

# TRANSPORTATION

<b>Transportation Financing</b>		
<b>SB 11-095</b> ( <i>Postponed Indefinitely</i> ) <i>Surface Transportation Funding</i>	<b>HB 11-1075</b> ( <i>Postponed Indefinitely</i> ) <i>Limited Uses of SB 09-108 Funding</i>	<b>HB 11-1084</b> ( <i>Postponed Indefinitely</i> ) <i>Modify Late Vehicle Registration Fee</i>
<b>HB 11-1161</b> ( <i>Enacted</i> ) <i>Authorize HUTF Use for Division of Motor Vehicles</i>	<b>HB 11-1182</b> ( <i>Enacted</i> ) <i>Colorado State Titling and Registration System Fees</i>	
<b>Transportation Planning</b>		
<b>SB 11-064</b> ( <i>Postponed Indefinitely</i> ) <i>Limit State Highway Access Permit Conditions</i>	<b>HB 11-1046</b> ( <i>Postponed Indefinitely</i> ) <i>Coordinated and Rational Transportation Planning</i>	<b>HB 11-1092</b> ( <i>Postponed Indefinitely</i> ) <i>Local Streets Highways Available Bike Route</i>
<b>HB 11-1210</b> ( <i>Enacted</i> ) <i>Require CDOT I-70 Mountain Corridor Recommendations</i>		
<b>Colorado Department of Transportation</b>		
<b>HB 11-1002</b> ( <i>Enacted</i> ) <i>CDOT On-line Financial Database</i>	<b>HB 11-1163</b> ( <i>Enacted</i> ) <i>CDOT Super-load Highway Permits</i>	<b>HB 11-1279</b> ( <i>Enacted</i> ) <i>Overweight Vehicle Permits</i>
<b>State Highway System</b>		
<b>HB 11-1133</b> ( <i>Postponed Indefinitely</i> ) <i>Alternative Fuel Vehicle Refueling Stations</i>	<b>HB 11-1264</b> ( <i>Postponed Indefinitely</i> ) <i>Off-highway Vehicle Title and Registration</i>	
<b>Public Highway Authorities</b>		
<b>HB 11-1118</b> ( <i>Enacted</i> ) <i>Public Highway Authority Performance Audits</i>		
<b>Mass Transit</b>		
<b>HB 11-1054</b> ( <i>Lost in House</i> ) <i>Require RTD to Contract Bus Service</i>		

## Transportation Financing

The General Assembly considered five bills during the 2011 session pertaining to transportation financing. Two bills were enacted regarding the Highway Users Tax Fund (HUTF) Colorado State Titling and Registration (CSTAR) Account.

**Colorado State Titling and Registration Account.** House Bill 11-1182 increases state vehicle registration fees by a net 10 cents per annual registration. Specifically, the bill:

- reduces from 50 cents to 10 cents the motorist insurance identification vehicle registration fee, credited to the HUTF Motorist Insurance Identification Account; and
- increases by 50 cents the registration fee credited to the CSTAR Account, except for vehicles currently exempt from the motorist insurance identification fee.

The bill is estimated to generate approximately \$310,000 in additional revenue per fiscal year, credited to the CSTAR Account. **House Bill 11-1161** continues through FY 2011-12 statutory authority to use HUTF "off-the-top" appropriations for expenses incurred by the Department of Revenue (DOR) Division of Motor Vehicles. "Off-the-top" appropriations refer to HUTF funds diverted to the Colorado State Patrol and DOR, rather than to formula distributions to the Colorado Department of Transportation (CDOT), counties, and cities for transportation projects.

**Vehicle registration fees.** Three bills that would have reduced or eliminated Senate Bill 09-108 (Funding Advancements for Surface Transportation and Economic Recovery Act of 2009) vehicle registration fees and late fees were postponed indefinitely — **House Bill 11-1075, House Bill 11-1084, and Senate Bill 11-095.**

## **Transportation Planning**

The General Assembly considered four bills regarding transportation planning; one bill was signed into law.

**Interstate 70. House Bill 11-1210** requires CDOT to make prioritized recommendations to the transportation committees of the House and Senate regarding actions that may be taken prior to July 1, 2014 to improve mobility along the Interstate 70 (I-70) mountain corridor. Recommendations are required to be made by December 20, 2011, and must:

- include consideration of operational and safety improvement, transit, and traffic demand management, as well as the feasibility of nongovernmental actions to improve mobility;
- provide funding estimates necessary for implementation of each recommendation, and available or potential funding sources; and
- include consultation with local governments and interested businesses along the corridor.

**Transportation planning law. House Bill 11-1046** would have altered the coordination of transportation planning in Colorado by eliminating transportation planning regions outside of the jurisdictions of metropolitan planning organizations. The bill also would have required CDOT to directly administer planning efforts in these areas, and would have eliminated the State Transportation Advisory Committee and Special Interim Transit and Rail Advisory Committee. The bill was postponed indefinitely.

**Bicycling on public roads. House Bill 11-1092** would have clarified state law authorizing local authorities to prohibit bicycle or electric bicycle traffic on a street or highway when requirements for an alternate route and a traffic investigation had been met. The bill was postponed indefinitely.

**Highway access. Senate Bill 11-064** would have prohibited CDOT from requiring a property owner to pay for state highway improvements — such as an auxiliary lane — as a condition of receiving an access permit to construct a driveway (or relocate an existing driveway) that provides access between a state highway and an owner's property. Exceptions would have been provided for when a local authority provided written agreement that the state highway improvement was necessary and that the property owner should be required to pay the improvement's costs. The bill was postponed indefinitely.

## Colorado Department of Transportation

Three bills were enacted regarding CDOT disclosure and permitting processes.

**Disclosure.** **House Bill 11-1002** requires CDOT to develop and maintain a publicly accessible, searchable, online database of its revenue and expenditure data no later than July 1, 2012, linked to the state's Transparency Online Project (TOP) website.

**Permitting.** **House Bill 11-1163** permits CDOT to issue "super-load" permits for vehicles that weigh 500,000 pounds or more and occupy two lanes, or unladen combination vehicles with a trailer that occupies two lanes. **House Bill 11-1279** updates state law regarding overweight vehicle permits issued for vehicles with a trailer or semitrailer that has a tandem or triple axle grouping and the combined vehicle weight does not exceed 97,000 pounds. The bill permits trailers to now have two or three axles, rather than a tandem or triple axle grouping.

## State Highway System

Two bills were introduced regarding the state highway system — both were postponed indefinitely.

**Refueling stations.** **House Bill 11-1133** would have required CDOT to award concession contracts for refueling stations for alternative fuel vehicles. The bill required that concessions be granted for one or more businesses to install and maintain an alternative fuel station at state highway rest areas, and one or more businesses to install and maintain an alternative fuel station at a state park. The bill was postponed indefinitely.

**Off-highway vehicles.** **House Bill 11-1264**, which was postponed indefinitely, would have allowed off-highway vehicles (OHVs) to be operated on public roadways. OHVs would have been required to be registered, pay certain vehicle registration fees, and be affixed with a license plate. OHVs would have been prohibited from exceeding 40 miles per hour (mph) on public roadways, and from being driven on roads with speed limits greater than 45 mph, except to cross the road.

## Public Highway Authorities

One bill was enacted regarding public highway authorities (PHAs). **House Bill 11-1118** authorizes the State Auditor to conduct a performance audit, at the direction of the Legislative Audit Committee, of any public highway authority (PHA) in the state. The committee may only conduct an audit in years in which the Transportation Legislation Review Committee, which has statutory authority to direct an audit of a PHA, does not meet.

## Mass Transit

One bill was considered regarding public mass transit. **House Bill 11-1054** would have set a *minimum* level of Regional Transportation District (RTD) vehicle services contracted with private companies at 50 percent of its total vehicle service. Under current law, RTD is required to contract with private companies for up to a *maximum* of 58 percent of its vehicle services. The bill was lost in the House.