style="list-style-type: none"> <li>• a mandatory \$25 per month fee, capped at \$100, for not registering a vehicle by the applicable deadline; and</li> <li>• a supplemental \$25 per month fine, capped at \$100, for knowingly not registering a vehicle within 90 days of becoming a state resident.</li> </ul>	<p>Short Title:       <b>Repeal Late Registration Penalties of Senate Bill 09-108</b></p> <p>Status:            Postponed Indefinitely</p> <p><b>Appropriations:</b></p> <p style="padding-left: 40px;">The bill is estimated to have reduced HUTF revenue by \$19.4 million in FY 2010-11 and \$3.6 million in FY 2011-12.</p>
<p>Bill Number:     <b>Senate Bill 10-044</b></p> <p>Sponsors:        <i>Sen. Lundberg</i> <i>Rep. Lambert</i></p> <p>The introduced bill would have repealed late vehicle registration fees enacted under Senate Bill 09-108 and reinstated the \$10 waiveable late fee that was previously in effect.</p> <p>Under Senate Bill 09-108, two fees were established for late vehicle registration violations, with revenue credited to the HUTF:</p> <ul style="list-style-type: none"> <li>• a mandatory \$25 per month fee, capped at \$100, for not registering a vehicle by the applicable deadline; and</li> <li>• a supplemental \$25 per month fine, capped at \$100, for knowingly not registering a vehicle within 90 days of becoming a state resident.</li> </ul>	<p>Short Title:       <b>Repeal Late Registration Penalties of Senate Bill 09-108</b></p> <p>Status:            Postponed Indefinitely</p> <p><b>Appropriations:</b></p> <p style="padding-left: 40px;">The bill is estimated to have reduced HUTF revenue by \$19.4 million in FY 2010-11 and \$3.6 million in FY 2011-12.</p>
<p>Bill Number:     <b>Senate Bill 10-057</b></p> <p>Sponsors:        <i>Sen. Cadman</i></p> <p>The introduced bill would have amended the late vehicle registration fee enacted under Senate Bill 09-108 as applied to nonmotorized vehicles. The bill specified that the \$25 per month fee is only applied to motor vehicles and mobile machinery. Under the bill, owners of unregistered nonmotorized vehicles would have been subject to a \$10 late fee, waiveable by county clerks or the DOR. The bill would have impacted nonmotorized vehicles such as: camper trailers, commercial fleet trailers, multi-purpose trailers, trailer coaches, utility trailers, and rental trailers.</p>	<p>Short Title:       <b>Nonmotorized Vehicle Late Registration Fee</b></p> <p>Status:            Postponed Indefinitely</p> <p><b>Appropriations:</b></p> <p style="padding-left: 40px;">The bill is estimated to have reduced HUTF revenue by more than \$246,055 in FY 2010-11 and \$74,360 in FY 2011-12.</p>

**Summary of Transportation Financing and Infrastructure-Related Bills, 2010 Session (As of June 10, 2010) (Cont.)**

<b>Postponed Indefinitely (Cont.)</b>	
<p>Bill Number:     <b>Senate Bill 10-137</b></p> <p>Sponsors:       <i>Rep. Gardner C.</i>                       <i>Sen. Renfroe</i></p> <p>The introduced bill would have created a no-street-use registration for vehicles not operated on public highways. The bill required that no-street-use vehicles:</p> <ul style="list-style-type: none"> <li>• remit 50 percent less in specific ownership tax (SOT);</li> <li>• are exempt from the road safety surcharge enacted under SB 09-108; and</li> <li>• are exempt from the bridge safety surcharge enacted under SB 09-108.</li> </ul> <p>The bill would have permitted vehicle owners to switch a vehicle's registration status during a registration period by changing from standard registration to no-street-use registration — requiring that a county clerk issue a prorated refund of road and bridge safety surcharge fees paid for the current registration period. The bill also would have permitted changing from no-street-use registration to standard registration — requiring that a vehicle owner remit road and bridge safety surcharge fees proportionate to the portion of the registration period under standard registration.</p> <p>Operating a vehicle registered for no-street-use would have been punishable as a class B traffic infraction and incurs state fines plus a fine equal to the amount the vehicle owner saved in registration fees by registering his or her vehicle under no-street-use designation.</p>	<p>Short Title:       <b>Nonmotorized Vehicle Late Registration Fee</b></p> <p>Status:            Postponed Indefinitely</p> <p><b>Appropriations:</b></p> <p>The bill is estimated to have reduced HUTF revenue by \$13.9 million in FY 2010-11 and \$16.7 million in FY 2011-12. The bill also would have reduced Statewide Bridge Enterprise Special Revenue Fund revenue by \$5.5 million in FY 2010-11 and \$6.6 million in FY 2011-12.</p>
<p>Bill Number:     <b>Senate Bill 10-145</b></p> <p>Sponsors:       <i>Rep McCann</i>                       <i>Sen. Romer</i></p> <p>The introduced bill requires that a study be conducted regarding the feasibility of entering into a public-private partnership to establish a rail fixed guideway system connecting the Auraria Higher Education Center and the University of Colorado at Denver Anschutz Medical Campus. The bill also requires that, should a special district be formed to finance and construct such a system, that a portion of road safety surcharge revenue remitted by vehicle owners residing within one mile of the system route be distributed to the special district.</p>	<p>Short Title:       <b>Require Fixed Guide way Feasibility Student</b></p> <p>Status:            Postponed Indefinitely</p> <p><b>Appropriations:</b></p> <p>A fiscal note is not yet prepared for this bill.</p>