

**Final**  
STAFF SUMMARY OF MEETING

TRANSPORTATION LEGISLATION REVIEW COMMITTEE

Date: 07/07/2015

ATTENDANCE

Time: **09:08 AM to 03:52 PM**

Place: RM 271

This Meeting was called to order by  
Representative Tyler

This Report was prepared by  
Erin Reynolds

Becker J.	E
Buck	X
Carver	X
Cooke	X
Coram	X
Esgar	X
Jones	X
Kraft-Tharp	X
Melton	X
Mitsch Bush	X
Moreno	X
Neville P.	E
Nordberg	X
Scott	*
Todd	X
Winter	X
Baumgardner	X
Tyler	X

X = Present, E = Excused, A = Absent, \* = Present after roll call

Bills Addressed:	Action Taken:
Overview of Committee Materials	Witness Testimony and/or Committee Discussion Only
Presentation on Transportation Infrastructure Funding	Witness Testimony and/or Committee Discussion Only
Presentation on Transportation Infrastructure Planning	Witness Testimony and/or Committee Discussion Only
Update from the High Performance Transportation Enterprise	Witness Testimony and/or Committee Discussion Only
Presentation on Cumbres and Toltec Scenic Railroad	Witness Testimony and/or Committee Discussion Only
Presentation on Contracting and IGAs	Witness Testimony and/or Committee Discussion Only
Update from the DMV	Witness Testimony and/or Committee Discussion Only
Update from the RTD	Witness Testimony and/or Committee Discussion Only

**09:14 AM -- Overview of Committee Materials**

Matt Kiszka, Legislative Council Staff, provided an overview of the committee charge memo (Attachment A), the committee's interim schedule, and its upcoming tour of Southwest Colorado. A Colorado Business Review publication discussing various transportation-related issues was also distributed to the committee (Attachment B).

**09:19 AM -- Presentation on Transportation Infrastructure Funding**

Mr. Shailen Bhatt, Executive Director of the Colorado Department of Transportation (CDOT), Maria Sobota, Acting Chief Financial Officer of CDOT, and Josh Laipply, Chief Engineer of CDOT, came to the table to present on transportation infrastructure funding and distributed a copy of their PowerPoint presentation (Attachment C). Director Bhatt provided an overview of CDOT's budget on the federal, state, and local levels. He and Mr. Laipply responded to a question about the Colorado Bridge Enterprise (CBE) Fund. Director Bhatt continued his presentation, discussing how Colorado ranks nationally and how CDOT responds to fatalities. Mr. Laipply responded to a question about the I-70 East bridge project's eligibility for CBE funding.

**09:38 AM**

Director Bhatt displayed an infographic of per capita spending in 1991 versus 2015 which indicated that dollars spent per person were \$125.70 in 1991 versus \$68.94 in 2015. Committee discussion ensued on inflation, the effect of federal National Environmental Policy Act (NEPA) processes on project timelines, and project expediency in general. Specific questions were asked about projects in Weld County, 6th Avenue, and Idaho Springs. Discussion continued regarding CDOT's efforts to communicate construction delays to the general public.

**09:58 AM**

Director Bhatt addressed the Highway Users Tax Fund (HUTF). He responded to a question about his ideas for innovative transportation funding solutions based on his experiences in other states and throughout his career in transportation. Director Bhatt addressed CDOT's estimated shortfall for the next 20 years. Ms. Sobota began her presentation of CDOT's sources of revenue and how those are applied to CDOT's annual budget. She responded to a question about Senate Bill 09-228 transfers to the HUTF. She stated that FASTER fees and CBE funds are helping to fill the gap. Director Bhatt addressed the uncertainty of CDOT's funding, and discussed its negative impact on multi-year projects. Mr. Laipply provided a brief presentation of CDOT's asset management goals and cited specifics. He stated that CDOT placed emphasis on snow and ice removal. The panel responded to final questions about flood funding, CDOT's interactions with the military and its response to a recent recommendation that transportation deficiencies be assessed around military installations in the state, and, finally, the impact of deferred maintenance.

**10:24 AM -- Presentation on Transportation Infrastructure Planning**

A panel came to the table to address the subject of transportation infrastructure planning. Mr. Ed Peterson, representing Transportation Commission District 2, distributed a printed version of his PowerPoint presentation (Attachment D) and discussed the history of the Transportation Commission and its current makeup. He discussed the process through which the Transportation Commission sets its policy direction and budgets and allocates funds. He highlighted a slide on FY 2015-16 asset management projects and discussed project selection. He stated that the transportation commission does not generally choose projects, rather it sets policy goals and performance objectives for the state transportation system. He discussed commission meetings and the commitment of transportation commissioners. Mr. Peterson responded to questions from the committee about local input and project justification, and about CDOT's facility improvement plans in Pueblo.

**10:45 AM**

Ms. Jill Ryan, Eagle County Commissioner and Intermountain Transportation Planning Region Vice-Chair, and Ms. Eva Wilson, Eagle County Engineer, came to the table to present on the work of the Intermountain Transportation Planning Region (IMTPR). Ms. Ryan distributed a printed version of her PowerPoint presentation (Attachment E). Ms. Ryan discussed the destination-oriented nature of the I-70 corridor and how population is not the only indicator of road use or vehicle miles traveled. Ms. Wilson discussed the topography challenges and other unique attributes of rural mountain communities. Ms. Ryan discussed funding challenges faced by the IMTPR, and the public-public partnership strategies being employed in the area. Ms. Ryan wrapped up her presentation with a discussion of recommendations as outlined in the PowerPoint presentation. Ms. Wilson responded to a question about how the IMTPR functions and about how TPRs interact with the Statewide Transportation Advisory Committee (STAC).

**11:11 AM**

Steve Cook, Transportation Planning Manager with the Denver Regional Council of Governments (DRCOG), came to the table to present on transportation planning at DRCOG. He distributed a printed version of his PowerPoint to committee members (Attachment F). He discussed transportation challenges in the Denver metropolitan area, primarily growth and revenue constraints. He discussed DRCOG's Transportation Improvement Program. He responded to questions about how DRCOG functions.

**11:36 AM**

Vince Rogalski, Chair of the STAC, came to the table to present on the work of the STAC. He distributed a printed version of his PowerPoint presentation to committee members (Attachment G). He provided an overview of the STAC and briefly discussed the STAC's roles and responsibilities, which include providing review and/or comment on statewide transportation plan development, conflicts between Transportation Planning Regions (TPR) and CDOT, the integration of regional plans into the statewide plan, and more. He responded to questions from the committee. Discussion ensued on potential changes to boundaries of various transportation planning groups so that these boundaries overlap.

**11:50 AM -- Update from the High Performance Transportation Enterprise**

Michael Cheroutes, Director of the High Performance Transportation Enterprise (HPTE) within CDOT, came to the table to update the committee on the activities of the HPTE. He provided a printed copy of his presentation to committee members (Attachment H). He discussed the grand opening of the US-36 Express Lane project on June 22, 2015. He stated that tolling will commence on July 22, 2015, through Plenary Roads, the private partner on the project. He also discussed the education campaigns, both grassroots and through paid media, related to the express lane project. He responded to a question about transponders and consequences for drivers in non-compliance during the initial tolling phase. He discussed Phase II of the US-36 project. He responded to a question about what the HPTE has learned from the US-36 project, particularly in terms of transparency and public involvement. He discussed the procurement schedule of the I-70 East project, the express lane project on both lanes of North I-25 between US-36 and 120th Avenue. Finally, he addressed the mountain express lane project which adds a third travel lane to the I-70 mountain corridor at peak travel periods and is scheduled to open for the 2015 ski season. He responded to questions from the committee.

**12:12 PM**

The committee recessed for lunch.

**01:16 PM -- Presentation on Cumbres and Toltec Scenic Railroad**

The committee came back to order. Mr. Hugh Fowler, former state Senator, representing the Colorado Association of Rail Passengers, came to the table to present to the committee on the Cumbres and Toltec Scenic Railroad. He distributed some literature on the railroad (Attachment I). Mr. Fowler discussed the idea of the TLRC visiting the railroad on its Southwest Colorado tour later in the summer. He explained that he represents ColoRail, and provided a summary of activities of the legislature that have helped to develop and repair railroads in Colorado. He discussed the importance of railroads to Colorado's history. He said that these days railroads transport freight far more than passengers, and spoke to how passenger service on trains could return to the Front Range. He discussed the issue of the state constitution stipulating that no public moneys can be spent on freight railroads. Mr. Fowler asked for the committee to consider railroads in its discussions and how it might be able to help encourage the development railroad infrastructure in the state.

**Attachment I can be viewed at Legislative Council.**

**01:29 PM -- Presentation on Contracting and IGAs**

John Eddy, Manager of CDOT's Contracts and Market Analysis Branch, came to the table to present to the committee on CDOT contracting. A copy of his PowerPoint presentation was distributed to the committee (Attachment J). Mr. Eddy walked the committee through the state's transportation construction contracting process and responded to questions on how the contracting and bonding process can make it difficult for smaller construction companies to bid on CDOT projects, and what the minimum bond is that a contractor must obtain in order to bid on a project. Andy Karsian, Legislative Liaison for CDOT, responded to further questions on CDOT contractor bonding requirements.

**01:40 PM**

Mr. Eddy responded to questions on whether CDOT hires minority-owned and women-owned companies for projects and if CDOT takes the geographic location of a company into consideration when contracting. Mr. Eddy then discussed consultant contracts for engineering services and the Master Pricing Agreement that applies a financial structure for how CDOT will pay its contractors. He responded to issues raised by the committee from constituents on payment problems experienced by CDOT consultant contractors and disabled veterans in the contracting process.

**01:46 PM**

Bob Corman, Director, Center for Procurement and Contract Services, CDOT, presented to the committee on intergovernmental agreements (IGAs). Mr. Corman explained that CDOT has so far issued \$250 million worth of IGAs, which it uses for any agreement with a non-state governmental entity. He noted that the Safe Routes to School program is an example of a program that requires IGAs to funnel Federal Highway Administration revenue. Mr. Corman said that CDOT is currently performing a lean process to try and speed up its processes and bring its turnaround times down. Mr. Corman responded to questions on the project contracting process for IGAs and the oversight CDOT has for IGA contracts. Mr. Eddy also spoke to CDOT oversight for IGA contracts once projects are awarded.

**01:54 PM**

The CDOT representatives addressed questions on delays in the IGA approval process.

**01:55 PM -- Update from the DMV**

Mike Dixon, Senior Director, Division of Motor Vehicles (DMV), Department of Revenue (DOR), came to the table with Tony Anderson, Operations Director, DMV to present to the committee on the DMV and license plates. A copy of his presentation was distributed to the committee (Attachment K). Mr. Dixon told the committee that the DMV is on track in 2015 to meet many of its objectives surrounding customer service and to increase safety across the state. He summarized the organization of the DMV, noting that there are 34 DMV offices across the state, and that the DMV has a goal of seeing customers within an average of 60 minutes 65 percent of the time by the end of FY 2015-16 in the offices where it has deployed "Wait Less" technology, which provides automated kiosks for customers. Mr. Dixon responded to questions from the committee on how the DMV has marketed the availability of online driver's license renewals, and discussed the Driver License, Record, Identification and Vehicle Enterprise Solution (DRIVES) project that the department is currently looking to begin developing.

**02:04 PM**

Mr. Dixon responded to a question on average wait times in the Northglenn DMV office. He discussed performance metrics of DMV offices throughout the state, noting that the Longmont and Colorado Springs offices have encountered staffing challenges in 2015. He responded to questions on average training times for new DMV hires and the average time it takes for a new driver to complete all of the necessary tests to become a licensed driver. Mr. Dixon spoke to challenges recently encountered by the DMV in reaching driver's license online renewal and customer service goals; the high volume of transactions that DMV offices had in FY 2014-15; the DMV's strategic plan for organization, business process, facilities, and IT systems improvement; and legislation implemented in the 2013-2015 legislative sessions that impacted the DMV. Mr. Dixon responded to questions on the implementation of Wait Less systems in offices that are experiencing long wait times, where the offices that support the Colorado Road and Community Safety Act are located, how long the wait times are for appointments to receive licenses in these offices, and the cost of installing Wait Less systems in DMV offices that do not currently have the system installed.

**02:19 PM**

Mr. Dixon further discussed legislation that has impacted the DMV in the past few years, focusing on: new diesel motor vehicles emissions testing, efforts to improve temporary license plate standards, the development of a new state driver's license and identification card, driver's license fee changes, and veteran designations on driver's licenses.

**02:31 PM**

Mr. Anderson provided the committee with the DMV's annual update on special license plates (Attachment L). He discussed the new special license plates that became available following the legislative session, such as the Rocky Mountain National Park license plate and the amyotrophic lateral sclerosis (ALS) Motor Vehicle license plate. Mr. Anderson provided an overview of how taxes and fees are assessed on vehicles in Colorado and discussed issuance trends for license plates over the past few years. He summarized the types of and requirements for the issuance of military plates, alumni plates, group special plates, designer plates, and other types of license plate. He responded to questions on the challenges that state faces with motor vehicle registrations.

**02:46 PM**

Mr. Anderson then discussed the issuance of regular license plates in Colorado, the plate personalization options available for select license plate types, the DMV's license plate retirement and elimination history, and how the general public can go to the DOR's website for various data points.

**02:50 PM -- Update from the RTD**

The committee took a brief recess.

**03:01 PM**

The committee was called back to order. David Genova, Interim General Manager, and Tom Tobiassen, Board Director, RTD, came to the table to provide the committee with an annual update on the recent activities of the Regional Transportation District (RTD). Mr. Tobiassen made some opening remarks. Mr. Genova discussed RTD's service area, fleet size, number of employees, budget, and expenditures. He focused on its FasTracks project, which he said is a \$5.5 billion venture, and has so far accounted for 14,000 jobs and \$1 billion of local investment in the Denver metro area. He discussed the various rail lines and transit services provided under FasTracks; RTD's key upcoming projects, which include the Bus Rapid Transit (BRT) service between Boulder and Denver, the "A" line between Denver Union Station and Denver International Airport (DIA), services between Westminster and Denver, the Gold Line between Union Station and Arvada, and the "R" Line, which connects Aurora to the A Line.

**03:10 PM**

Mr. Genova discussed RTD's upcoming deployment of its "smart card" for transit users and the new simplified fare structure that it will be adopting in 2016. He responded to questions on feedback RTD has received from low-income communities on its new fare structures, detailing the Low Income Task Force that had been formed and proposed travel options for low-income individuals on public transit. He responded to questions on the data gathering that RTD could perform around reduced fares for certain individuals, the timeline and goals of the Low Income Task Force, whether RTD would seek more public input from low-income communities, the task

force's involvement with the nonprofit community, when RTD plans to complete the North Metro light rail line, and RTD's reduction of bus services between Boulder and Denver.

**03:28 PM**

Mr. Genova explained the planned BRT service schedule between Boulder and Denver, which he said should occur four times an hour throughout the day. Committee discussion ensued. Mr. Genova responded to questions on state funding received by RTD under Senate Bill 09-228, the status of bus service for travel between Boulder and DIA, RTD plans for relieving congestion on northbound I-25, RTD's Northwest Area Mobility study, RTD's plans to complete the Northwest Rail Line to Longmont, and passenger numbers on the West Line to Golden.

**03:40 PM**

Mr. Genova outlined RTD's strategic planning process, and said that its strategic goals for 2016 focus on key rail line openings, fiscal sustainability, and technology. He said that RTD is dedicated to developing its robust safety structure even further, achieving a state of good asset repair, and strong security across its transit system. He discussed RTD's participation with small and minority businesses, its Workforce Initiative Now program, development of real time bus information for bus riders in 2015, using technology to measure the customer experience, and RTD's public and stakeholder outreach and collaboration. Mr. Genova and Mr. Tobiassen responded to questions on the opportunities for open data sourcing of RTD's real time bus information and RTD's provision of call-and-ride services.

A packet of materials on RTD projects (Attachment M) was distributed to the committee.

**Attachment M can be viewed at Legislative Council.**

**03:52 PM**

The committee adjourned.



## Colorado Legislative Council Staff

Room 029 State Capitol, Denver, CO 80203-1784  
(303) 866-3521 • FAX: 866-3855 • TDD: 866-3472  
[www.colorado.gov/lcs](http://www.colorado.gov/lcs)  
E-mail: [lcs.ga@state.co.us](mailto:lcs.ga@state.co.us)

---

### MEMORANDUM

June 24, 2015

**TO:** Transportation Legislation Review Committee

**FROM:** Matt Kiszka, Research Analyst, 303-866-6275  
Erin Reynolds, Fiscal Analyst, 303-866-4146  
Mistia Zuckerman, Research Analyst, 303-886-4364

**SUBJECT:** Committee Statutory Authority and History

This memorandum provides the following information regarding the Transportation Legislation Review Committee (TLRC):

- history and membership of the committee;
- the committee's statutory charge and oversight authority;
- required reports for submission to the committee;
- the committee's 2014 interim activities; and
- TLRC proposed legislation from 2004 to 2014.

#### History of the TLRC

In 1953, the General Assembly restructured the relationship between state highway, county road, and municipal street systems. The Highway Legislation Review Committee was responsible for reviewing the implementation and impact of the newly structured highway systems. In 1987, the General Assembly expanded the committee's charge to include oversight of public highway authorities and projects. In 1989, the General Assembly began requiring the Regional Transportation District (RTD) to respond to the committee's requests for information.

In 1994, the committee's name was changed to the Transportation Legislation Review Committee to correspond with the renaming of the Colorado Department of Highways to the Colorado Department of Transportation (CDOT). With the name change, the scope of the committee's responsibilities expanded to parallel the department's broader focus on all transportation modes. In 1997, the committee's authority changed to include oversight of regional transportation authorities. In 2001, the membership of the committee changed from 11 members appointed by the Governor, Speaker of the House of Representatives, and the President of the Senate, to the members of the House and Senate Transportation committees of reference.

In 2007, the General Assembly amended the committee's charge to include oversight over the Department of Revenue (DOR) in the area of driver's licenses and motor vehicle registration, as well as any other state agency or political subdivision of the state regulating motor vehicles or traffic.

## Committee Membership

The TLRC is comprised of the members of the Senate and House transportation committees of reference. The Senate Transportation Committee has 5 members, and the House Transportation and Energy Committee has 13 members. Therefore, the TLRC is comprised of 18 members. The TLRC is chaired by the House Transportation and Energy Committee chair in odd-numbered years and by the Senate Transportation Committee chair in even-numbered years. The Legislative Council Staff provides staff support to the committee.<sup>1</sup>

## Statutory Charge

Pursuant to state law, the TLRC must meet at least once a year to:

- provide guidance and direction to CDOT on the development of the state transportation system and DOR or any other state agency or political subdivision of the state that regulates motor vehicles or traffic;
- provide legislative oversight of and input into such development; and
- review all transportation, traffic, and motor vehicle legislation, and make recommendations for additional legislation as necessary.

In 1995, the General Assembly also directed the TLRC to examine the problem of uninsured motorists in the state and to recommend legislation relating to uninsured motorists. The committee is also directed to examine the effectiveness of uninsured motorist enforcement mechanisms in use by other states.<sup>2</sup>

In 2015, the General Assembly passed two bills directing the TLRC to study specific issue areas: House Bill 15-1173 - Winter Driving I-70 Tread Depth and Tire Chains, and House Bill 15-1316 - PUC Simplified Process for Taxicab Certificates. Under HB 15-1173, the TLRC must gather information and, if necessary, make recommendations concerning the use of adequate and appropriate tire tread to reduce I-70 congestion, lane closures, and accidents; and analyze the need, enforceability, costs, safety, and any other relevant factors addressing the adequacy or inadequacy of the current law regarding motor vehicle traction equipment as it affects all state roads. Under HB 15-1316, the TLRC must examine the statutory and regulatory requirements for entry into the market for taxicab service, and regulations governing the provision of taxicab service.

## Oversight Role and Statutory Authority

State law provides the TLRC with authority over CDOT, driver licensing and vehicle registration functions of the DOR, RTD, public highway authorities (PHAs), regional transportation authorities (RTAs), and railroads. In its oversight role, the committee is authorized to:

- develop and make state transportation system financing recommendations;
- review the operations of CDOT, RTD, any PHA, and any RTA;
- review completed highway projects, including whether the projects were completed in the most cost-effective and efficient manner; and
- request financial or performance audits.

---

<sup>1</sup> All TLRC policies discussed in this memorandum are covered under Section 43-2-145, *et seq.*, except where otherwise cited.

<sup>2</sup> Section 42-7-602, C.R.S.

Upon completion of the TLRC's review of transportation law, the committee is authorized to make recommendations for legislation deemed necessary by the TLRC. Legislation recommended by the TLRC is treated as interim committee legislation for the purposes of legislative deadlines imposed by the General Assembly rules.

**Colorado Department of Transportation.** Under state law, the TLRC is authorized to:

- provide guidance and direction to CDOT in the development of the state transportation system;
- make recommendations on the financing of the state transportation system;
- review all transportation legislation and consult with experts in the field of highway construction and planning or with CDOT personnel;
- review any phase of CDOT operations;
- conduct postoperation reviews to determine cost-effectiveness and efficiency of certain transportation projects;
- require CDOT to prepare and adopt 5-, 10-, and 15-year plans; and
- require financial or performance audits to be conducted.

**Colorado Department of Revenue.** The TLRC may review the activities of the DOR relating to the licensing of drivers and the registration and titling of motor vehicles.

**Regional Transportation District.** The TLRC is required to review the RTD's implementation of competitive contracting for its vehicular services. State law authorizes the RTD to contract with private businesses to provide up to 58 percent of its vehicular services.<sup>3</sup>

**Public highway authorities and regional transportation authorities.** The TLRC may review any phase of a PHA's or RTA's operations and may require a PHA or RTA to prepare and adopt long-range plans for the development of public highways. The committee may also require financial or performance audits to be conducted of any PHA or RTA.<sup>4</sup>

**Railroads.** The TLRC is directed to study CDOT recommendations and may hold hearings regarding the acquisition or use of abandoned or proposed to be abandoned railroad rights-of-way and to determine the priority of acquiring or using abandoned or proposed to be abandoned railroad rights-of-way. The TLRC is required to report its findings to the General Assembly regarding the acquisition of abandoned railroad rights-of-way.<sup>5</sup>

**Other agencies.** The TLRC may require agencies to share information and coordinate efforts for phases of transit system development to avoid overlapping mass transit systems within the state. Such agencies include the Denver Regional Council of Governments (DRCOG), the Intermountain Fixed Guideway Authority, and state, regional, and local authorities or organizations responsible for mass transit.

## Reporting Requirements

State law requires that various reports be submitted to the TLRC. Table 1 provides a summary of each report. Upon receipt of reports, copies are made available to TLRC members by staff. Table 2 provides a summary of each report that is required to be submitted to the Senate and House Transportation committees.

---

<sup>3</sup>Section 32-9-119.5, C.R.S.

<sup>4</sup>Section 2-3-121, C.R.S.

<sup>5</sup>Section 43-1-1308, C.R.S.

**Table 1**  
**Statutorily Required Departmental Reports**  
**to the Transportation Legislation Review Committee (as of June 1, 2015)**

Department	Report Subject/Statute	Summary
Department of Local Affairs (DOLA)	Public Highway Authorities Section 43-4-514 (3)(a), C.R.S.	The Division of Local Government, DOLA, is required to provide an annual report to the TLRC regarding public highway authorities (PHAs). The report must include how many authorities have been created, their boundaries, and information regarding public highways to be constructed and their financing.
	Proposed PHA Boundaries Section 43-4-514 (1)(c), C.R.S.	The Division of Local Government, DOLA, is required to provide copies to the TLRC of any notice containing proposed boundaries or financing of a PHA.
Department of Revenue (DOR)	Effectiveness of Emissions Programs Section 42-4-305 (11), C.R.S.	The DOR is required to report annually to the TLRC on the effectiveness of emissions programs.
Department of Transportation (CDOT)	Drunken Driving Prevention and Law Enforcement Program Section 43-4-404 (2), C.R.S.	The Office of Transportation Safety, CDOT, is required to report annually to the TLRC on the distribution and expenditure of funds for drunk driving enforcement programs.
	Potential Rail Line Acquisitions Section 43-1-1303 (3), C.R.S.	CDOT is required to submit a prioritized list to the TLRC concerning railroad rights-of-way or rail lines proposed to be acquired by the state and their proposed uses.
Regional Transportation District (RTD)	RTD Annual Budget Section 32-9-119.7 (4) and (7), C.R.S.	RTD is required to provide copies of the RTD annual budget to the TLRC. State law also requires the RTD to provide other information, data, testimony, or audits as requested by the TLRC.

Source: Legislative Council Staff

**Table 2**  
**Statutorily Required Departmental Reports**  
**to the House and Senate Transportation Committees (as of June 1, 2015)**

Department	Report Subject/Statute	Summary
Department of Personnel & Administration (DPA)	Natural Gas Motor Vehicle Purchases Section 24-30-1104 (2) (c) (V), C.R.S.	The DPA is required to submit an annual report that includes information on the number of vehicles purchased for the Motor Vehicle Fleet System (MVFS) since January 1, 2008, that operate on compressed natural gas and other alternative fuels; an estimate of the number of dedicated petroleum fuel vehicles that were purchased for the MVFS since January 1, 2008; an explanation of the compressed natural gas fueling infrastructure; and a summary of the policies or procedures in place within DPA to facilitate the purchase of compressed natural gas and other alternative fuel vehicles, among other things.
Department of Regulatory Agencies (DORA)	Energy Rate Cases Section 40-2-103 (2), C.R.S.	The Public Utilities Commission (PUC) within the DORA must annually report on any energy rate cases that were brought before the PUC during the immediately preceding two years. The report must include a summary of the issues and outcomes of each case and any rate adjustments made as a result.
Department of Transportation (CDOT)	Capital Construction Request Section 2-3-1304 (1)(a.5), C.R.S.	The Transportation Commission is required to annually submit its capital construction request, based on statewide transportation improvement programs, with a prioritized list of recommended state highway construction, repair, and maintenance projects.
	Fatal Accidents in State Highway Work Areas Section 42-4-1612, C.R.S.	The CDOT and the Colorado State Patrol are required to annually submit a joint report regarding fatal accidents in state highway work areas during the preceding year.
	Efficiency and Accountability Committee Report Section 43-1-106 (17)(b), C.R.S.	The CDOT's Efficiency and Accountability Committee must annually report its activities and recommendations, and any actions taken by the CDOT or Transportation Commission to implement the committee's recommendations. The report is to be made to either the TLRC, or to the House and Senate standing committees that have oversight over transportation.
	Proposed Budget Allocation Plan Section 43-1-113 (2), C.R.S.	The Transportation Commission must annually submit a proposed budget allocation plan for moneys subject to its jurisdiction for the fiscal year beginning on July 1 of the succeeding year.

**Table 2 (Cont.)  
 Statutorily Required Departmental Reports  
 to the House and Senate Transportation Committees (as of June 1, 2015)**

Department	Report Subject/Statute	Summary
Department of Transportation (CDOT) (Cont.)	Colorado Bridge Enterprise Section 43-4-805 (6), C.R.S.	The Colorado Bridge Enterprise is required to annually submit a report that details the activities of the enterprise for the previous year, a summary of the status of any current bridge projects, a statement of the enterprise's revenues and expenses, an estimate of the number of jobs created or preserved as a result of the enterprise's activities, and any recommendations for statutory changes that the enterprise may deem necessary or desirable.
	Colorado High Performance Transportation Enterprise Section 43-4-806 (10), C.R.S.	The High Performance Transportation Enterprise is required to submit an annual report that includes the enterprise's activities for the previous year, a status summary of any current surface transportation infrastructure projects, the enterprise's revenues and expenses statement, and any recommendations for statutory changes that the enterprise may deem necessary or desirable.
	Transportation Deficit Report Section 43-4-813, C.R.S.	CDOT must annually submit a transportation deficit report that addresses the goals of repairing deficient highways and bridges, sustaining existing transportation system performance levels, and achieving the corridor visions described by regional transportation plans and public preferences.
	Motorcycle Operator Safety Training Program Section 43-5-506, C.R.S.	CDOT must submit an annual report that comments on the effectiveness of the motorcycle operator safety training program, annual motorcycle accidents or fatalities, availability of training throughout the state, historic and current training costs, and other performance measures.
	Transportation Revenue Anticipation Notes Section 43-4-713 (1), C.R.S.	The CDOT Executive Director is required to annually submit a report to the chairs of the House and Senate Transportation committees that provides information regarding transportation revenue anticipation notes issued by the department.
Governor's Office	Colorado Clean Energy Finance Program Section 24-38.7-104 (3)(b), C.R.S.	The Governor's Energy Office is required to submit an annual report to the House Transportation and Energy committee regarding the Colorado Clean Energy Finance Program.
	Climate Action Plan Section 24-20-111 (3)(a), C.R.S.	The Governor or his or her designee must annually submit a report to the House Transportation and Energy Committee regarding climate change issues generally, the current climate action plan, and specific ways in which climate change affects the state.
Regional Transportation District (RTD)	District Area Description Section 32-9-106.1 (2)(d) and (3)(c), C.R.S.	The RTD is required to provide a map and written description within 30 days of any additional area being annexed or included in the district, or after any area is removed from the district for any reason. In addition, a separate map and description must also be provided depicting the district areas in each county.

Source: Legislative Council Staff

## 2014 Interim Activities

The TLRC held four meetings during the 2014 interim. Briefings and presentations were made by state departments, local governments, transit authorities, public highway authorities, transportation industry associations, and members of the public on a wide range of subjects, including:

- Colorado's aviation industry;
- highway corridor maintenance and construction;
- distracted driving;
- technological improvements for obtaining driver's licenses and oversize and overweight permits;
- license plates; and
- regulation of motor carriers by the Public Utilities Commission (PUC).

The committee also toured a precast concrete manufacturing facility, Denver Union Station, and the Denver International Airport (DIA).

The following subsections discuss the TLRC's activities during the 2014 interim.

**Aviation industry.** The committee heard from representatives of DIA, Rocky Mountain Metropolitan Airport, Yampa Valley Regional Airport, Steamboat Springs Airport, Centennial Airport, the Colorado Airport Operators Association, and CDOT's Division of Aeronautics about operations and economic impacts, passenger traffic, and airspace capacity at Colorado's airports. CDOT representatives reported that there are currently 74 airports in Colorado available for public use, of which 13 are commercial, 50 are publicly owned, and 11 are privately owned. Statewide aviation projects were also discussed, including DIA's South Terminal Redevelopment Program which will open in 2015.

**Corridor update.** Representatives of CDOT gave an overview of the department, its public engagement process, and the role of the High Performance Transportation Enterprise (HPTE) as a financing organization. The panelists discussed methods for reducing congestion and preserving existing infrastructure, and the department's budget relative to federal funding. Representatives of the HPTE discussed the enterprise's approach to analyzing transportation corridors and provided updates on several projects, including US-36, I-70, I-25, and C-470.

**Distracted driving.** A representative of the Colorado State Patrol briefed the committee on distracted driving, which was defined in the presentation as any activity that could divert a driver's attention away from the primary task of driving. The three types of distraction – visual, manual, and cognitive – were discussed. Committee members heard that, due to the way the law banning texting while driving or banning cell phone use for minors is written, a trooper must witness a person using his or her phone in order to issue a citation.

**Driver's licenses.** The committee heard from representatives of the Division of Motor Vehicles (DMV) in the Department of Revenue about the DMV's strategic plan to reduce office wait times and improve customer service by expanding appointment waitlists, tracking wait times, allowing more online renewals, and using new technology. The panel discussed the effect of Senate Bill 13-251, which allows qualified individuals who are unable to demonstrate lawful presence in the United States to obtain a 3-year driver's license, and reported that the cost for the driver's license is \$50.50.

**License plates.** The committee heard testimony from representatives of the DMV, the Department of Revenue, and the E-470 Public Highway Authority (PHA). As a result of the testimony and discussion, the committee recommended Bill A, which directs the Department of Revenue (DOR) to issue firefighter special license plates for motorcycles, passenger cars, trucks, or recreational motor vehicles that do not exceed 16,000 pounds empty weight. The panel also suggested changes to the design and placement of temporary tags that would improve their readability.

**Oversize and overweight permits.** Representatives of the Oversize and Overweight Permitting Work Group provided an overview of CDOT's new permitting system and discussed how it will streamline the permitting process and help local governments take advantage of the state system. The panelists stated that the system, which was launched in Fall 2014, will be entirely web-based and accessible at any hour of the day.

**Public Utilities Commission (PUC) regulation of motor carriers.** The committee heard from representatives of the PUC, who gave an overview of the commission and its role in regulating transportation network companies (TNCs) after the passage of Senate Bill 14-125. The panelists discussed rulemaking for TNCs and said that the PUC adopted temporary rules on July 8, 2014, by Decision C14-0773. According to the panel, these rules clarified the application process, specified the fitness standards concerning a driver's medical fitness, clarified the length of time a driver must rest after 12 hours of offering service, and clarified vehicle safety inspection standards.

**Other.** The committee heard testimony on other topics, including transit and rail, HPTE transparency, and the Safe Routes to School Program. As a result of the testimony and discussion, the committee recommended Bill B, which requires CDOT to award grants under the Safe Routes to School program using state moneys available to the department in a total amount of at least \$3 million for the 2015-16 fiscal year. HPTE representatives discussed how the HPTE operates as a government-owned business within CDOT and pursues new ways to fund and deliver projects.

#### **TLRC Proposed Legislation—2004 to 2014**

Legislation recommended by the TLRC is treated as legislation recommended by an interim committee for purposes of introduction deadlines or bill limitations imposed by the General Assembly's joint rules. From the 2004 interim to the 2014 interim, the TLRC proposed 61 bills that were approved by the Legislative Council. Of the 61 bills, 52 became law.

Table 3 provides legislation approved by the Legislative Council. Table 4 provides legislation not approved by the Legislative Council. Bills are identified according to identifier (Bill A, Bill B, Bill C, etc.) used in the final TLRC report provided to the Legislative Council and bill numbers assigned upon introduction during session.

**Table 3**  
**Transportation Legislation Review Committee**  
**Bills Approved by the Legislative Council by Issue Area – Interim Sessions 2004 to 2014**

Bill No./ Letter	Bill Title	Brief Description of Bill	Became Law
<b>Drivers Licenses</b>			
HB 13-1011 Bill F	Repeal Fee Veteran's Identifier Driver's License	The bill eliminates the \$15 fee to add a military identifier to show a service member's branch of service on an applicant's driver's license or state identification card.	Yes
HB 12-1035 Bill E	Repeal Veterans Identifier Fee	This bill would have eliminated the \$15 fee to add a military identifier on an applicant's driver's license. A bill that passed in 2010 allowed a military service member or veteran to add an identifier to his or her driver's license or state identification card for a \$15 fee. The identifier indicates the branch of service of the applicant.	No
SB 10-015 Bill D	Graduated Drivers Education Licensing	Prior to the bill's passage, if a minor, under age 18, qualified for his or her driving permit by taking the 30-hour driver's education course, he or she must complete the additional behind-the-wheel requirements to qualify for a driver's license. In certain cases, this behind-the-wheel requirement was more stringent than is required of the person's peers (who received their permits under less rigorous requirements). This bill eliminated any differences by making the age cut-off for the additional behind the wheel training 16 years and 6 months.	Yes
SB 05-036 Bill A	Minor Passengers Minor Drivers	<p>Senate Bill 05-036 prohibited a minor driver who has held a license less than six months from transporting a passenger who is under 21 years of age. The bill also prohibited a minor driver who has held a license for less than one year from transporting more than one person under 21 years of age, with the following exceptions:</p> <ul style="list-style-type: none"> <li>• if the motor vehicle also contains the minor's parent, legal guardian, or other responsible adult;</li> <li>• if the motor vehicle also contains a 21-year-old driver;</li> <li>• if the passenger is in the vehicle on account of a medical emergency; or</li> <li>• if all the passengers are members of the driver's immediate family.</li> </ul> <p>Further, the bill prohibited a minor driver who has held a license for less than one year from driving between 12 midnight and 5 a.m., with the following exceptions:</p> <ul style="list-style-type: none"> <li>• if the motor vehicle contains the minor's parent, legal guardian, or other responsible adult;</li> <li>• if the motor vehicle contains a 21-year-old driver;</li> <li>• if the driving is on account of a medical emergency;</li> <li>• if the driving is on account of school or a school-authorized activity when the school does not provide adequate transportation;</li> <li>• if the driving is on account of employment when necessary; or</li> <li>• if the minor is emancipated.</li> </ul> <p>Finally, the bill imposed punishments for violating such prohibitions, including community service, fines, and license suspension points.</p>	Yes

**Table 3 (Cont.)**  
**Transportation Legislation Review Committee**  
**Bills Approved by the Legislative Council by Issue Area – Interim Sessions 2004 to 2014**

Bill No./ Letter	Bill Title	Brief Description of Bill	Became Law
<b>Drivers Licenses (Cont.)</b>			
HB 04-1017 Bill L	Graduated Driver's Licenses	<p>House Bill 04-1017 addressed graduated driver's licenses. Specifically, the bill:</p> <ul style="list-style-type: none"> <li>• raised from 6 months to 1 year the required holding period for an instruction permit before a minor may obtain a driver's license;</li> <li>• raised from 15 and 1/2 years to 16 years old the age when a person may obtain an instruction permit without first meeting any driver's educational requirements; and</li> <li>• authorized a person who is 15 and 1/2 years old to obtain an instruction permit if such person has completed a pre-qualification driver awareness program.</li> </ul> <p>The bill also:</p> <ul style="list-style-type: none"> <li>• authorized stepparents to assume liability for minor drivers, sign for instruction permits, and accompany certain minors with instruction permits; and</li> <li>• instructed the Commissioner of Insurance to report to the General Assembly the effect of graduated driver's licenses on insurance premiums.</li> </ul>	Yes
HB 04-1034 Bill N	Internet Renewal of Drivers' Licenses	<p>House Bill 04-1034 allowed drivers to renew a driver's license through the Internet. Specifically, the bill:</p> <ul style="list-style-type: none"> <li>• allows a driver to renew his or her driver's license via the Internet when the driver is at least 21 years of age, but under 61 years of age;</li> <li>• allows the DOR to promulgate rules to implement Internet renewals;</li> <li>• required the DOR to submit to the Commission on Information and Technology the DOR's plan for implementing Internet renewal of driver's licenses;</li> <li>• requires the DOR to develop and implement information security programs; and</li> <li>• required the DOR to report to the Transportation Legislation Review Committee the steps taken to accomplish Internet renewals.</li> </ul>	Yes
HB 04-1036 Bill D	Restrictions on Minor Passengers in Vehicles	House Bill 04-1036 would have prohibited minor drivers from driving with minor passengers with specified exemptions.	No

**Table 3 (Cont.)**  
**Transportation Legislation Review Committee**  
**Bills Approved by the Legislative Council by Issue Area – Interim Sessions 2004 to 2014**

Bill No./ Letter	Bill Title	Brief Description of Bill	Became Law
<b>Drivers Licenses (Cont.)</b>			
HB 04-1231 Bill P	Commercial Driver's License Act Updates	<p>House Bill 04-1231 addressed commercial driver's licenses by directing the DOR to adopt any licensing sanction imposed by federal statutes or rules governing commercial motor vehicle safety.</p> <p>The bill also required the DOR to maintain for at least three years records of a commercial driver's license application, convictions, disqualifications, and licensing actions affecting commercial driving privileges. The DOR must share the information with law enforcement authorities, the federal Secretary of Transportation, prospective employers, and the applicant upon request.</p> <p>Finally, the bill prohibited the issuance of a commercial driver's license to any person who is subject to a federal disqualification order; allows fingerprinting of an applicant for a hazardous materials endorsement; and prohibits the holder of a commercial driving learner's permit from obtaining a hazardous materials endorsement.</p>	Yes
SB 04-012 Bill O	Interlock Devices Driver's Licenses	The bill removed the requirement that a court or peace officer provide information that authorizes the DOR to revoke a driver's license for tampering with a required interlock device.	Yes
<b>Traffic Fines, Violations, and Signage</b>			
HB 14-1021 Bill D	Highway Restriction Violation Penalties	The bill raises the fine from \$500 to \$1,000 for an operator of a motor vehicle or vehicle combination over 35-feet in length, both commercial and recreational, on State Highway 82 between mile markers 47 and 72. If a violation results in the closure of a lane, the penalty is increased to \$1,500. The bill increases the surcharge for such offenses from \$78 to \$156. In addition, it requires the CDOT to erect signs by October 1, 2014, on state highway 82 giving notice of the enhanced penalties.	Yes
HB 08-1057 Bill C	Tourist-oriented Signs Along Rural Highways	House Bill 08-1057 authorized the Department of Transportation to issue permits and adopt rules allowing tourist-oriented directional signs (TODS) along expressways and freeways in rural areas. Prior to the act, the state only permitted TODS on non-interstate highways in rural areas. The bill also expanded the types of signs that may be authorized along interstate highways pursuant to federal law. TODS are signs identifying nearby businesses for tourists traveling along state roadways.	Yes
HB 08-1074 Bill D	Nonconforming Advertising Devices on Highways	House Bill 08-1074 amended state law to authorize a nonconforming advertising device that was legally erected to be maintained at the same location. Prior to the act, only nonconforming advertising devices erected prior to January 1, 1971, were authorized to remain erected. The act eliminated the date references in statute.	Yes

**Table 3 (Cont.)**  
**Transportation Legislation Review Committee**  
**Bills Approved by the Legislative Council by Issue Area – Interim Sessions 2004 to 2014**

Bill No./ Letter	Bill Title	Brief Description of Bill	Became Law
<b>Traffic Fines, Violations, and Signage (Cont.)</b>			
HB 08-1010 Bill F	Motor Vehicle Traffic Fines	<p>House Bill 08-1010 amended motor vehicle violation fines by:</p> <ul style="list-style-type: none"> <li>• increasing the minimum fine for a class 2 traffic misdemeanor from \$10 to \$150;</li> <li>• increasing the minimum fine for a class 1 traffic misdemeanor from \$100 to \$300;</li> <li>• reducing the distribution of seat belt violation fine revenue to local jurisdictions from 100 percent to 50 percent for violations occurring on state and federal highways, with the remaining 50 percent going to the Highway Users Tax Fund;</li> <li>• doubling the minimum fines for driving under the influence (DUI), driving while ability impaired (DWAI), under age drinking and driving (UDD), and habitual user driving;</li> <li>• specifying that fine revenue from DUI, DWAI, UDD, and habitual user driving for violations occurring on a state or federal highway is credited 25 percent to the local governments and 75 percent to the Highway Users Tax Fund; and</li> <li>• doubling the minimum fine for vehicle eluding.</li> </ul>	Yes
HB 04-1033 Bill J	Logo Signs on Interstate Highways	House Bill 04-1033 allowed CDOT to erect, maintain, and administer information signs within a populated area except in a federally defined "transportation management area." Such areas are designated by the U.S. Department of Transportation to establish comprehensive transportation programming and planning.	Yes
SB 05-009 Bill D	Increase Fine for Human Waste Dumping	Senate Bill 05-009 increased the fine for illicit disposal of containers of human waste upon or along a state highway from a fine of \$35 plus a \$2.50 surcharge to a flat fine of \$500.	Yes
HB 06-1039 Bill C	Roadside Advertising at Comprehensive Developments	<p>House Bill 06-1039 allowed a specified on-premise advertising device located within a comprehensive development to advertise any activity conducted in the comprehensive development. The bill defines a comprehensive development as a group of two or more lots used for commercial or industrial activities that:</p> <ul style="list-style-type: none"> <li>• is located on one side of a highway;</li> <li>• consists of contiguous lots or parcels, with the exception of access roadways;</li> <li>• has an approved public and private improvement plan;</li> <li>• has common areas such as parking and landscaping; and</li> <li>• has an approved common ownership plan.</li> </ul>	Yes

**Table 3 (Cont.)**  
**Transportation Legislation Review Committee**  
**Bills Approved by the Legislative Council by Issue Area – Interim Sessions 2004 to 2014**

Bill No./ Letter	Bill Title	Brief Description of Bill	Became Law
<b>License Plates</b>			
HB 15-1004 Bill A	Firefighter Motorcycle License Plates	The bill requires the DOR to issue the current Firefighter group special license plate to motorcyclists, upon receiving proof that the applicant is an active, volunteer, or retired firefighter.	Yes
SB 13-081 Bill C	Vehicle Registration Penalty Statement Repeal	The bill changes the stated penalty on the notice of motor vehicle registration for the act of failure to register a vehicle from \$100 to a minimum penalty of \$500. The bill also retires the U.S. Olympic Committee and Colorado Foundation for Agriculture and Natural Resources specialty license plates.	Yes
HB 13-1028 Bill G	Vehicle Special License Plate Limit	The bill would have limited the number of designer, alumni, group special, and military license plate types (collectively known as special license plates) to 96. As of 2015, the DOR currently issues 87 special license plates.	No
SB 12-007 Bill G	Group Special License Plate Procedure	The bill altered the procedure for creating group special license plates. Specifically, the bill: <ul style="list-style-type: none"> <li>• removes the requirement that an applicant certify that at least 3,000 plates will be issued within one year;</li> <li>• allows special license plates to be sold until inventories are depleted; and</li> <li>• removes the requirement that proof of membership be provided to obtain certain license plates.</li> </ul>	Yes
HB 05-1247 Bill B	Breast Cancer Awareness License Plate	House Bill 05-1247 created the Breast Cancer Awareness special license plate, and set requirements for the issuance of the plate.	Yes
<b>Alternative Fuel Vehicles</b>			
HB 14-1027 Bill C	Plug-in Electric Motor Vehicle Definition	The bill amends and clarifies the definition of a "plug-in electric motor vehicle" for registration purposes. Under current law, a plug-in electric motor vehicle includes any vehicle that draws electricity from a battery that is capable of being charged from an external source. The bill changes the definition to clarify that a plug-in electric motor vehicle is one that can be recharged from any external source of electricity, and said electricity is stored in a rechargeable battery pack which propels or helps to propel the vehicle's drive wheels. The bill also expands the definition to include retrofitted vehicles that have been converted to a plug-in electric vehicle.	Yes
SB 13-070 Bill B	Alternative Fuel Fleet Vehicle	The bill requires the Department of Personnel and Administration (DPA) to report on the number of alternative fuel vehicles purchased, the availability of alternative fuel, and a plan for putting in place the infrastructure necessary to support the use of alternative fuel vehicles in the state's fleet, among other related criteria. The report is to be provided to the House and Senate transportation committees and the Joint Budget Committee on or before November 1, 2013, and each November 1 thereafter.	Yes

**Table 3 (Cont.)**  
**Transportation Legislation Review Committee**  
**Bills Approved by the Legislative Council by Issue Area – Interim Sessions 2004 to 2014**

Bill No./ Letter	Bill Title	Brief Description of Bill	Became Law
<b>Alternative Fuel Vehicles (Cont.)</b>			
SB 12-013 Bill B	Low-speed Electric Vehicles	<p>Prior to the bill's passage, low-speed electric vehicles (LSEVs) were permitted to operate on roads with speed limits of 35 miles per hour (mph) or less, or on roads with speed limits greater than 35 miles per hour mph if crossing at grade with the road.</p> <p>This bill allows operation of LSEVs on roadways at speeds up to 35 miles per hour. The vehicles may be operated on a state highway or cross a roadway having a speed of 40 miles per hour under certain conditions. The bill also amends existing law to raise the age limit for driving golf cars on streets from age 14 to age 16.</p> <p>A LSEV is defined as:</p> <ul style="list-style-type: none"> <li>• primarily propelled by electricity;</li> <li>• having at least three wheels in contact with the ground;</li> <li>• not requiring handlebars for steering; and</li> <li>• displaying a vehicle identification number pursuant to state law.</li> </ul>	Yes
HB 09-1026 Bill D	Low-power Self-propelled Vehicles	<p>House Bill 09-1026 simplified Colorado's statutory definitions applicable to low-power self-propelled vehicles (scooters), created a category of speeding penalties specific to the vehicles, imposed a requirement for the purchase of liability insurance, and mandated the licensure of companies selling the vehicles. Specifically, the bill:</p> <ul style="list-style-type: none"> <li>• replaced several categories of self-propelled vehicles in Colorado law, including "motor-driven cycle," "motor scooter," and "motorized bicycle" with the two categories "motorcycle" and "low-power scooter";</li> <li>• defines "low-power scooter" as a vehicle with not more than three wheels, no manual clutch, and a power capacity under 50 cubic centimeters or 4,476 watts;</li> <li>• put new speeding penalties in place for scooter operators who exceed 40 miles per hour, specifically: <ul style="list-style-type: none"> <li>• a fine of \$56 for traveling 41 to 44 miles per hour;</li> <li>• a fine of \$85 and 2 points for traveling 45 to 49 miles per hour; and</li> <li>• a fine of \$116 and 4 points for traveling 50 or more miles per hour;</li> </ul> </li> <li>• applies compulsory liability insurance laws to operators of low-power scooters, effective July 1, 2010;</li> <li>• requires persons selling low-power scooters to obtain a powersports vehicle distributor license from the DOR; and</li> <li>• specifies that drug and alcohol driving offenses apply to operators of low-power scooters, farm tractors, and off-highway vehicles, but not to bicycle operators.</li> </ul>	Yes

**Table 3 (Cont.)**  
**Transportation Legislation Review Committee**  
**Bills Approved by the Legislative Council by Issue Area – Interim Sessions 2004 to 2014**

Bill No./ Letter	Bill Title	Brief Description of Bill	Became Law
<b>Commercial Vehicles</b>			
HB 07-1065 Bill A	Passenger Carrier Criminal History Check	House Bill 07-1065 required any individual seeking employment or already employed as a charter or scenic bus, fire crew transport, luxury limousine, off-road scenic charter, or children's activity bus motor vehicle driver to comply with a criminal history record check. Individuals convicted in this state or any other of a violent crime within the last ten years of the background check or of driving under the influence, driving with excessive alcoholic content, driving while ability impaired, or driving while an habitual user within the last two years are disqualified and prohibited from driving a motor vehicle for the aforementioned services.	Yes
HB 06-1035 Bill F	Passenger Vehicles Railroad Crossings	House Bill 06-1035 required a commercial vehicle transporting passengers, a school bus, or a vehicle carrying hazardous materials to stop before crossing street-grade railroad tracks within a residential area.	Yes
SB 06-008 Bill G	Hazardous Materials Commercial Vehicles	Senate Bill 06-008 required motor vehicles that weigh less than 10,000 pounds and transport hazardous materials to meet the minimum standards for commercial vehicles. The bill also: <ul style="list-style-type: none"> <li>• repealed a provision prohibiting a peace officer who has not attained Level I inspection certification from enforcing the "Hazardous Materials Transportation Act of 1987;"</li> <li>• changed the penalty for violating certain hazardous materials rules from a Class 3 misdemeanor criminal offense to a Class 2 misdemeanor traffic offense; and</li> <li>• set the penalty for such violation at \$250 with a \$33.30 surcharge and doubles the penalty for a repeat offense that occurs within 12 months.</li> </ul>	Yes
SB 06-010 Bill E	Commercial Vehicle Owner's Documentation	Senate Bill 06-010 authorized a company to file an express consent waiver enabling the company to designate a company representative to be party of interest in court for violation of the following: <ul style="list-style-type: none"> <li>• permits for longer vehicle combinations;</li> <li>• permits for excess size and weight vehicle combinations; and</li> <li>• permits for transporting hazardous materials.</li> </ul> <p>The bill also clarified that the appearance of the company representative in court covering the matter does not constitute the practice of law in violation of state law.</p>	Yes

**Table 3 (Cont.)**  
**Transportation Legislation Review Committee**  
**Bills Approved by the Legislative Council by Issue Area – Interim Sessions 2004 to 2014**

Bill No./ Letter	Bill Title	Brief Description of Bill	Became Law
<b>Public Utilities Commission</b>			
HB 13-1103 Bill H	PUC Oversight of Rail Fixed Guideway System	The bill conforms Colorado law with federal requirements that prohibit the Public Utilities Commission (PUC), Department of Regulatory Agencies (DORA), from assessing administrative fees on any rail fixed guideway system that it regulates. This provision takes effect after the PUC director notifies the Revisor of Statutes that federal grant moneys available under the "Moving Ahead for Progress in the 21st Century Act" have been awarded to the state. The only rail fixed guideway system in Colorado is the Regional Transportation District (RTD) rail system. Under federal law, the PUC oversees system safety by auditing the system and relevant records, including vehicle, signal, and track maintenance. The PUC is authorized to continue to assess RTD and pay its administrative expenses from the Fixed Utilities Fund for regulation of the RTD rail system until federal grant moneys are awarded. The bill also exempts the PUC from annual reporting on the RTD rail system to the DOR.	Yes
HB 07-1019 Bill E	Carrier Exempt Public Utilities	House Bill 07-1019 removed the definition of a luxury limousine from state law and transferred the responsibility of defining a luxury limousine from the legislature to the PUC.	Yes
<b>Private Toll Roads</b>			
HB 06-1003 Bill A	Requirements for Private Toll Roads	House Bill 06-1003 required a corporation formed for the purpose of constructing a private toll road to meet specified requirements before the toll road may be constructed or approved.	Yes
SB 06-078 Bill B	Prohibit Eminent Domain for Private Toll Roads	Senate Bill 06-078 specified that a private corporation formed for the purpose of constructing a private toll road may not have the power to use eminent domain, but may enter into an agreement with a public entity to enable the construction of a private toll road.	Yes
SB 04-004 Bill I	Statewide Tolling Enterprise	Senate Bill 04-004 clarifies the division of responsibilities between the Board of the Statewide Tolling Enterprise and the Transportation Commission with respect to the operation of the tolling enterprise.	Yes
<b>Special Mobile Machinery</b>			
HB 13-1153 Bill E	Ownership Tax Rental Mobile Machinery Electronic	The bill allows certain owners of special mobile machinery (SMM) fleets to file specific ownership tax (SOT) on rental equipment directly with the Department of Revenue (DOR) using an electronic system. The SOT is then paid by the fleet owner to the counties at the same proportions under current law. Fleet owners currently pay SOT in each county where the rental vehicles are used. The bill applies to fleet owners who belong to the 2 percent program, which allows fleet owners to pay SOT monthly, based on 2 percent of the rental income on SMM, rather than paying SOT annually based on the equipment's value.	Yes

**Table 3 (Cont.)**  
**Transportation Legislation Review Committee**  
**Bills Approved by the Legislative Council by Issue Area – Interim Sessions 2004 to 2014**

Bill No./ Letter	Bill Title	Brief Description of Bill	Became Law
<b>Special Mobile Machinery (Cont.)</b>			
HB 09-1029 Bill A	Mobile Machinery Vehicle Registration	<p>Mobile machinery is machinery commonly used in the construction industry. The equipment may or may not be attached to a truck chassis, and may or may not be self-propelled. Examples of these vehicles (registered as Class F vehicles in Colorado) include concrete mixers, backhoes, bulldozers, and trucks with large generators attached. Class A vehicles are interstate commercial carriers. Most of Colorado's neighboring states register mobile machinery vehicles as Class A vehicles, and do not have a Class F category. This forces Colorado operators of Class F vehicles to purchase trip permits upon entering other states. Out-of-state mobile machinery vehicles entering Colorado are required to pay additional taxes and registration fees on their mobile machinery resulting in expense and delays at ports of entry. The bill would have addressed these issues by designating Colorado mobile machinery vehicles (Class F) <i>operated in interstate commerce</i> as Class A vehicles for purposes of imposing the graduated annual specific ownership tax, and specifying the same rate structure as is currently imposed on Class F personal property. Under the bill, out-of-state mobile machinery vehicles operating in Colorado would have been exempted from payment for the mounted equipment portion of the vehicle if that portion was already taxed by the registering base state, and would have been able to purchase a tab to cover the mounted equipment portion of the vehicle if taxes were due.</p>	No
<b>Toll Evasion</b>			
SB 10-016 Bill A	Modify Toll Evasion Notice Process	<p>The bill modified how civil penalty notices of camera-detected toll evasion are provided to the vehicle's registered owner. Prior to the bill's passage, if the first penalty notice of toll evasion was unpaid or not responded to within 20 days, a second penalty notice was generated and sent by certified mail, return receipt requested. If the registered owner failed to pay or respond to the second penalty notice within 20 days, the notice constituted a complaint to appear for adjudication of a toll evasion in a court or administrative toll enforcement proceeding. The bill:</p> <ul style="list-style-type: none"> <li>• eliminated the second penalty notice requirement;</li> <li>• extended the time frame for payment or response to 30 days from the penalty notice;</li> <li>• required a final order of liability be entered against a registered owner who fails to respond to the penalty notice; and</li> <li>• clarified that administrative toll enforcement proceedings may be appealed in the county court where the violation occurred as a de novo (new) hearing.</li> </ul>	Yes

**Table 3 (Cont.)**  
**Transportation Legislation Review Committee**  
**Bills Approved by the Legislative Council by Issue Area – Interim Sessions 2004 to 2014**

Bill No./ Letter	Bill Title	Brief Description of Bill	Became Law
<b>Toll Evasion (Cont.)</b>			
SB 08-014 Bill A	Toll Enforcement Process	Prior to the bill's passage, state law required toll evasion cases to be considered by the courts in the municipality or county where the violation occurred. For some municipalities and counties, this has resulted in a backlog of toll evasion cases in the court system. The act directed the Colorado Tolling Enterprise (CTE) to consider establishing an administrative toll enforcement process for toll evasion cases. If the CTE establishes an administrative toll enforcement process, no municipal, county, or city and county court will have the jurisdiction to hear toll evasion cases arising on a toll highway operated by the CTE. The act authorized the CTE to utilize every remedy available under the law to enforce unpaid tolls and fees as debts owed to the enterprise, and authorizes the CTE to report to the state DOR any outstanding judgement or warrant or failure to pay the toll, fee, and civil penalty for any toll evasion. Upon receipt of notice, the bill prohibits the DOR from renewing the registration of the vehicle associated with the toll evasion until the toll, fee, and civil penalty are paid in full.	Yes
<b>Transportation Commission</b>			
HB 13-1030 Bill A	Transportation Commission Members	This bill would have added two at-large members to the Transportation Commission. The two at-large members would have been appointed by the Governor to represent the entire state, with one at-large member residing on the western slope and the other residing on the eastern slope. The Transportation Commission currently has 11 members who are appointed by the Governor and represent a single transportation district. The commission is required to meet at least eight times per year.	No
SB 08-012 Bill B	Transportation Commission Qualifications	Prior to the bill's passage, the Governor was required to consider appointing one or more individuals with knowledge or experience in aviation and one or more individuals with knowledge or experience in engineering to the state Transportation Commission. Senate Bill 08-012 eliminates the aviation consideration.	Yes
<b>Vehicle Specifications</b>			
HB 14-1160 Bill B	Divisible Loads Overweight Vehicle Permits	This bill exempts waste water vehicles operated by a city, county, municipality, or special district from wheel- and axle-load restrictions. In addition, beginning January 1, 2015, the bill authorizes an annual fleet permit fee of \$2,000 plus \$35 per vehicle for overweight vehicles with two- or three-axle divisible loads.	Yes
HB 12-1038 Bill A	Multi-year Class A Trailer Registration	The bill established a permanent registration for Class A trailers and semitrailers. In order to qualify for the permanent registration, an owner must be either based outside of Colorado, or based in Colorado and in possession of a trailer 10 years or older. The new registration is permanent, but expires when the trailer or semitrailer transfers ownership.	Yes
SB 09-014 Bill C	Mud Flaps Vehicle Remain In Service	Senate Bill 09-014 allows commercial vehicles with damaged or missing splash guards to remain in service until the first reasonable opportunity to replace them. A splash guard is a device designed to minimize the spray of water and other substances to the rear of the commercial vehicle. Current Colorado law requires trucks with an empty weight that exceeds 10,000 pounds to be equipped with splash guards, and that a splash guard be at least as wide as the tire it covers.	Yes

**Table 3 (Cont.)**  
**Transportation Legislation Review Committee**  
**Bills Approved by the Legislative Council by Issue Area – Interim Sessions 2004 to 2014**

Bill No./ Letter	Bill Title	Brief Description of Bill	Became Law
<b>Waste Tires</b>			
HB 12-1034 Bill D	Waste Tire Processor End User Fund	<p>The Processors and End Users Cash Fund consists of the \$1.50 fee collected on each new tire purchased in Colorado, as well as several other unexpended cash funds. Money in the fund is distributed to businesses that process waste tires to develop recycling technologies.</p> <p>This bill extended the Processors and End Users Cash Fund repeal date from July 1, 2012, to July 1, 2015. The bill also requires the General Assembly to appropriate the money in the fund, whereas prior to the bill's passage, these funds were continuously appropriated. Finally, it prevents the state from reimbursing a tire processor if the tire processor is not an end user, or if the tire product has been sold and moved off site.</p>	Yes
HB 10-1018 Bill B	Reduce Waste Tire Stockpile Risks	<p>Several state departments previously administered waste tire reduction and recycling programs funded by a \$1.50 per tire fee. The bill consolidated all waste tire programs under the Department of Public Health and Environment (CDPHE) and established new education and outreach requirements, fire planning and prevention requirements, and waste tire hauler and facility regulations.</p> <p><u>Funds.</u> The bill created the Waste Tire Fire Prevention Fund and Waste Tire Market Fund, repealed the Advanced Technology Fund, and updated state law on the Processors and End Users Fund and the Waste Tire Cleanup Fund. It redistributed waste tire fee revenue among existing funds and the three new funds.</p> <p><u>Grants and reimbursements.</u> The bill increased maximum reimbursements to processors and end users from \$50 to \$65 per ton of waste tires and repealed administration of the Waste Tire Cleanup Fund by DOLA.</p> <p><u>Waste tire haulers and facilities.</u> The bill established new regulations governing waste tire haulers, specifically requiring the display of decals and retention of travel log manifests and prohibiting haulers from transporting more than a set number of waste tires.</p> <p><u>Tire vendors' fee and sales tax.</u> Under previous law, sales tax was applied to the \$1.50 per tire fee. Tire vendors submitted fee and sales tax revenue to the DOR and retained 3.33 percent of fees for compliance costs. The bill repealed the vendors' fee and specified that sales tax is not assessed upon tire fees paid upon new tire sales.</p> <p><u>Advisory committee.</u> The bill created a nine-member Waste Tire Advisory Committee to provide feedback and assessment of the Waste Tire Cleanup Program, propose new rules, and make recommendations. The committee is repealed on July 1, 2020, following a sunset review.</p>	Yes

**Table 3 (Cont.)**  
**Transportation Legislation Review Committee**  
**Bills Approved by the Legislative Council by Issue Area – Interim Sessions 2004 to 2014**

Bill No./ Letter	Bill Title	Brief Description of Bill	Became Law
<b>Work Zones</b>			
HB 10-1014 Bill E	Work Zone Accident Reporting	<p>The bill directed the Colorado Department of Transportation (CDOT) and the CSP to present a joint annual report on fatal accidents in state highway work areas to the House and Senate transportation committees. 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"> <li>• the total number of fatal accidents and individuals killed;</li> <li>• a breakdown of individuals killed to include CDOT workers, CDOT contractors and subcontractors, and others;</li> <li>• copies of all related accident reporting forms; and</li> <li>• information about ongoing and newly implemented measures taken by CDOT to prevent fatal accidents in state highway work areas.</li> </ul>	Yes
HB 08-1036 Bill E	Charles Mather Safety Act	<p>House Bill 08-1036 allowed both the CDOT and local governments to designate areas as maintenance, repair, or construction zones where such activities are occurring. The bill also:</p> <ul style="list-style-type: none"> <li>• repealed the \$40 maximum fine limit for violations occurring in these zones when an automated vehicle identification system, or "photo radar," is used;</li> <li>• doubles the fines for specified moving traffic violations, including speeding, within the zones designated by local governments;</li> <li>• requires the Department of Public Safety, upon CDOT's request, to use photo radar to detect speeding violations while maintenance, repair, or construction is occurring in these zones;</li> <li>• requires CDOT to reimburse the Department of Public Safety for the use of photo radar; and</li> <li>• requires drivers approaching these zones to exhibit due care and yield the right-of-way to maintenance, repair, or construction vehicles.</li> </ul>	Yes

**Table 3 (Cont.)**  
**Transportation Legislation Review Committee**  
**Bills Approved by the Legislative Council by Issue Area – Interim Sessions 2004 to 2014**

Bill No./ Letter	Bill Title	Brief Description of Bill	Became Law
<b>Disabled Parking</b>			
HB 14-1029 Bill A	Disabled Parking License Plates Placards	<p>The bill repeals and reenacts the laws governing reserved parking for persons with disabilities and makes clarifying changes to the program. Among its several changes, the bill provides that personalized license plates with an identifying figure will be available to eligible persons, the DOR will place a "C" on the registration of the parent of a minor who is mobility-impaired and has a placard providing reserved parking, and reserved parking placards must be visible through the windshield or placed on a vehicle's dashboard. In addition, the bill changes the classification of several offenses and heightens the penalty for some offenses related to disabled parking privileges.</p> <p>The bill made changes regarding the reserved parking program for the disabled and placards for persons with disabilities. Placard applications must include documentation from a doctor or other authorized professional certifying the disability under penalty of perjury. Confirmation of a disability is only required once every three years for a three-year placard. Placards are changed to have a "punch-out" system to identify expiration dates and have a sticker applied to it, much like a license plate. Fines are changed for illegal use of a placard or use of a parking space reserved for persons who are disabled.</p> <p>The bill also created a new cash fund, the Disabled Parking Education and Enforcement Fund, to provide moneys for a grant program or an education program about the eligibility standards, appropriate use of parking privileges, violations, and the advantages of a volunteer enforcement program. The fund receives one-half of reserved parking program ticket revenue. The grant and training programs are carried out by the Colorado Advisory Council for Persons with Disabilities in the Governor's Office.</p>	Yes
HB 10-1019 Bill C	Reserved Disabled Parking Enforcement	<p>The bill made changes regarding the reserved parking program for the disabled and placards for persons with disabilities. Placard applications must include documentation from a doctor or other authorized professional certifying the disability under penalty of perjury. Confirmation of a disability is only required once every three years for a three-year placard. Placards are changed to have a "punch-out" system to identify expiration dates and have a sticker applied to it, much like a license plate. Fines are changed for illegal use of a placard or use of a parking space reserved for persons who are disabled.</p> <p>The bill also created a new cash fund, the Disabled Parking Education and Enforcement Fund, to provide moneys for a grant program or an education program about the eligibility standards, appropriate use of parking privileges, violations, and the advantages of a volunteer enforcement program. The fund receives one-half of reserved parking program ticket revenue. The grant and training programs are carried out by the Colorado Advisory Council for Persons with Disabilities in the Governor's Office.</p>	Yes

**Table 3 (Cont.)**  
**Transportation Legislation Review Committee**  
**Bills Approved by the Legislative Council by Issue Area – Interim Sessions 2004 to 2014**

Bill No./ Letter	Bill Title	Brief Description of Bill	Became Law
<b>Miscellaneous</b>			
HB 15-1003 Bill B	Safe Routes to School	The bill, as recommended, would have appropriated \$3 million General Fund in FY 2015-16 to CDOT's Safe Routes to School program for the purposes of granting funds to projects that improve the safety of pedestrians and bicyclists in school areas.	No
HB 14-1031 Bill E	Nonconsensual Tow Motor Vehicle	This bill creates the nine-member Towing Task Force within the Department of Regulatory Agencies (DORA), and specifies its membership. Under the bill, the task force is required to advise the Public Utilities Commission (PUC) on the maximum rates that may be charged for the recovery, towing, and storage of a motor vehicle that is towed without the vehicle owner's consent.	Yes
HB 12-1019 Bill C	Transfer Ports of Entry to State Patrol	<p>The bill designated the Colorado State Patrol (CSP), Department of Public Safety, as the enforcement and permit authority for Colorado ports of entry.</p> <p>Beginning on July 1, 2012, the Motor Carrier Services Division of the Division of Motor Vehicles, DOR, was abolished and its powers, duties and functions were transferred to the CSP, to include: statutory authority, personnel, property, funding, budgeting, purchasing, and planning for all state ports of entry. The DOR retained the commercial driver's license and international registration plan functions.</p> <p>The bill also specified that a port of entry officer has the authority of a peace officer to perform and enforce his or her duties, including restraining and detaining persons and/or vehicles and impounding vehicles under certain conditions. It also allows the CSP to set operating hours at ports of entry and all ports of entry officers to conduct safety inspections.</p>	Yes
HB 12-1030 Bill F	Repeal Transportation-related Reporting Requirements	The bill would have repealed certain transportation and energy-related reports required to be submitted by the departments of Public Health and Environment, Transportation, and Revenue to various committees of the General Assembly, including the House and Senate transportation committees, and the Transportation Legislation Review Committee.	No
HB 09-1027 Bill B	Yield to Transit Bus Entering Traffic	House Bill 09-1027 requires persons who are driving behind a transit bus to yield the right-of-way if the bus, after stopping to allow passengers to board or exit, signals an intention to enter traffic and if a yield sign on the back of the bus is illuminated. The bill did not require the installation of yield signs on transit buses, and did not relieve bus drivers of their duty to drive with due regard for the safety of other motorists.	Yes

Source: Legislative Council Staff

**Table 4**  
**Transportation Legislation Review Committee**  
**Bills Not Approved by the Legislative Council 2004 to 2014**

Bill No./ Letter	Bill Title	Brief Description of Bill
<b>Interim Session 2014</b>		
All bills approved.		
<b>Interim Session 2013</b>		
All bills approved.		
<b>Interim Session 2012</b>		
Bill D	Penalty for DUI Involving Marijuana	The TLRC recommended Bill D to expand the definition of driving under the influence (DUI) to include driving when the driver's blood contains 5 nanograms or more of delta 9-tetrahydrocannabinol per milliliter in whole blood. The bill was not approved by Legislative Council as an interim committee bill; however, the bill was introduced as a regular bill and signed into law (HB 13-1325)
<b>Interim Session 2011</b>		
All bills approved.		
<b>Interim Session 2010</b>		
(Per Senate Bill 10-213: 2010 interim committees were suspended)		
<b>Interim Session 2009</b>		
All bills approved.		
<b>Interim Session 2008</b>		
All bills approved.		
<b>Interim Session 2007</b>		
Bill G	Heavy-Duty Diesel Vehicle Emissions Test	The TLRC recommended Bill G to repeal the requirement for emissions testing of newer heavy-duty diesel vehicles for introduction during the 2008 legislative session; however, at the request of the bill's sponsor, the chair withdrew the bill from consideration at the Legislative Council Committee meeting. No motion was made to approve the bill for the 2008 legislative session.
<b>Interim Session 2006</b>		
Bill C	Repeal CDOT Full-time Employee Cap	Bill C was not approved by the Legislative Council Committee as an interim committee bill. However, the bill was introduced as a regular bill and signed into law. The bill eliminates CDOT's statutory full-time employee cap, which was set at 3,316.

**Table 4 (Cont.)**  
**Transportation Legislation Review Committee**  
**Bills Not Approved by the Legislative Council 2004 to 2014**

Bill No./ Letter	Bill Title	Brief Description of Bill
<b>Interim Session 2005</b>		
Bill D	Driver's License Persistent Drunk Driver	Bill D would have required that the driver's license held by a persistent drunk driver indicate for a five-year period that the holder is a persistent drunk driver.
<b>Interim Session 2004</b>		
Bill E	Driver's Licenses	<p>Bill E would have addressed minor drivers, motorcycle instruction permits, and renewing driver's licenses by mail. Specifically, the bill would have:</p> <ul style="list-style-type: none"> <li>• standardized the periods of license revocation so that minors without licenses received the same revocation as licensed drivers;</li> <li>• authorized a grandparent to sign a statement certifying that the minor was enrolled in a driver education course, supervise the minor driver on the road, and sign an application for the minor to receive a minor's instruction permit;</li> <li>• specified that a motorcycle instruction permit was valid for three years;</li> <li>• clarified that a sworn statement of a person's social security number was made under penalty of perjury;</li> <li>• lowered the age limit from 66 to 61 years of age when a person could no longer renew a driver's license by mail; and</li> <li>• authorized the Department of Revenue to return a driver's license if it determined the license was erroneously canceled.</li> </ul>

Source: Legislative Council Staff

# COLORADO BUSINESS REVIEW

A publication of the Business Research Division  
Volume 81, Number 2, 2015

## In This issue:

**Public-Private Partnerships** on this page. **Transportation Overview** on page 3. On page 6, **Colorado Highways**, followed by **Public Transit** on page 8. **The Changing Taxi Industry** starts on page 10. **Solution to Bridge the First and Last Mile** on page 12, and **Denver International Airport Celebrates** begins on page 13. **Bike Share Pass** on page 16.

## The Increasing Use of Public-Private Partnerships for Transportation

Matt Girard

### Introduction

Surface transportation continues to lead the way in the expanding market for public-private partnerships (P3s). In the United States, states like Virginia, Florida, Indiana, California, Texas, Ohio, and Maryland have either already embarked on a number of transportation or transit P3 projects, or are set to do so in the coming years.

The State of Colorado is already using the P3 model to advance its objectives on a number of key projects. In 2007, Denver's Regional Transportation District (RTD) closed the Eagle P3 Project—the nation's first transit P3 project. Then in March 2014, the Colorado Department of Transportation (CDOT) and its

High Performance Transportation Enterprise (HPTE) followed with the US 36 Express Lanes Project, which the Federal Highway Administration has recognized as one of the nation's first transportation corridors designed to simultaneously accommodate multiple transportation modes.

For public agencies, including Colorado's CDOT and RTD, an effort to identify alternative financing mechanisms for critical infrastructure was the initial driver of the shift toward alternative financing mechanisms. But many transportation agencies have increasingly come to appreciate the other benefits of the P3 delivery model, most importantly long-term life-cycle risk transfer and performance-based contracting.

### P3 101

Typically, transportation infrastructure has been procured using standardized "low-bid" processes, with design and construction services procured in a linear, segregated fashion. Once the relevant government department has identified a specific infrastructure need, the first step is to identify the financing mechanism, usually government bonds or "pay-go" and budgeting mechanism. The next step is to

CONTINUED ON PAGE 2



**Leeds School of Business**  
UNIVERSITY OF COLORADO BOULDER  
BUSINESS RESEARCH DIVISION

PHOTO COURTESY OF HDR, INC. © 2013 KEITH PHILPOTT



### From the Editor

Colorado's transportation industry helps move people and products safely and efficiently throughout the state, and includes the transportation of passengers and cargo, scenic and sightseeing transportation, support activities related to transportation, and warehousing and storage. The articles in this issue reflect this diversity, with contributions from the Colorado Department of Transportation and Denver International Airport to Boulder B-cycle and RTD. Public-private partnerships, such as the US 36 project, are examined beginning on page 1. The article on page 10 by the Public Utilities Commission looks at how transportation network companies, including Uber and Lyft, are impacting consumers and industry regulations. On page 12, Uber discusses the company's role in closing gaps in public transportation. The overview article provides a brief look at the industry's role in Colorado's economy.

Our next issue will review the state's economy six months into the year. Look for it in your in box this summer.

Please contact me with any comments at 303-492-1147.

Richard Wobbekind

competitively choose a design firm via qualifications based selection, which will then draft comprehensive designs for the facility. Once those designs are finalized, it will competitively procure a construction company to build the asset, based on those completed designs, typically for the lowest price. Finally, once built, the department will maintain—or not—the asset into the foreseeable future. The issue with this process is that there are significant time inefficiencies, misaligned incentives, and a multitude of responsible parties.

A full design, build, finance, operate, maintain (DBFOM) model can alleviate many of these issues. There is a single responsible party for the life of the contract—which is typically long enough to go through a few repair and rehab cycles (otherwise known as “life-cycles”). Bringing the design, construction and operations teams into the same room during design results in projects that better incorporate the realities of on-the-ground construction upfront, as well as the realities of long-term maintenance and costing for the life of the asset. And rather than taking the linear process of design, then build, the team can begin construction on parts of the asset that have been designed while completing some design elements on other portions.

However, it is the inclusion of private financing that provides the most value to the taxpayer under a DBFOM model. With the development team only getting repaid on an ongoing basis, once construction has been completed and contingent on the facility functioning as prescribed, teams are thus incentivized to build the facility quickly but also to build it well. That often means incorporating material and design elements that may be more costly on the front end but can result in lower life-cycle replacement costs and greater resiliencies. Thus the public sector benefits from the transfer of risk for not only cost overruns and construction delays, but also quality construction and maintenance. Finally, the public sector is able to use the funds for alternative projects it would otherwise have held in reserve during project construction, while having a known, set repayment for the life of the agreement.

It is important to note that not all P3 projects are for infrastructure that is revenue generating. Despite some early examples of revenue risk deals, whereby the project team takes on the risk that it will be repaid solely through the revenues accrued from the project (i.e., tolls), the market appears to be leaning toward “availability” structures much more frequently. Under an availability payment structure, the developer is repaid a set amount on a recurring schedule, with a strict set of negotiated requirements that must be met for it to be classified as “available.”

### US 36 Improvements

The US 36 Express Lanes Project is one of the most visible P3 projects the state has developed in recent years. Plenary Roads Denver (PRD), the state's long-term partner on the project, is responsible for repaving and improvement of the existing general (free) lanes, the creation of a new Express Lane in each direction, an improved Bus Rapid Transit system and stations, as well as a separated bike path along the entire route. In addition, PRD is now operating and maintaining the existing I-25 Express Lanes segment connecting US 36 to downtown Denver, and will be responsible for operations and maintenance along the US 36 corridor once construction has been completed. PRD guarantees on-time and on-budget delivery of the project and then guarantees performance of the roadways to prescribed requirements and service levels over the 50-year concession.

PRD will be repaid over the 50-year period through toll revenue from the new Express Lanes on US 36 and the existing Express Lanes on I-25. By utilizing this method of financing, CDOT and HPTE are transferring the risk of sufficient toll revenue coverage to the private sector; there is no contractual guarantee for a minimum level of revenue for PRD and beyond a certain return, toll revenues will be shared with HPTE. In addition, any changes in toll rates for the Express Lanes requires the approval of HPTE.

Finally, the project promotes multimodal transportation strategies that increase travel choices and efficiency for all modes—while reducing emissions and resource use. As part of the concession agreement, PRD is required to guarantee minimum travel speeds for buses within the Express Lane. Toll rates will be prominently displayed along the corridor to inform users of the cost and allow them to make a decision whether or not to enter the Express Lane. Initially tolls will be based on “time-of-day” pricing. In later years when congestion has increased, tolling will be “fully dynamic” with pricing based on real-time expected time savings.

Despite concerns about the level of transparency around HPTE's use of P3 procurement method, the recently released US 36 audit report has confirmed that the DBFOM approach is a “good deal” for the public. By partnering with the private sector, CDOT and HPTE are able to deliver this project and its many public benefits 20 years earlier than otherwise planned and possible.

### P3s Create Savings

Plenary has also recently begun construction on another innovative P3 in Pennsylvania that

“bundles” a series of assets into a single project. The Pennsylvania Rapid Bridge Replacement Project includes the replacement of 558 bridges across the state, making a big commitment to reducing the large backlog of structurally deficient bridges. Plenary is part of Plenary Walsh Keystone Partners (PWKP), which will manage the financing, design, and construction of the replacement bridges and will then be responsible for their maintenance for 25 years after construction. There is a robust agreement on how the bridges must perform over the 25 years, and the team will be compensated at a set amount each year so long as it adheres to this strict and measurable performance regime; if it does not, the agreement details the appropriate deductions from the annual payment based on the negotiated criteria.

PWKP was selected in part for its commitment to delivering the full complement of bridges eight months earlier than required, and construction is required to be completed within 36 months of financial close. The project is the first multi-asset P3 to be undertaken in the United States for bridges, allowing Pennsylvania to replace and maintain a significant number of bridges in a more economical way. The average replacement bridge under the project is expected to cost \$1.6 million compared to the PennDOT estimate of \$2 million per bridge under the traditional delivery option—a significant savings for the state. Such innovation is the benefit of using new P3 models.

showing that while P3s alone cannot solve the infrastructure crisis, partnering with the private sector can create more capacity to deliver completed projects sooner; bring private-sector investment, innovation, and discipline to solving the infrastructure deficit; and ensure projects are completed on-time and on-budget, with a commitment to long-term operating performance without deferred maintenance. As CDOT and HPTTE contemplate additional P3s, the private sector stands ready to bring unique experience and qualifications to these projects. 

**Matt Girard is COO of Plenary Concessions, the company which holds all Plenary project specific companies. In this capacity, Matt is responsible for project development, delivery, asset management, teaming and business development for all of Plenary Group Civil projects in North America. Matt also leads Plenary's Denver Office.**

### The Future of Transportation P3s

The US 36 project and others that have been successfully closed around the country are

## Overview

# Colorado's Transportation Sector

Emily Zalasky and Cullen Aulwurm

The transportation sector is a direct source of economic activity in Colorado, as well as a catalyst for economic activity as people and goods are moved throughout the state. The North American Industry Classification System (NAICS) places industries that provide transportation of passengers and cargo, scenic and sightseeing transportation, support activities related to transportation, and warehousing and storage in the Transportation and Warehousing Sector.

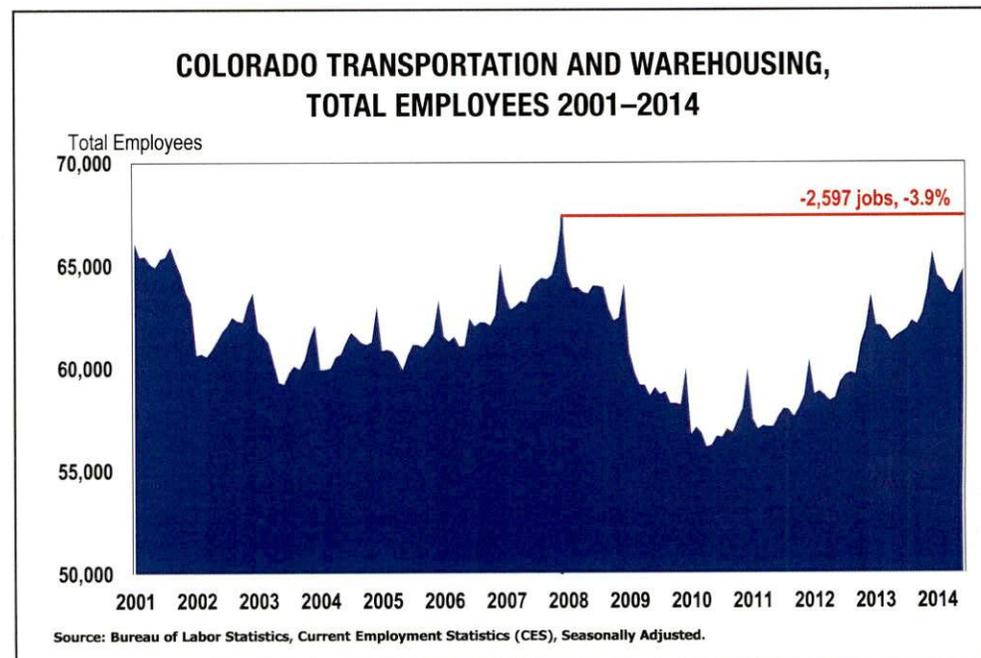
### Employment

In 2013, Transportation and Warehousing employment in Colorado grew at an annual rate of 4.2%, which compares to 2.1% for the nation. The state added a total of 2,542 Transportation and Warehousing jobs in 2013, approximately 98.7% (2,508) of which were in the transportation subsectors (rather than warehousing and storage). As of June 2014, a total of 64,803 Coloradans were employed in the Transportation and Warehousing Sector (seasonally adjusted). This compares to 65,335 in June 2001. Total employment in the sector remains 3.9% below a prerecessionary peak of 67,400 workers; however, truck transportation

employment recovered after 72 months in June 2013 (not seasonally adjusted). Air transportation employment in Colorado has been on an upward trajectory yet remains 6.6% below a March 2008 peak.

Location quotients can be used to assess the composition of jobs in an area relative to the national average. In 2013, the concentration of Transportation and Warehousing jobs in Colorado was below the national average, with

CONTINUED ON PAGE 4



# TRANSPORTATION OVERVIEW, CONTINUED FROM PAGE 3

a location quotient of 0.8. When only transportation jobs are examined, the composition moves closer to the U.S. average (0.9) (warehousing and storage employment in Colorado is half the national share). Employment in air transportation accounted for nearly twice the total share of employment in Colorado than it did nationally in 2013 (1.8), and while pipeline transportation makes up a relatively small number of sector jobs (1,001 in 2013), its share of employment in Colorado was more than the national average (1.3).

Scenic and sightseeing transportation has been the fastest-growing transportation

subsector in Colorado the past three years, with a compound annual growth rate (CAGR) of 5.7% from 2010–2013. Like pipeline transportation, it generates a comparatively small number of jobs each year in Colorado (601 in 2013) but garners a greater share of the state's total employment than what is seen nationally (1.2).

## Firms

Of all Colorado transportation firms in Q2 2014, 53% were involved in truck transportation, 17.7% in support activities for transportation, 10% were couriers and messengers, 6.3%

were involved in warehousing and storage, and 6.3% in transit and ground passenger transportation. Capturing the second-largest portion of all transportation firms in Colorado, support activities for transportation are multimodal and include the repair and maintenance of transportation equipment. Examples of occupations in this subsector include aircraft mechanics and service technicians; cargo and freight agents; dispatchers (except police, fire, and ambulance); laborers and freight, stock, and material movers; and heavy and tractor-trailer truck drivers. Included in the couriers and messengers subsector are the United Parcel Service (UPS) and other delivery services, while examples of transit and ground passenger transportation include RTD and school bus services. All others subsectors combined, including air transportation, pipeline transportation, scenic and sightseeing transportation, and the postal service, make up 6.5% of all transportation firms in Colorado as of Q2 2014.

## Occupations

Based on research estimates from the Bureau of Labor Statistics, Office and Administrative Support occupations encompass 26.2% of Transportation and Warehousing employment in Colorado with a mean wage of \$20.66 per hour. Examples of these positions include postal service mail carriers, reservation and transportation ticket agents and travel clerks, payroll and timekeeping clerks, and dispatchers (except police, fire, and ambulance).

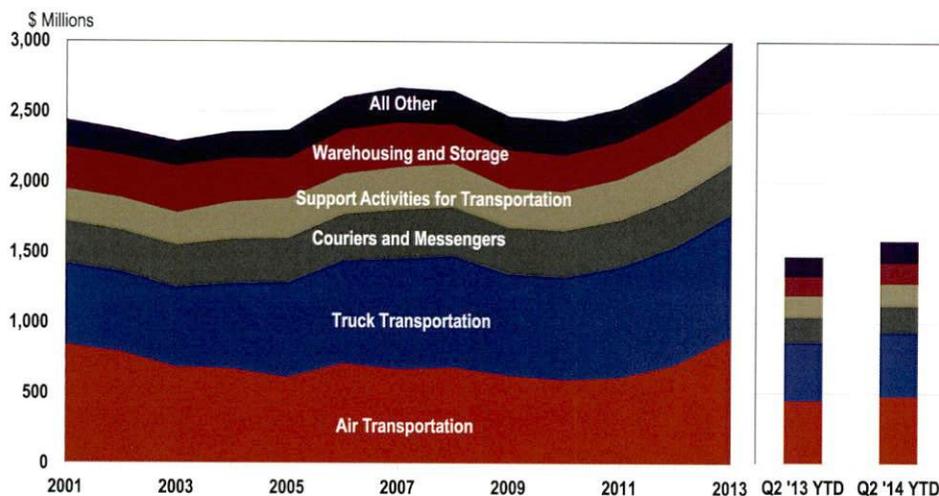
Transportation and material moving occupations make up 56.9% of sector employment, including heavy and tractor-trailer drivers earning a mean wage of \$20.98 per hour. Other positions in this occupational group include taxi drivers, airline pilots, copilots, and flight engineers, bus and taxi drivers, as well as cleaners of vehicles and equipment.

A third major occupational group in this sector is installation, maintenance, and repair, whose occupations account for 6.9% of total employment in the sector. Examples of these positions include aircraft mechanics and signal and track switch repairs. Management occupations make up 2.3% of all transportation and warehousing jobs in Colorado with a mean wage of \$50.27 per hour.

## Wages

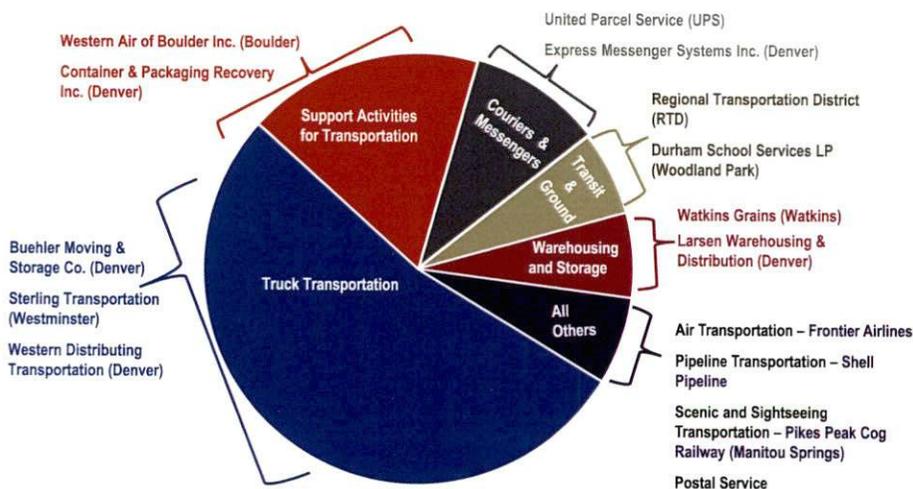
Total wages in Transportation and Warehousing have reached a new peak in Colorado. While truck transportation is the largest subsector in Transportation and Warehousing, air

## COLORADO TRANSPORTATION AND WAREHOUSING TOTAL WAGES



Source: Bureau of Labor Statistics, QCEW. Note: Supersectors will not always round to Sector total due to undisclosed data for Rail Transportation, Water Transportation, and Postal Service.

## SHARE OF COLORADO TRANSPORTATION AND WAREHOUSING FIRMS AND EXAMPLES Q2 2014



Source: Firm share data from Bureau of Labor Statistics, Quarterly Census of Employment and Wages (QCEW).

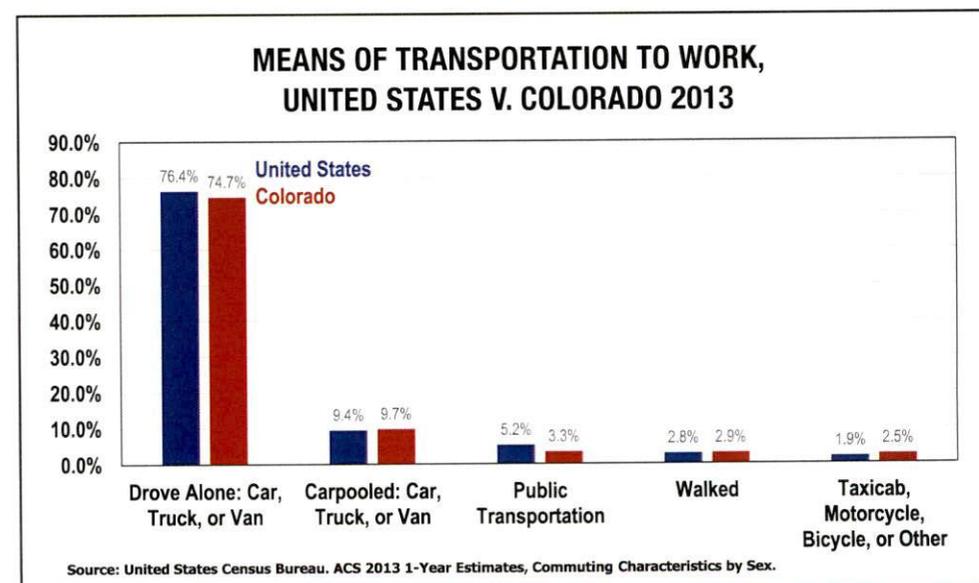
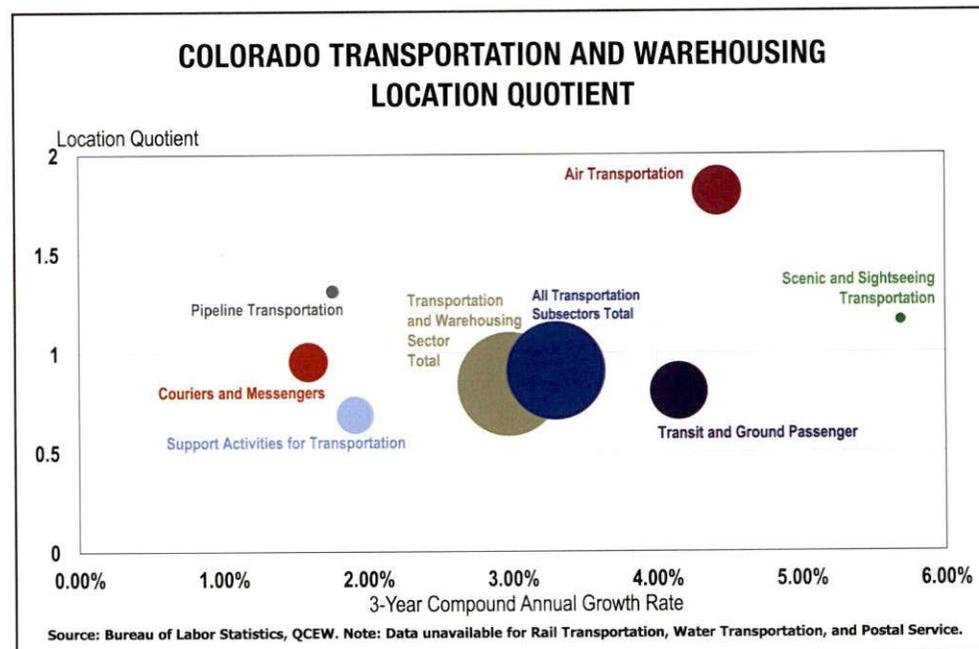
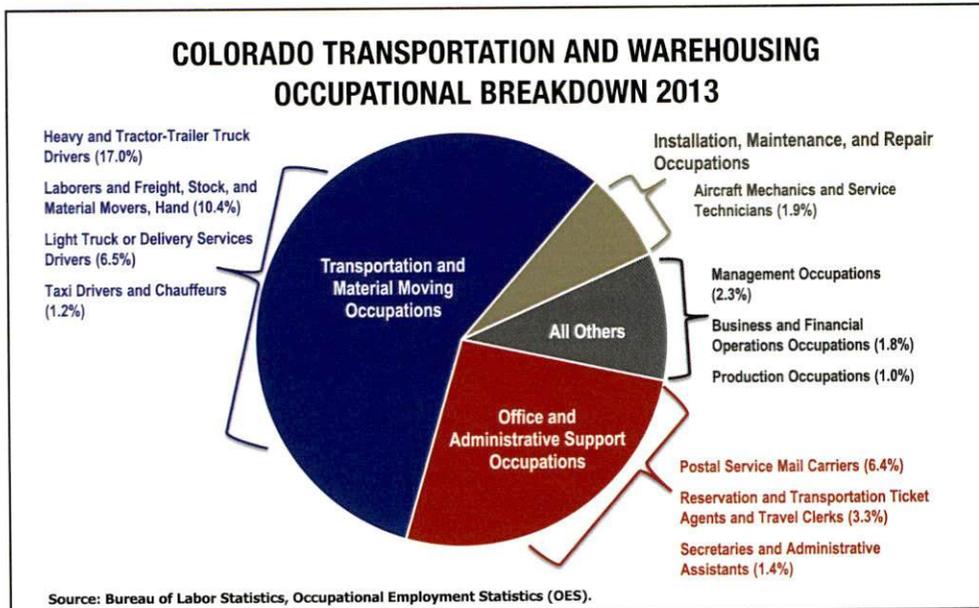
transportation contributes the largest portion of wages for the sector. In 2013, total wages for air transportation amounted to \$901.8 million. In comparison, wages for truck transportation totaled to \$875.1 million in 2013, followed by couriers and messengers (\$364.3 million), support activities for transportation (\$314.6 million), and warehousing and storage (\$277.8 million). Wages for all other Transportation and Warehousing subsectors (including scenic, ground, and pipeline transportation) totaled \$278.3 million. While Transportation and Warehousing employment nears its pre-recessionary peak, wages fully recovered in Q4 2012. Year-to-date (YTD) totals in Q2 2014 indicate annual wages for the sector in 2014 will surpass those in 2013. Truck transportation wages in Q2 2014 YTD were 10.2% higher than the same period in 2013.

### Means of Transportation

National transportation data reveal that across the board Colorado closely resembles the nation in its means of transportation to work according to the American Consumer Survey. For example, Colorado has larger percentage of the population that carpools, but it is only a difference of 0.3% compared to the nation. In fact, the largest difference is 1.9% in public transportation, where 3.3% of Colorado's commuters use that service compared to 5.2% for the nation.

Within the past three years Colorado has experienced growth in every transportation means except those who walk, and this growth has outpaced that for the United States. From 2010–2013, the number of Colorado workers using public transportation grew at a three-year compound rate of 5.3% compared to 3.5% for the nation. During that same period the number of Colorado workers using a taxicab, motorcycle, bicycle, or other form of transportation increased 8.1% compared to 5.3% for the nation. The number of Coloradans carpooling to work grew to just under one-quarter of a million in 2013 (249,987).

Emily Zalasky (Emily.Zalasky@Colorado.edu) is a Research Assistant and Cullen Aulwurm (Cullen.Aulwurm@Colorado.edu) is a Student Research Assistant, both with the Business Research Division.



# Colorado Highways

## Contribution, Condition, and Challenges

Ermias Weldemicael

### Overview

The highway infrastructure serves as the backbone for economic activities that citizens rely heavily on for their livelihood. Colorado has a vast network of road infrastructure that connects the state. The Colorado Department of Transportation (CDOT) is responsible for maintaining the 9,146-mile highway system (23,000 lane miles of highway), including 3,464 bridges, 6,668 culverts, and 21 tunnels. The highway system handled over 48.1 billion vehicle miles traveled (VMT) in 2014. The interstate system accounts for only 10% (914 miles) of the total miles the highway system, but supports 40% of all the mobility.

### Contribution to the State Economy

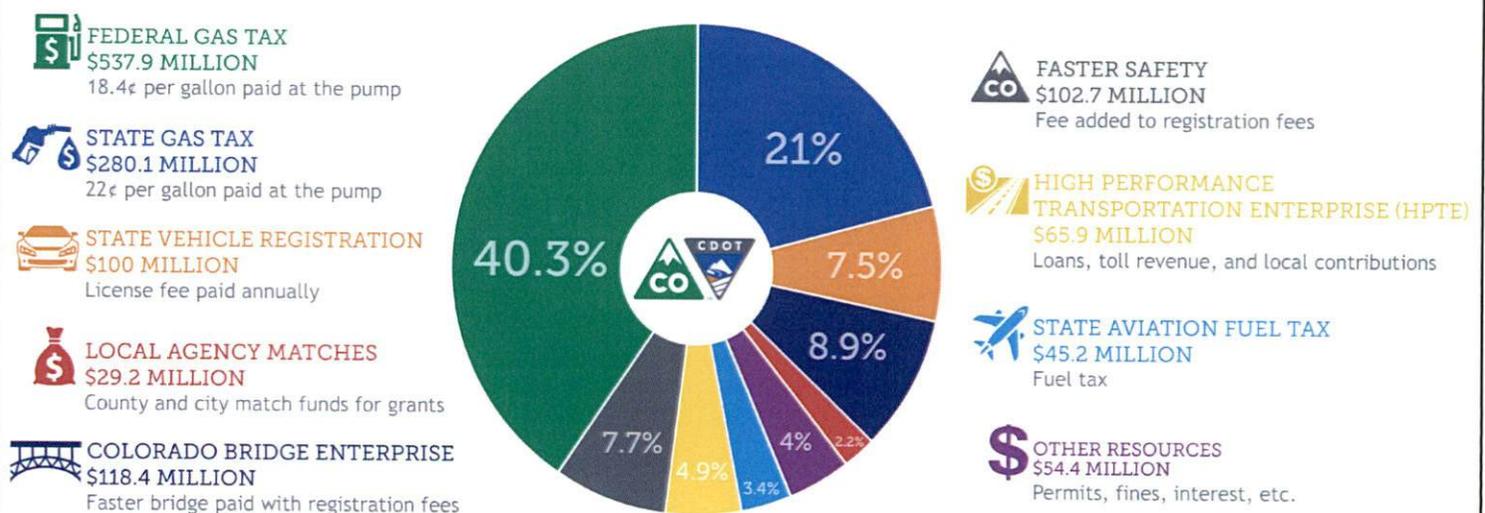
The highway system has played a historical role in supporting key economic sectors, such as mining and agriculture. Moreover, major interstate highways pass through Colorado, which makes the state an important trading route for interstate trade. A study by CDOT in 2013 shows that Colorado households and businesses spent about \$54.8 billion for transportation services. As a result, businesses created \$10.7 billion worth of gross state product (GSP) attributed to transportation, which represented 3.8% of Colorado's GSP. In terms of employment, over 128,000 Coloradans are employed by industries that rely directly on transportation services as an input of production. This amounts to \$6 billion in wage income and 4% of all jobs in Colorado.

### Funding and Spending

To accomplish its mission, CDOT receives funding from federal and state sources. The federal fuel tax, 18.4 cents per gallon of gasoline and 24.4 per every gallon of diesel purchased in Colorado, flow into the National Highway Trust Fund from all the states. The Federal Highway Administration (FHWA) distributes the money among the U.S. states and territories based on a funding formula. The state fuel tax, 22 cents per gallon of gasoline and 20.5 cents per gallon of diesel purchased, go into the Colorado Highway Users Tax Fund (HUTF). The state treasurer administers the fund, and, based on a formula, CDOT receives a portion of the fund for state highways. In addition to these funding sources, CDOT also gets funding collected from registration and other fees since 2010 per the FASTER Act. The chart below shows funding proportions for FY2013.

In terms of program expenditures, CDOT's strategy focuses on maintaining, maximizing, and expanding the system in priority order. For FY2013 the expenditure distribution shows 44% spent on maintaining the system—resurfacing, reconstruction, snow removal, etc.; 8.9% allocated to the Colorado Bridge Enterprise—repair, reconstruction, and replacement of poor bridges; 5.6% invested in maximizing the system—operational strategies to improve the functioning of the system; 4.9% assigned to the High Performance Transportation Enterprise—innovative financing for projects that improve safety, capacity, and accessibility; 12.8% used for debt service—payments on outstanding bonds and other debts; 0% for left for expanding

CDOT FUNDING SOURCES



the system. The remainder included administration expenses, emergencies, and pass-through grants administered by CDOT. The department supports intermodal transportation services, such as transit, rail, aeronautics, bike and pedestrian, and so forth.

## Performance

CDOT measures its achievements using key performance indicators, such as safety (accidents), congestion (travel time delays), maintenance level of service, pavement condition, and bridge condition. The safety indicators show a slight decline in accidents, injuries, and fatalities both in absolute numbers and scaled to miles traveled. The average for 2006–2013 is 486 fatalities and 3,403 injuries. With respect to traffic congestion, travel time delays held steady for the same period, at an average of 17 minutes compared to free flow time. Similarly, performance in roadway maintenance, such as snow and ice removal, roadway striping, sign and signal maintenance, and rest area maintenance are assessed using letter grades. CDOT has achieved “B-” level of service, where “A” is the best and “F” is the worst, for the period 2010–2014.

Pavement condition is measured in terms of Drivability Life. (High, medium, and low drivability life corresponds, respectively, to greater than 10 years, 4 to 10 years, and less than 4 years acceptable driving conditions.) For 2014, 73% of the highway system had high–medium Drivability Life.

Finally, the bridge condition indicator has slightly improved, from 91.3% of “not structurally deficient” bridges in 2010 to 94.3% in 2014, thanks to dedicated funding to the Bridge Enterprise.

According to FHWA Statistics, Colorado ranks 19th nationally in safety, 27th in congestion, 14th in bridge condition, and 27th in pavement condition. Overall, Colorado ranks midway on the list when compared with other states.

## Challenges

Although CDOT is optimizing the level of service of the highway system, it falls short of its goals and vision due to funding constraints, cost escalations, and aging infrastructure. Gasoline taxes have remained the same since 1992, while the price of gasoline has risen considerably. The total gas tax rate (state and federal tax rates) in Colorado is the third lowest in United States and about 9.2 cents lower than the national average. Moreover, the tax dollars purchase a decreasing amount of construction work over time due to increases in construction materials and labor costs.

The State Demography Office (2013) forecasts that population and employment will increase by 23%

and 37%, respectively, by 2025. Similarly, the annual VMT will increase by 20%. All these will exacerbate the condition of the aging infrastructure and require more funding to maintain the level of service. For example, to achieve CDOT’s vision of pavement condition (90%), bridge condition (95%), and maintenance level of service (“B”) in the period 2016–2025 will require an additional \$2.5 billion. Adding these to other visions, such as capacity expansion, maximizing the system, safety, and mobility, will amount to an annual \$1.2 billion deficit for the 10-year period.

Other sources of revenue have been either insignificant or uncertain. MPACT64, a coalition of cities and counties, proposed a statewide sale tax of 0.7% for transportation funding to go on the 2014 ballot, but the effort was later discontinued as the polls indicated that voters did not support it. The polls also showed that voters are more averse to gasoline tax increases and a VMT (mileage-based) tax. The recent SB 228 provision was expected to transfer around \$1 billion in the coming five years for strategic transportation projects. However, this amount has been drastically cut to about \$200 million due to TABOR requirements. CDOT is forced to explore alternative funding sources, such as public-private partnerships (PPP) and bonds, although these funding mechanisms entail cost recovery fees, interest payments, and tolls. The US 36 Express Lane project is an example of PPP. Similarly, the I-70 East Viaduct is another project awaiting about \$2 billion in funding to expand this heavily congested section of highway with aged bridges.

Unless the public and the legislature commit to viable sources of additional funding, the performance of the highway system will eventually deteriorate and cost substantially more to the economy than what needs to be invested. 

**Ermias Weldemicael is the Resident Economist of the Colorado Department of Transportation. He may be contacted at [ermias.weldemicael@state.co.us](mailto:ermias.weldemicael@state.co.us).**

# Public Transit: A Vital Mobility Solution

Doug MacLeod

In 1969, the Colorado General Assembly created the Regional Transportation District (RTD) in recognition of a need for public transit to be a necessary part of the growing Denver Metropolitan Region. The assembly determined that through the public sector, and RTD specifically, Colorado could successfully “develop, maintain and operate a public transportation system for the benefit of the District.”

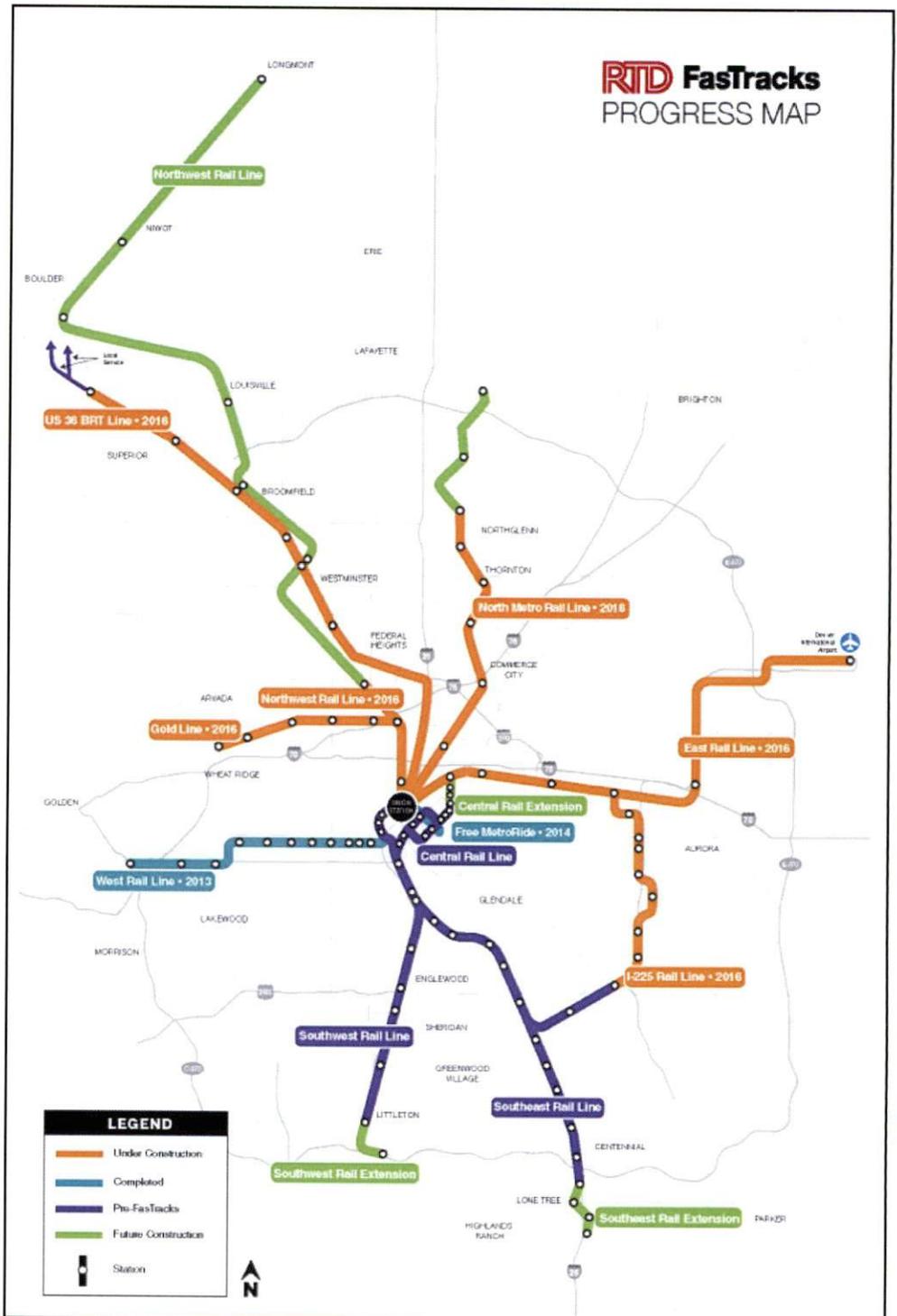
Since its inception, RTD’s boundaries (the District) have grown to 2,340 square miles encompassing all or portions of eight counties and 40 cities and towns in the Denver-Boulder Metropolitan area. The District’s population of more than 2.8 million people is approximately 57% of Colorado’s population.

With over 1,000 buses and 172 light rail vehicles, 324 Access-a-Ride vehicles, and 365 days of service, RTD transported 105 million riders in 2014. To accomplish this, RTD directly employs more than 2,600 individuals in addition to contracting certain operational



services to private companies that employ another 1,600 individuals.

In 2004, voters approved a 0.4% sales and use tax increase to help fund RTD’s ambitious transit expansion project known as FasTracks. When completed, FasTracks will add 122 miles of commuter rail and light rail as well as 18 miles of bus rapid transit all focused around a redeveloped central transit hub at Denver Union Station. Currently, FasTracks has more than \$5 billion in projects that are under construction, under contract, or have been completed. The first FasTracks rail line to open was the 12.1-mile West Line transporting riders between Denver Union Station and



the Jefferson County Government Golden Station that began service in 2013. In 2014, the redeveloped Denver Union Station and its underground 22-bay bus facility opened to the public as well. Under FasTracks, several additional commuter rail, light rail, and bus rapid transit lines are scheduled to open as shown on the map above.

As a result of the 2008–09 Great Recession, RTD’s sales and use taxes experienced a sharp decrease followed by a prolonged recovery. The combination of lower revenues and rising construction costs required RTD to seek innovative solutions to complete the FasTracks vision while continuing to provide existing transit operations.



Photographs provided by Regional Transportation District.

Concurrent with the recession, RTD pursued an innovative transit public-private partnership (P3) to build, operate, and maintain commuter rail on the East Line, Gold Line, the Westminster segment of the Northwest Rail Line, as well as a commuter rail maintenance facility. In 2012, RTD contracted to build the I-225 light rail line in coordination with CDOT's highway expansion. In 2013, RTD entered a contract to complete the North Metro Rail Line using an innovative financing approach through Certificate of Participation funding. RTD has also partnered with CDOT to develop bus rapid transit services along the US 36 corridor from Denver to Boulder. Furthermore, RTD is currently undertaking efforts to receive federal funding while partnering with local communities and businesses to complete the Southeast Rail Line extension.

Redevelopment of the historic Denver Union Station building, accompanied by the completion of RTD's central transit hub, has spurred more than \$1 billion in private development in the immediate surrounding area while providing a central transit link to commuters and travelers. The FasTracks expansion, as well as existing RTD transit operations, have contributed to the creation of several Transit Oriented Communities (TOCs) and expanded economic opportunities throughout other areas in the District as well.

While the economic benefits of the FasTracks expansion have injected an estimated \$5 billion into the local economy and created approximately 13,000 jobs, the underlying quest for RTD continues to be to provide mobility solutions to an ever-expanding metropolitan area. As many FasTracks projects on the horizon are completed, expanding RTD's annual ridership well beyond the current 105 million annual boardings will soon become reality. 

**Doug MacLeod, Controller at RTD, may be contacted at [douglas.macleod@rtd-denver.com](mailto:douglas.macleod@rtd-denver.com).**

# Modifying Regulation to Accommodate the Changing Taxi Industry

Fiona Sigalla

Competition in the taxi industry is changing how you can hail a cab. Traditionally dominated by firms with professional drivers in matching cars, riders now have the option to take a personal vehicle from firms like Lyft and Uber. Both types of services will get you to your destination, but passengers should expect different rules for the ride. In response to the introduction of network firms that dispatch private cars, the Colorado Public Utilities Commission (PUC), which also regulates taxis, is creating rules to clarify new laws and to be sure that consumers receive a safe, reliable ride.



Taxi cab drivers outside a hotel in downtown Denver. (RJ Sangosti, *The Denver Post*)

The State of Colorado regulates taxi companies, such as Yellow, Metro, Freedom, and Union. Entry into the taxi industry is heavily restricted; companies are required to obtain a certificate of public convenience and necessity (CPCN) from the PUC to operate. In theory, taxis are granted authority to provide service in exchange for the obligation to provide service.

In 2014, the Colorado General Assembly modified Colorado statute to introduce competition from companies that use “a digital network to connect riders to drivers for the purpose of providing transportation.” Referred to as transportation network companies, or TNCs, these firms are explicitly described as not providing taxi service.

TNCs and taxis are governed by separate statutes and separate PUC rules, even though they are in direct competition with each other. For example, taxis can be hailed on the street but TNC vehicles must be hailed electronically through their respective mobile apps.

Taxis have different driver and vehicle requirements than TNCs. The table on page 11 provides a side by side comparison of rules for taxi and TNC services.

## Challenge of Deregulation

When Colorado introduced legislation for TNCs, the State effectively took a step toward deregulation of the taxi industry without changing the laws regulating taxis. Introducing competition benefits riders with more choices for their journey; however, different rules for competing forms of transportation create an uneven playing field.

Taxi companies have their rates approved by the PUC, with riders paying the same fare at all times. TNCs change the price charged to riders based on demand and the supply of cars available, raising prices during peak periods to attract more private cars to meet demand. It is a challenge to have competitors where one type of firm can change prices and the other type of firm must retain fixed fares at all times.

Rules limit the number of taxi companies (regulated competition) so taxis can be profitable while providing the required service. Taxis are required to offer service 24 hours per day and only within their designated territory. However, TNC vehicles can choose to operate when and where it is financially lucrative.

The financial model for taxis was disrupted by the introduction of TNCs. The CPCNs that taxi firms obtained to offer service instantly lost value when TNC companies entered the market. It is yet to be seen, but ultimately without statutory changes to level the playing field, increased competition from TNCs may hinder taxis ability to comply with their obligation to serve.

Urban counties, including Denver and Boulder, may benefit from allowing taxis to change fares based on supply and demand. Taxis may need to be able to add peak demand charges similar to the flexible pricing in place for TNCs or a surcharge for off-hours transportation. Regulation could be put in place to be sure that passengers are clear about the price that they will be expected to pay for each ride.

In less-populous counties with highly seasonal activity, TNC vehicles may choose to provide service only during peak tourist seasons. If taxi companies use revenue earned during peak season to cover expenses year-round, the presence of TNCs may threaten the financial viability of taxis. Taxis may need to be able to change price, similar to TNC vehicles, to make sure that off-season riders are able to find a ride.

## REGULATORY COMPARISON OF TAXI SERVICE AND TNC SERVICE

	Taxi Service	TNC Service
<b>How to Call</b>	Can be hailed on the street, solicited electronically or by phone.	Cannot be hailed on the street. Ride must be solicited electronically.
<b>How to Pay</b>	Passenger pays driver. Drivers accept cash, checks or credit cards.	Passenger pays company. Fare is paid online through a preregistered credit card. Drivers do not accept payment, including cash.
<b>Pricing</b>	Fixed rates set by Public Utilities Commission.	Fares are determined by supply and demand.
<b>Vehicles</b>	Contracted vehicles and drivers.	Drivers with personal vehicles.
	Company and PUC confirm vehicle safety.	
	Vehicle age limited to no more than 10 years.	Customer ratings are used to assess the quality of the cars.
<b>Drivers</b>	Insurance provided by Company.	Insurance provided by Company or driver.
	Fingerprint-based background checks are required.	Private background checks are permitted.
<b>How Drivers are Paid</b>	All drivers are required to have medical certification and follow rules to prevent driver fatigue.	
<b>How Drivers are Paid</b>	Drivers contract with taxi companies, paying a fixed weekly charge to operate. Drivers profit only when fares collected cover the weekly charge and operating expense.	Drivers don't contract with Company and pay no fixed charge to operate. Driver and Company each keep a portion of the fare.
<b>Insurance</b>	Company secures insurance. Proof of insurance coverage is kept on file with the PUC	Company or driver secures insurance. Proof of Company insurance is kept on file with the PUC
<b>Market Entry</b>	Must obtain certificate of public convenience and necessity	Free to enter and exit market. Must obtain an over the counter annual permit.
<b>Service requirements</b>	Required to offer service within territory.	No requirement to serve.
<b>Cost of Permit</b>	Firms pay a one-time application fee of \$35 (\$800 if serving Denver) and \$5 per vehicle per year.	Firms pay an annual fee of \$111,250 per company, with no per vehicle fees.

### Consumer Tips

If hailing a cab on the street, only enter a marked taxi. TNC vehicles are not allowed to be hailed on the street. Always use the app to hail a TNC vehicle. Without using the app, passengers cannot be certain that a vehicle offering a ride is truly working for a TNC company that has checked the safety of the vehicle and driver. When using a TNC service, be aware that the price changes based on the demand for vehicles. If you have concerns about a ride you've taken with either a taxi or a TNC, contact the PUC Consumer Assistance

Line at 303-894-2070 or if calling outside the Denver Metro area but within Colorado 1-800-456-0858. 

**Fiona Sigalla is a Senior Economist with Staff for the Colorado Public Utilities Commission. The views expressed are the author's and do not represent those of the Public Utilities Commission or the State of Colorado.**

# A Private-Sector Solution to Bridge the *First* and *Last* Mile

Will McCollum

The Uber app was created to ensure reliable access to safe rides for anyone, anytime, anywhere. With a few taps of a smartphone, people in need of a ride to their next destination can find one within minutes. The popularity of the app has grown exponentially over the years, including in Colorado, where thousands are turning to Uber every day to access safe, reliable rides.

Much attention has been paid to the popularity of ridesharing platforms like Uber among younger populations or those in search of safe transportation options on nights and weekends. Indeed, a recent study conducted by Uber in partnership with Mothers Against Drunk Driving, or MADD, reveals that Uber has made a meaningful contribution toward the reduction of drunk driving rates.

However, something that has arguably received less attention is Uber's potential to help solve a conundrum that has vexed public policymakers, urban planners, and transportation advocates for some time: bridging the first and last miles.

While many may view Uber as a substitute for bus or light rail, a closer look at the data paints a different picture. Far from luring riders away from these services, the ease, reliability, and affordability of ridesharing platforms like Uber are connecting

more daily commuters and weekend revelers alike to existing public transportation options.

For example, in December 2014, more than 200,000 rides with Uber in Los Angeles—a city well-known for its deeply ingrained culture of car ownership—began or ended one-quarter of a mile from a metro station. In San Diego, trips with Uber that originated within a one-quarter of a mile of a transit station accounted for 30% of total trips on an average weekday.

What these numbers show is that gaps in public transportation become hubs for Uber, contributing to the overall efficiency and reliability of existing transportation networks. Uber complements public transit, making it more likely that riders will use existing public transportation options where they may not have been able to before.

This pattern holds true in the Denver Metro area, where tremendous foresight and vision on the part of municipal and regional leaders has contributed to the growth of an extensive network of bus lines, light rail, and more.

To better understand how commuters in the Denver Metro area have incorporated Uber into their travel routines, we looked at trips in February 2015 that started or ended within one-quarter of a mile of an RTD light rail station. It was found that 23% of trips with Uber started or ended at an RTD Light Rail Station.

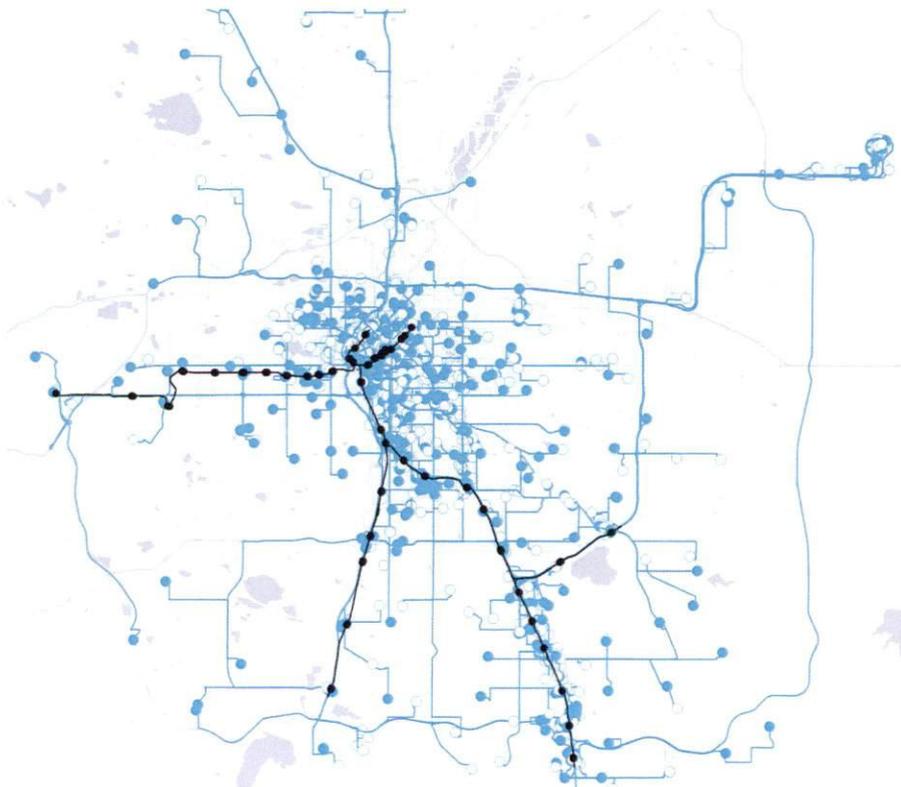
In every city where Uber operates that has mass transit, thousands of Uber trips begin and end at train or bus stations. Far from competing with public transit, Uber aims to provide safe, reliable, and affordable transportation options that complement, enhance, and extend its reach.

The benefits of a more efficient transportation ecosystem where private entities, like Uber, and public options, such as bus and light rail, work hand-in-hand to enhance daily commutes and bridge the first and last miles are clear: fewer cars on the road, fewer carbon emissions, and less traffic on roads and highways.

Of course, when it comes to closing existing gaps in public transportation, ridesharing is not a silver bullet. But the data show it can help, and Uber looks forward to working with policymakers, academics, and leaders in the business community to further weave Uber into Colorado's transportation infrastructure in a way that makes the Centennial state an even better place to live, work, and raise a family. 

## UBER COMPLEMENTS THE RTD

This map shows a weekday's worth of trips starting or ending within a quarter mile of an RTD light rail station. Actual trip start and end points have been jittered to protect rider privacy.



Will McCollum is Uber's General Manager for Colorado. Please visit <https://www.uber.com/cities/denver> for more information.



DIA photographs provided courtesy of Denver International Airport.

## Denver International Celebrates 20 Years as Colorado's Primary Economic Engine

Heath Montgomery

In 1986, a regional task force studied the economic impact of Denver's former Stapleton International Airport, and speculated about what a new airport could do for the city and region. While the group concluded that Stapleton was "referred to unequivocally as the region's single most important economic asset," it projected that a new airport had the potential to be so much more.

On Feb. 28, 1995, Denver International Airport (DIA) opened to the public and captured the world's attention with its striking tented roof structure and technologically advanced operations. Twenty years later, DIA has established itself as the No. 1 economic driver and job creator in the region—far exceeding original predictions.

The opening of Denver's new airport brought a departure from the ordinary. From its spacious design and distinctive architecture to its ability to grow and adapt with technology and travel habits, DIA influenced a global shift in airport design and expectations. As the airport celebrates its 20th anniversary this year, the airport is in a prime position to continue to strengthen its role as Colorado's primary economic engine.

"DIA is a jewel in the nation's aviation system, serving as the front door to our entire region for tens of millions of people every year," said Denver Mayor Michael B. Hancock. "With 32 months of consecutive months of growing international traffic, bolstered by new nonstop flights to Tokyo, Panama City and other

major destinations, DIA is a gateway to the world—with abundant potential for the future."

The first major new airport to be built in the United States in 20 years, DIA has grown from serving 31 million passengers in 1995 to an all-time record of 53.4 million passengers in 2014. Today, DIA generates \$26.3 billion in annual economic impact for the region, has more than 35,000 badged employees, and supports 188,338 jobs. At 53 square miles, it remains the largest commercial airport by acreage and is the newest commercial airport in the United States, with room to double its current capacity and remain competitive in the growing global aviation marketplace.

In addition to the opening of the new Westin Denver International Airport hotel and conference center in November 2015, commuter rail service connecting DIA to downtown Denver in just 35 minutes will begin in 2016. This year, the airport will also add new and improved customer service and amenities, such as new comfortable seating, shopping and dining options that include touchscreen ordering in the recently expanded C Concourse, additional seat electrical outlets for personal device charging, and other surprises.

"With the new Westin Denver International Airport hotel and transit center, our financial strength and stability, increasing global flights and room to grow, we are positioned well for the next 20 years," said Kim Day, CEO of Denver International Airport. "Not only will we remain a strong global competitor, but we will continue to expand economic opportunities that will generate more jobs."

The airport also continues to invest in its existing infrastructure, including a planned \$46.5 million rehabilitation of runway 17L-35R this summer. The airport is also soliciting partners from the private sector for potential redevelopment of the Great Hall inside Jeppesen Terminal, to relocate TSA, facilitate connection to the new hotel and transit center, and enhance the overall passenger experience.

At 53 square miles, DIA remains positioned for growth at incrementally low costs, which will help maintain a competitive cost structure for airlines while keeping up with growing demand. The airport has the ability to double its runways and facilities to serve 100 million passengers a year, with 1,200 acres available for commercial development in the coming years. This land represents one of the most compelling real estate opportunities in the world and would result in jobs and economic benefits for the region.

Added CEO Day, “The visionaries who planned and built this airport provided this community an extraordinary asset in Denver International Airport. And today, under the leadership of Mayor Hancock, we are outperforming all predictions, as we add new destinations, airlines and customer amenities. We are firmly establishing our global position and our long-term sustainability as the region’s largest economic driver.”

That economic influence has been 20 years in the making after Denver’s former Stapleton International Airport exceeded its original design capacity and was plagued by flight delays and an inability to expand. After locating a new site for what would become the newest and most modern airport in the world, the groundbreaking for DIA was held on Nov. 22, 1989.

Construction was a mammoth undertaking. At its peak, 300,000 cubic yards of dirt were moved daily to prepare the new site for construction, for a total of 110 million cubic yards moved—approximately one-third the amount moved during the Panama Canal project. C.W. Fentress - J. H. Bradburn Architects designed the iconic tented roof structure known around the world for evoking the nearby Rocky Mountains. Nearly 2.9 million cubic yards of concrete were used to construct DIA’s six runways (the sixth runway was completed in 2003), taxiways, and aprons.

On Feb. 27, 1995, more than 100 aircraft, 13,000 vehicles, and 6,000 rental cars were relocated to the new airport in just 12 hours. DIA’s first departure was United Airlines Flight 1062 to Kansas City, and the first arrival was United Airlines Flight 1474 from Colorado Springs. On opening day, DIA accomplished the world’s first triple-simultaneous landing using the most sophisticated aircraft control tower in the country.

**DENVER INTERNATIONAL AIRPORT VS. STAPLETON INTERNATIONAL AIRPORT**

	<b>Denver International Airport</b>	<b>Stapleton International Airport</b>
Annual economic impact	\$26.3 billion (2013)	\$3.1 billion (1984)
Jobs supported (direct and indirect)	188,338 (2013)	140,000 (1984)
Gross concessions revenue	\$294.8 million	\$45 million (1994)
Total passengers	53.4 million (2014)	33.1million (1994)
U.S. ranking for passenger traffic	5th	8th (1994)
Size	53 square miles (largest in U.S., second largest in the world)	7.3 square miles
Airport building space	6 million square feet	4 million square feet
On-airport land available for development	9,400 acres	0 acres
Master Plan design capacity	12 runways, 100 million passengers	6 runways, 25 million (no ability to expand)
Runway capabilities	4,300-foot runway separations with ability to perform triple-simultaneous landings in inclement weather	900- and 1,600-foot runway separations with no ability for simultaneous landings in inclement weather
Airport employees	About 35,000	About 21,000 (1994)
On-airport parking spaces	More than 40,000	About 5,000

Source: Bureau of Transportation Statistics



After 20 years, DIA remains on the cutting edge of aviation technology. The airport was the nation's first to fully implement the Federal Aviation Administration's new NextGen arrival and departures procedures in 2013. It was also among the first airports to use new sensor technology to track and manage aircraft movement. With a continued commitment to sustainability, DIA maintains one of the most robust and sophisticated aircraft deicing fluid capture and recycling systems in the world. The airport is home to the longest commercial runway in North America, at

16,000 feet, and can accommodate any commercial aircraft flying today.

As DIA prepares for the next 20 years, it will focus on continuing to deliver an elevated airport experience and to become "America's favorite connecting hub, where the Rocky Mountains meet the world." 

**Heath Montgomery, Denver International Airport Communications Strategist. He may be contacted at [heath.montgomery@flydenver.com](mailto:heath.montgomery@flydenver.com).**

### DENVER INTERNATIONAL AIRPORT, THEN AND NOW

	Denver International Airport 2015	Denver International Airport 1995
Number of commercial airlines	15	19
Number of employees	35,000	23,000
Number of concessions	140	117
Number of gates	109 contact gates; 42 apron load positions	87
Average daily flights	1,500	1,300
Destinations	More than 170	119
Parking spaces	More than 40,000	13,000
Average daily passengers	146,500	85,000
Passenger traffic	53.4 million	31 million
Average cost per enplaned passenger (CPE)	\$11.49 (2015 estimate)	\$16.85
Pieces of snow removal equipment	270	45
Average domestic airfare	\$334.47 (national average \$382.15)	\$354.74 (national average \$296.90)

Source: Bureau of Transportation Statistics

# How Valuable Is a Bike Share Pass?

Kevin Bell

In my role with Boulder B-cycle, the nonprofit operator of Boulder's bike share system, I speak on a daily basis with current customers and potential riders about the program. Among the most common concerns I hear from nonriders is this: "I like the idea of bike sharing, but is a pass really worth the money? I already have my own bike."

In order to understand and respond to this concern, it's important to fully grasp the relatively new service that Boulder B-cycle offers. If you've never used a bike share system before, the concept is simple: it's biking as mass transit.

## How It Works

Bike share systems operate as a network of automated stations strategically placed around town, each holding a supply of bikes. Once riders have purchased a pass, they can ride as many times as they want for the duration of that pass, from any station to any other. Bike share operators handle maintenance and redistribution of bikes across the system as needed.

The defining characteristic of these systems is that each trip needs to be kept short—under 30 minutes in Boulder and most other cities. Once riders exceed this free trip period, additional usage fees start to accrue. Riders can avoid these fees by checking a bike into any station, then starting a new trip. This fee structure encourages riders to check bikes that aren't being ridden back into stations so that others can use this resource.

Bike sharing is a flexible, convenient, on-demand transportation option that combines more easily with public transit than a personal bicycle. Paired with the health and environmental benefits of cycling, bike sharing is a useful service not only for riders, but for cities looking to improve quality of life and reduce congestion. However, the concern over pricing seems to be keeping some potential users away from bike sharing.

## What It Costs

The Boulder B-cycle annual pass is \$70, similar to what most other cities charge, with discounts available for employers who purchase passes in bulk as employee benefits. This pass allows 24/7/365 access to the system of 250 bikes and 38 stations. Taking into account the city's population, Boulder's system is one of the largest in the nation. Annual pass holders can take as many short trips as they want, as often as they want, at any hour of the day, any day of the year, from any station to any station. This pass also works in 16 other cities, including Denver. Simply put, Boulder B-cycle offers bikes on demand for less than \$6 per month. Most riders never accrue any additional usage fees. That's \$5.88 per month for 24/7/365 access to reliable transportation.

How valuable is a bike share pass? For the sake of argument, let's set aside the myriad ways in which a bike share pass can save riders money, and look purely at the value of the service itself.

## Comparing Prices

If bike sharing were overpriced, one would expect similar services to be less expensive. While the unique nature of bike sharing prevents any direct price comparisons, two useful analogies are available: other on-demand services and transit systems.

## On-Demand Service Pricing

For the sake of analogy, rather than 24/7 access to a bike on demand, someone wants access to movies and television shows. Netflix offers that for \$9 per month—50% more than the cost of a bike share pass, with none of the health benefits.

For access to current TV shows, Hulu offers some network and cable shows the day after they air for an additional \$8 per month. Want premium content? The recently announced HBO Now offers programming for \$15 per month.

How about on-demand access to music? That costs \$8 per month through Google Play or \$10 through Spotify. How about some combination of all of these through Amazon Prime? Expect to pay \$100 per year, although the selection is smaller.





Photos courtesy of Boulder B-cycle.

Critically, each of these services supplements, not replaces ownership. The Netflix subscriber still buys DVDs, and the Spotify subscriber won't delete an iTunes library.

### Transit Pricing

When comparing bike sharing to other transit systems, the disparity becomes even more evident. An RTD EcoPass, which provides unlimited bus and light rail trips, costs between 12 and 27 times as much—between \$869 and \$1,936 per year depending on the service level. The point of this comparison is not to claim that the service B-cycle offers is equal, but does a bike share pass really only offer 5 to 10% of the value of an EcoPass? Looking outside of Boulder yields similar disparities. Citibike, New York City's bike share program, recently increased the cost of its annual membership to \$162. Comparable access to New York's subway system still costs \$1,344.

Another common refrain among price-sensitive individuals is that someone might as well purchase a bike for the cost of an annual bike sharing pass. Assuming one could find a bike for \$70, what is certain is that price would not yield a bike with the features built into a B-cycle: fenders, a lock, internally

powered lights, GPS tracking, and, most critically, the peace of mind found in never having to worry about maintenance or theft.

A bike share pass also offers the critical benefits of instantaneous access and one-way trips. Using bike sharing means that a rider can spontaneously combine modes of transportation in a single trip. Most of B-cycle's riders have figured this out. Among the 2,500 annual pass holders, 9 out of 10 have a personal bike and use bike sharing to supplement their existing riding habits.

I understand that bike sharing is a relatively new industry, and with that novelty comes uncertainty. As bike sharing systems begin to grow throughout the United States, the goal is that potential users come to understand that no matter the point of comparison, sharing is far from being overpriced. In fact, it may just be the best deal in transportation. 

**Kevin Bell is the Marketing and Communications Manager for Boulder B-cycle, Boulder's nonprofit bike share program. He may be contacted at [kbell@boulderbicycle.org](mailto:kbell@boulderbicycle.org).**

# COLORADO BUSINESS REVIEW



The *CBR* is a quarterly publication of the Business Research Division at CU-Boulder. Opinions and conclusions expressed in the *CBR* are those of the authors and are not endorsed by the BRD, the Leeds School of Business faculty, or the officials of CU.

View our website: [leeds.colorado.edu/brd/](http://leeds.colorado.edu/brd/)

Richard L. Wobbekind, editor; Cindy DiPersio, assistant editor; Brian Lewandowski, technical advisor; Lynn Reed, design.

This report is not produced at taxpayer expense. The University of Colorado Boulder is an equal opportunity/nondiscrimination institution.

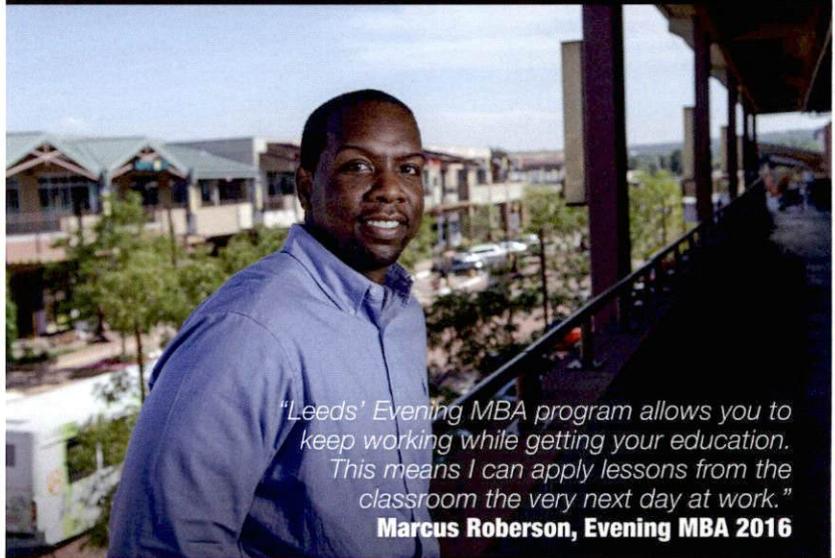
For information/address change:

Business Research Division  
420 UCB, University of Colorado Boulder  
Boulder, CO 80309-0420 • 303-492-8227



**ONE** | **TWO**  
great evening | convenient  
MBA program. | locations.

**Advance your career.**  
Now it's easier with two convenient locations.



Engage in a **collaborative** and entrepreneurial environment designed for the working professional

Learn in small classes led by Boulder's **top-tier faculty**

Lock-step design that yields a **90%+** graduation rate

Complete your MBA in **two years**

**THE SAME QUALITY EDUCATION, NOW CLOSE TO YOU!**

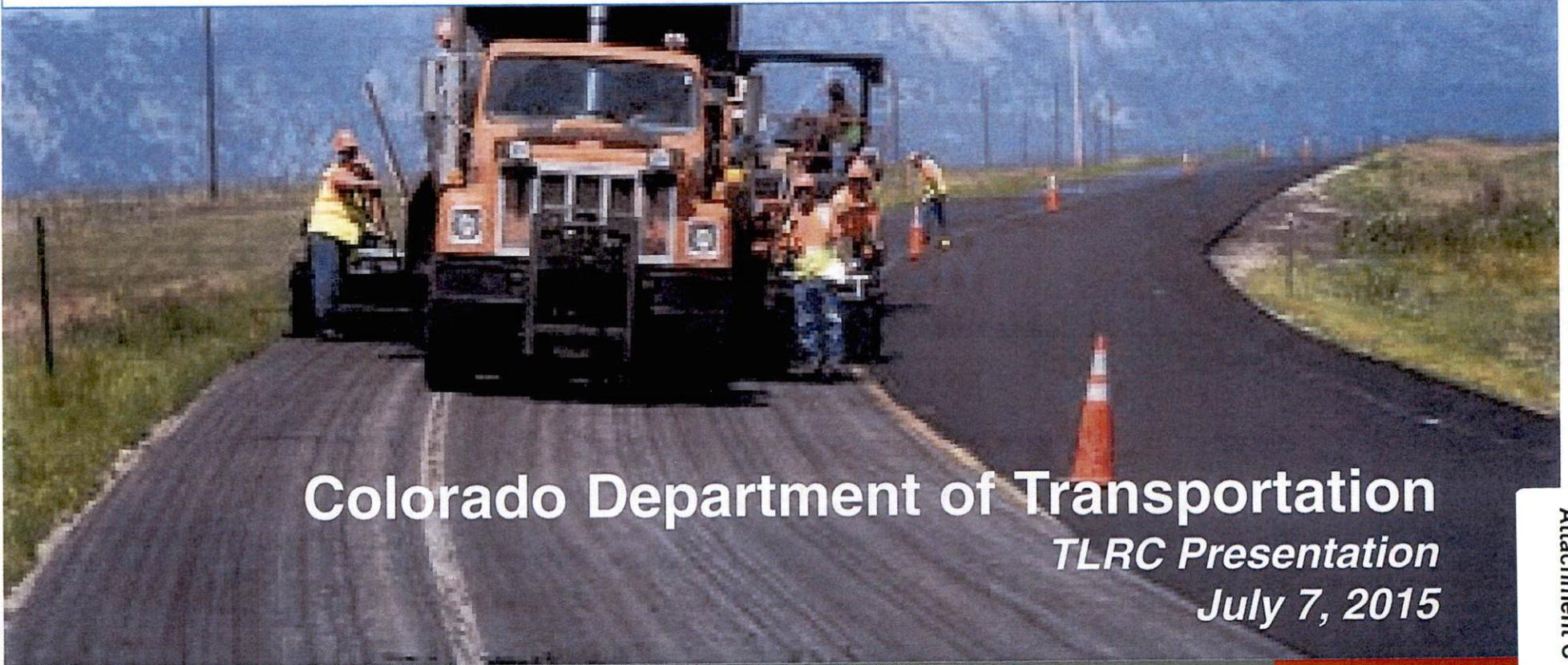
 [www.colorado.edu/leedsmba](http://www.colorado.edu/leedsmba)  **303-492-8397**

 [leedsmba@colorado.edu](mailto:leedsmba@colorado.edu)



**COLORADO**

Department of  
Transportation



**Colorado Department of Transportation**

*TLRC Presentation*

*July 7, 2015*



**COLORADO**  
Department of  
Transportation

**PURPOSE** provide freedom, connection, and experience through travel  
**SUMMIT** to be the best DOT in the country for all of our customers  
**OUR PEAKS** *how we become the best*

## STRONGER CUSTOMER FOCUS





**COLORADO**  
Department of  
Transportation

**\$1.43 BILLION BUDGET**

# CDOT RESPONSIBILITIES



**3,454**  
  
**BRIDGES**

**CDOT**  
MAINTAINS & OPERATES  
**23,000**  
  
**TOTAL**  
LANE MILES  
OF HIGHWAY



**DIVISION OF  
TRANSIT  
AND RAIL**

ADMINISTERS FED/STATE  
GRANTS AND OPERATES  
BUSTANG

**6.1** MILLION  
MILES  
PLOWED  
  
**PER YEAR**

**35** MOUNTAIN  
PASSES  
OPEN YEAR-ROUND

**AIRPORT  
OPERATIONS**  
INTERFACE WITH FFA

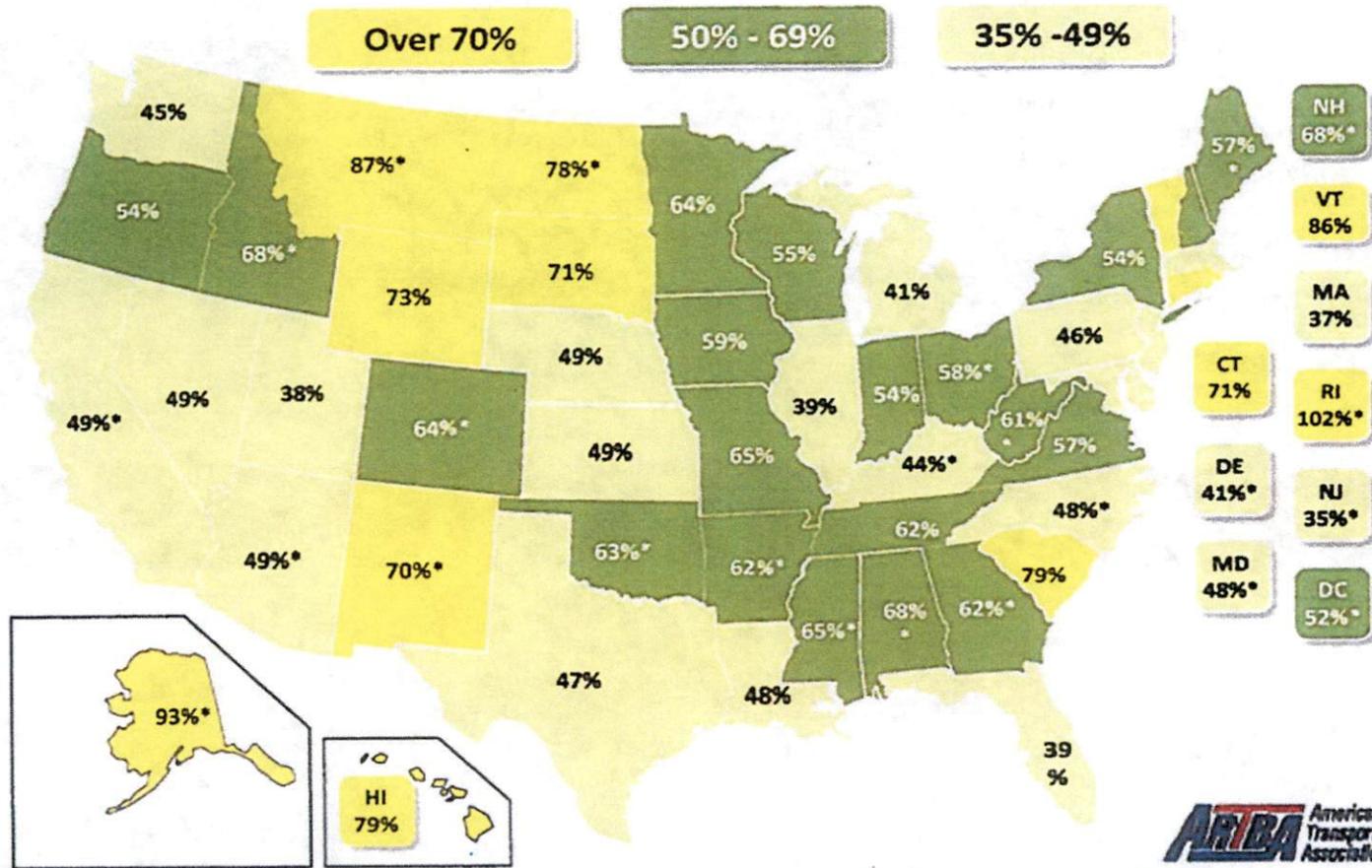


Source: Colorado Department of Transportation, 2014



# FUNDING AND BUDGET

Colorado's Capital Construction Program uses 2 federal dollars for every 1 dollar of State Funding



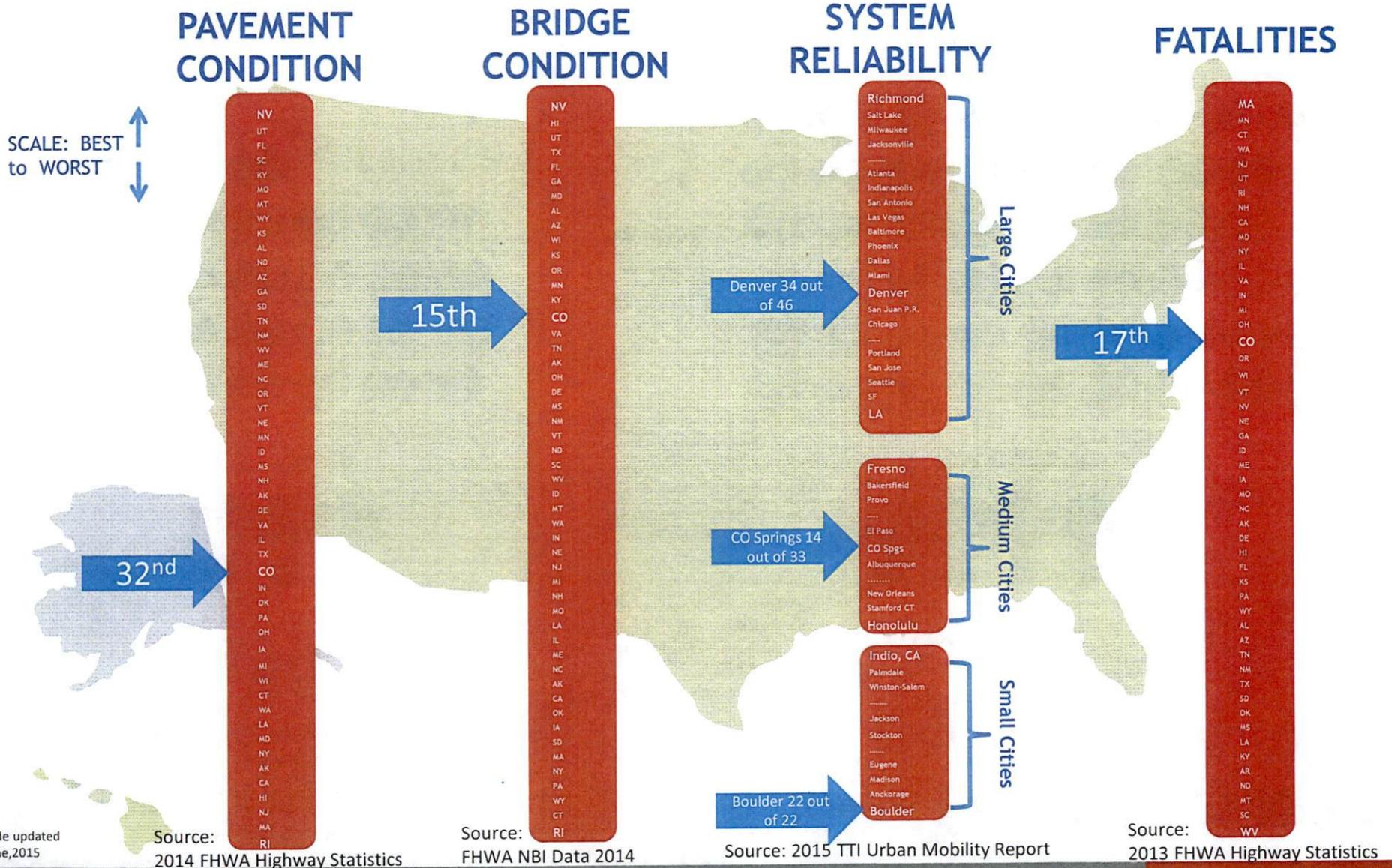
Source: ARTBA analysis of "FHWA Highway Statistics" data, total 10-year average 2001-2011 from Tables SF-1 and SF-2. The percent is the ratio of federal-aid reimbursements to the state and total state capital outlays and is indicative of the importance of the federal-aid program to state capital spending for highways and bridges. Does not include local capital spending. Federal highway reimbursements are primarily used for capital outlays, including construction, right-of-way acquisition and engineering, but are also used for debt service for GARVEE bonds.

\* States that have issued GARVEE bonds before 2011.



**COLORADO**  
Department of  
Transportation

# WHERE DOES COLORADO RANK?



Slide updated  
June, 2015

Source: 2014 FHWA Highway Statistics

Source: FHWA NBI Data 2014

Source: 2015 TTI Urban Mobility Report

Source: 2013 FHWA Highway Statistics

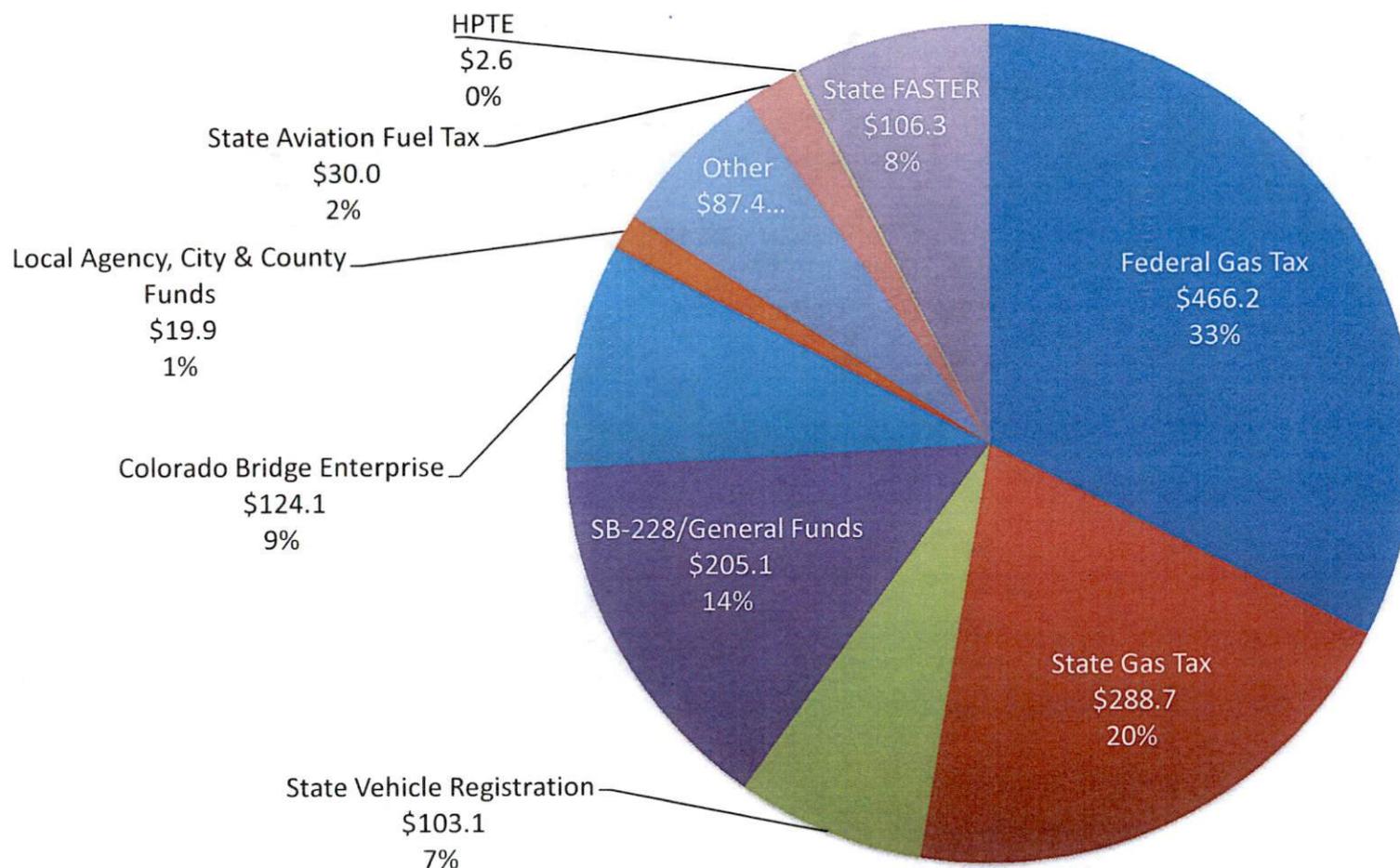




**COLORADO**  
Department of  
Transportation

# SOURCES OF FUNDS

## FY'16 BUDGET \$1.43 BILLION



**State General Fund Contribution to CDOT peaked in 2007 at \$468M, now \$205M**  
**State Fuel Tax Collections also peaked in 2007**

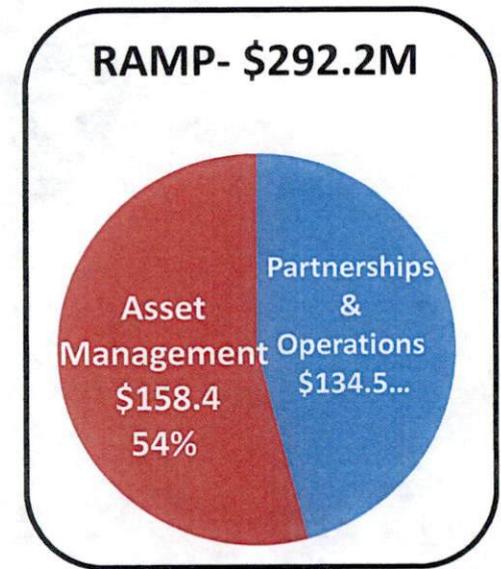
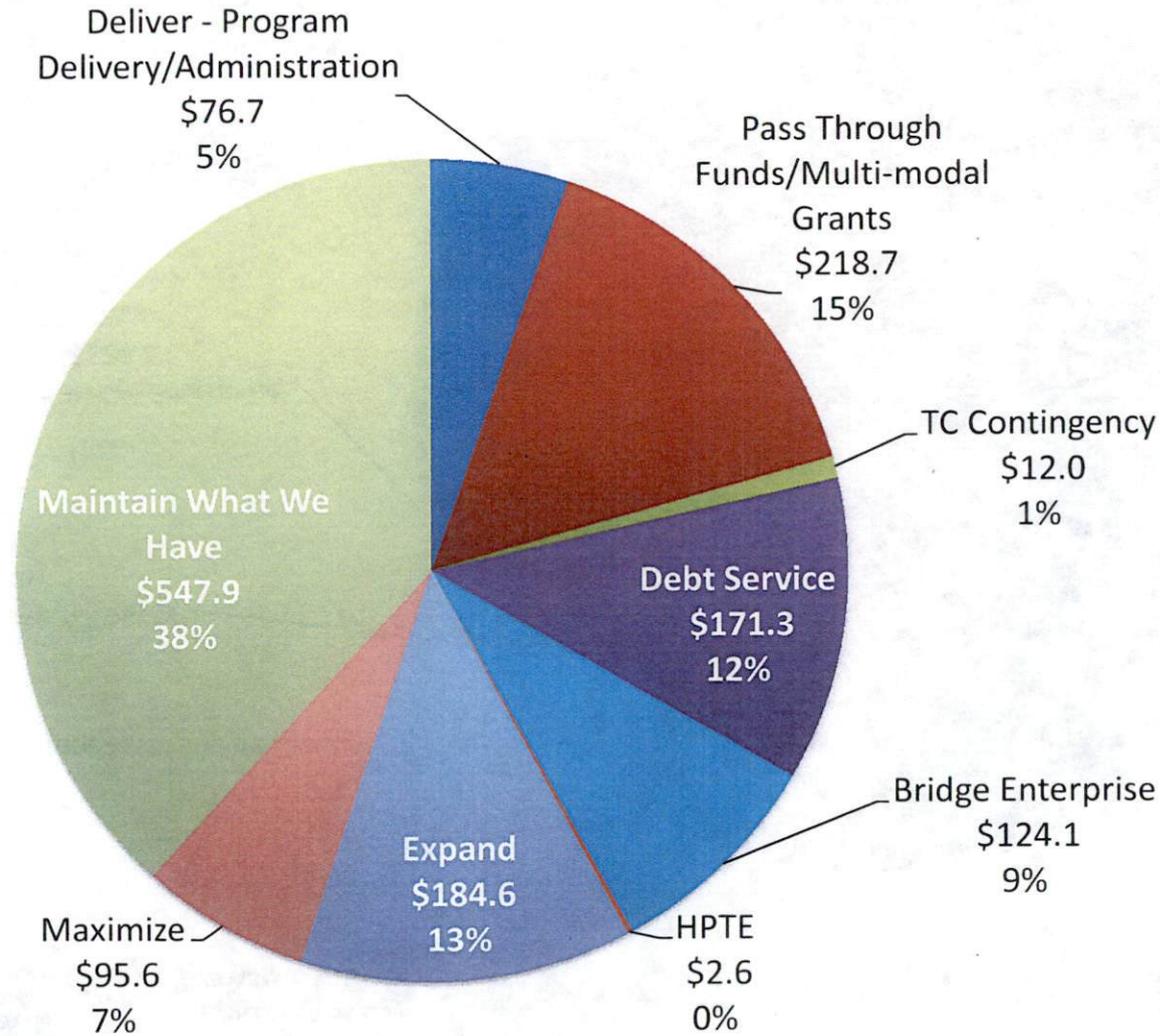
**\*Does not include anticipated expenditures in the RAMP program**



**COLORADO**  
Department of  
Transportation

# EXPENDITURES

## FY'16 BUDGET \$1.43 BILLION

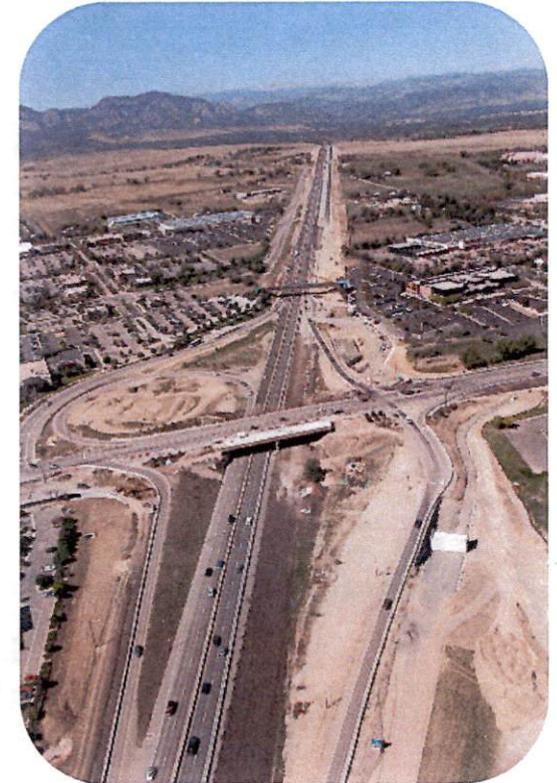
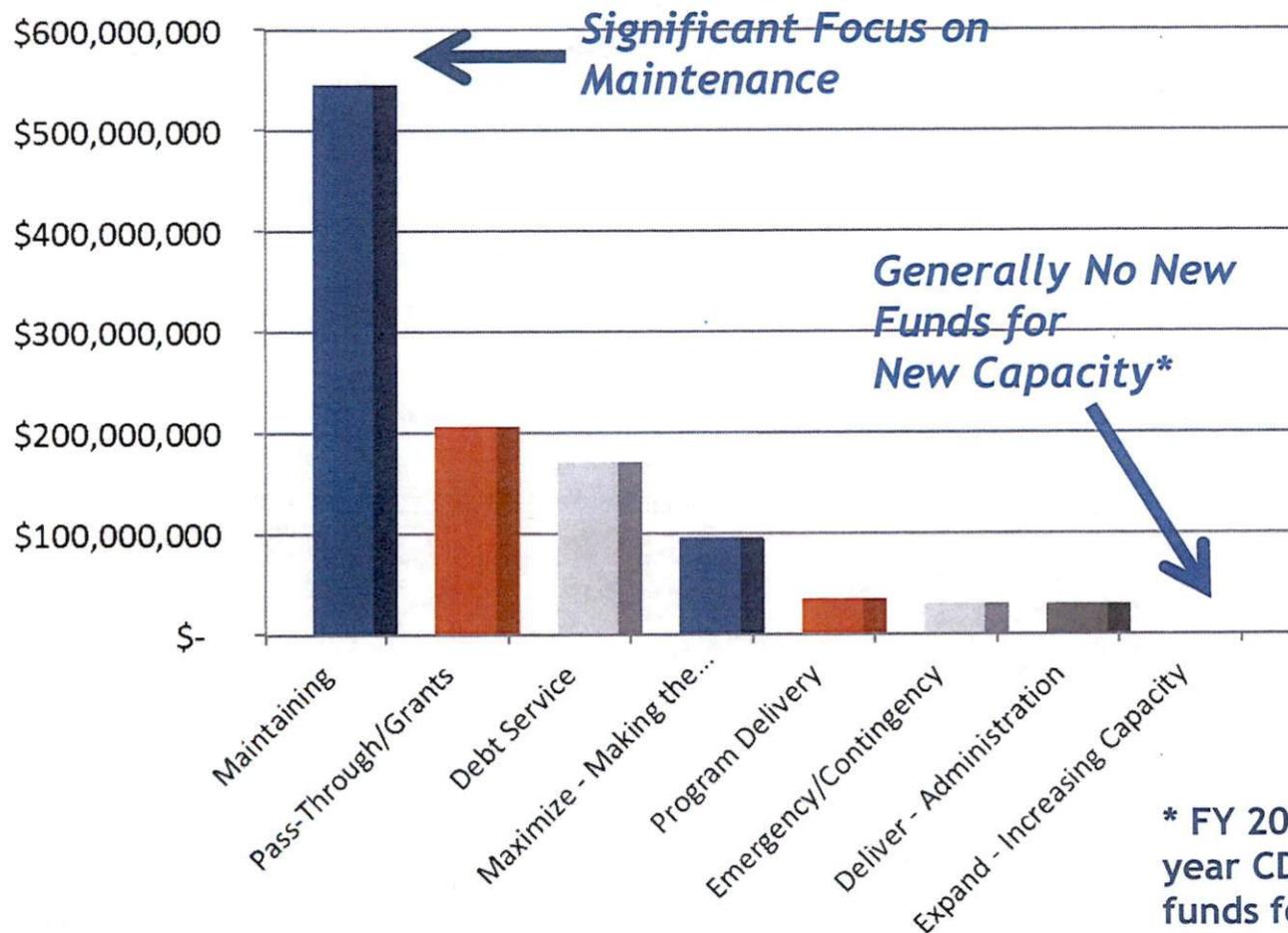




**COLORADO**  
Department of  
Transportation

# EXPAND

## INCREASING CAPACITY



\* FY 2016 will be first (and only?) year CDOT realizes a portion of SB228 funds for new capacity.



# MAINTAIN ASSET MANAGEMENT PROGRAM

## Goals for Asset Management

FY '16 Asset Management Category	Fiscally Constrained Transportation Commission Goal for Asset Management Category	Funding Needed to Reach Fiscally Constrained Goal (\$805 m)	Funding Available (\$736m)
Surface Treatment	80% of system with "high" or "moderate" drivability life	\$240 m	\$236 m
Bridge	90% of Colorado bridges not structurally deficient	\$180 m	\$164 m
Buildings	90% of buildings with a "C" condition or greater	\$16 m	\$13 m
Culverts	95% of culverts not structurally deficient	\$12 m	\$8 m
Tunnels	100% of useful life of fire/life safety key components	\$7 m	\$5 m
ITS	90% of assets within useful life	\$35 m	\$21 m
Road Equipment	70% of vehicles still within useful life	\$24 m	\$18m
Geohazards/Rockfall	60% of sites rated "C" or better	\$12 m	\$9 m
Walls	Goal under development99% of walls in good or fair condition	\$4 m	\$2 m
Traffic Signals	Have only 15% of intersections with at least one component above 100% useful life	\$16 m	\$6 m
Annual Maintenance	B- overall condition	\$259 m	\$254 m



Goals for Asset Management

**Maintenance Level of Service by Program Area**

Description	Funding Needed for 'A' Rating	Actual FY 2016 Funding	FY 2012 Actual	FY 2014 Actual	FY 2016 Projected
Planning, Training and Scheduling	\$24.2M	\$14.8M	C	C-	C-
Roadway Surfacing	\$171.1M	\$39.0M	B	B+	C-
Roadside Facilities	\$39.6M	\$20.1M	B+	A-	C-
Roadside Appearance	\$11.6M	\$7.8M	B	B	C-
Traffic Services	\$120.9M	\$67.7M	C+	C+	C-
Bridges & Structures	\$25.7M	\$8.6M	C+	B-	C-
Snow & Ice	\$85.5M	\$73.3M	B	B	B
Service Equipment, Buildings & Grounds	\$25.9M	\$15.9M	B-	C+	C-
Tunnels	\$11.2M	\$6.9M	C+	C+	C-
<b>OVERALL MLOS</b>	<b>\$515.5M</b>	<b>\$254.4M</b>	<b>B-</b>	<b>B-</b>	<b>C</b>



**COLORADO**  
Department of  
Transportation

## QUESTIONS?

**PURPOSE** provide freedom, connection, and experience through travel  
**SUMMIT** to be the best DOT in the country for all of our customers  
**OUR PEAKS** *how we become the best*

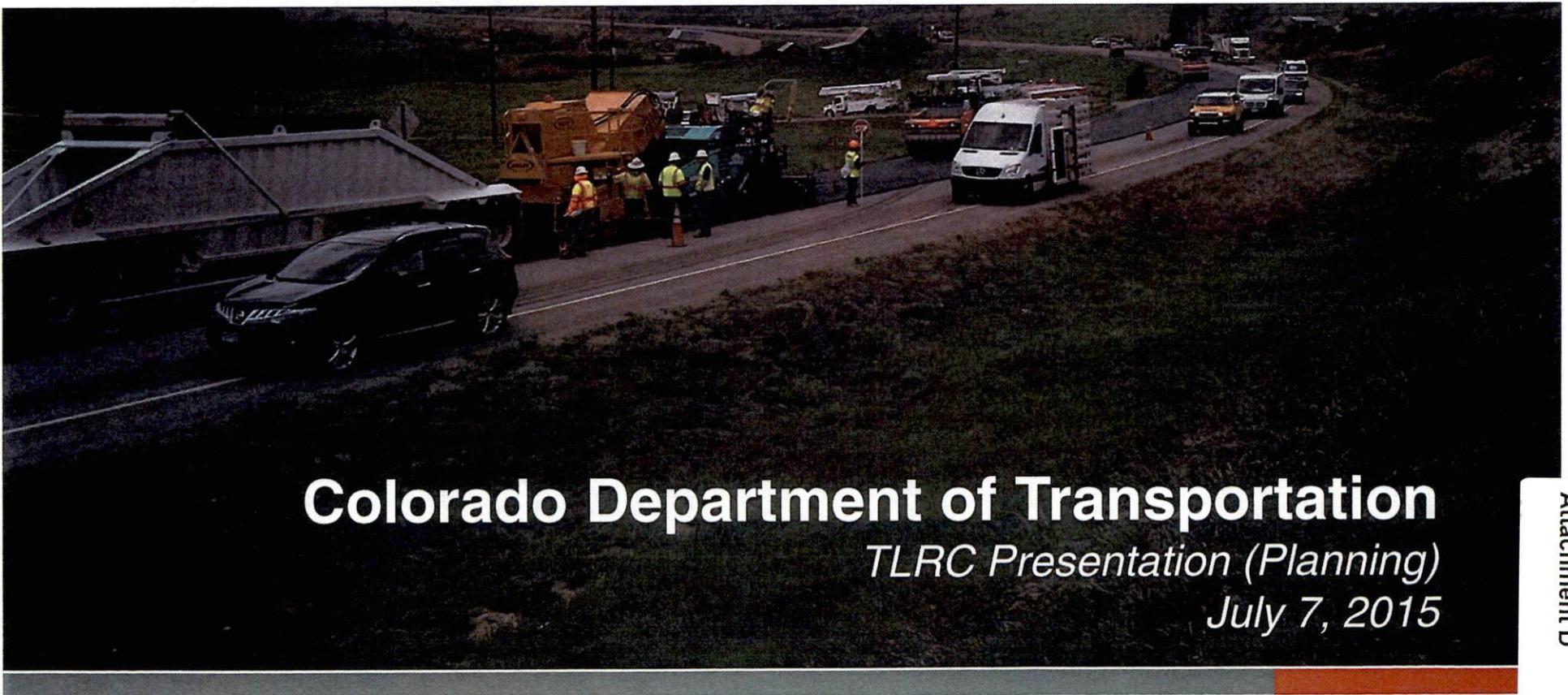
### STRONGER CUSTOMER FOCUS





**COLORADO**

Department of  
Transportation



**Colorado Department of Transportation**

*TLRC Presentation (Planning)*

*July 7, 2015*



**COLORADO**  
Department of  
Transportation

# TRANSPORTATION COMMISSION

**114 YEARS**

## 1901

- Colorado State Highway Commission established in 1909 after the Governor vetoed over 100 bills proposing various road improvements.
- Created to design and implement state wide road plans



*Colorado Highway Commissioners  
tour SW Colorado in 1910*

## 2015

- Responsible for setting overall fiscal and policy direction statewide via investment categories
- Set short term and long-term priorities
- Review budgets and the allocation of funds



*Colorado Transportation Commission tour of  
the west slope June 2015*



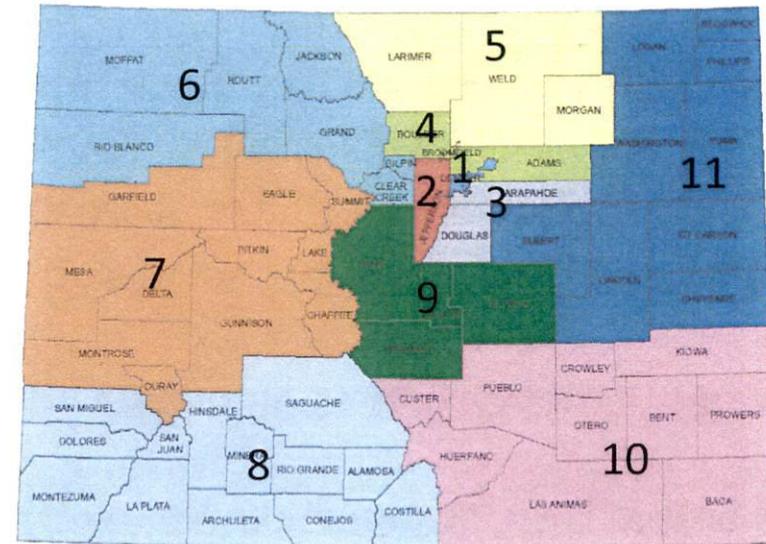
**COLORADO**  
Department of  
Transportation

# TRANSPORTATION COMMISSION

## CURRENT MAKEUP

### Composition & Organization

- 11 members appointed by the Governor and confirmed by Senate
- Four-year terms
- Meets monthly
- Continued interaction throughout the month within each respective district



*Colorado Transportation Commission Districts*

### Primary Responsibilities

- Setting overall policy and planning direction
- Budget and allocation of funds



**COLORADO**  
Department of  
Transportation

# TRANSPORTATION COMMISSION

## SETTING POLICY DIRECTION

### Policy Directive 14.0

- A “starting point” for everything else we do (adopted as part of SWP, February 2015)
- Identifies goal areas: Safety, Infrastructure Condition, System Performance, and Maintenance
- Sets fiscally constrained and aspirational objectives over a ten year planning horizon
- Identifies performance measures to check progress against the objectives
- Example: Infrastructure Condition/Highways: “Achieve 80% High/Moderate Drivability Life based on condition standards and treatments set for traffic volume categories”

### Program Distribution\*

- Determines reasonably expected revenue through 2040
- Assigns funding for each program through 2040
- Helps set program priorities for the department over a long planning horizon

\*previously referred to as Resource Allocation



**COLORADO**  
Department of  
Transportation

# STATEWIDE PLAN SETTING POLICY DIRECTION

<http://coloradotransportationmatters.com/>

- Vision document outlines transportation for next 10 and 25 years
- Developed with participation from 60,000 Coloradans, 10 TPRs, 5 MPOs, STAC
- Reveals investment needs and funding gaps
- Includes plans for highways, transit, rail, aviation, freight, & bicycles and pedestrians
- Projects must be consistent with Statewide and Regional Transportation Plans

**TRANSPORTATION MATTERS**  
STATEWIDE TRANSPORTATION PLAN

Select Language [dropdown] [button]

Home | About | Contact Us | News | Publications | Other CDOT Plans

Thank you to all who provided comments on the Statewide Transportation Plan. Your contributions helped to set the vision for transportation in Colorado. A summary of all the public comments received is now available on the Public Involvement page.

**Regional Transportation Plans**  
CDOT is pleased to support 10 local regions with their Regional Transportation Plans (RTP) and to share information about their transportation plans for the next decade.

**Statewide Transportation Plan**  
The Statewide Transportation Plan (STTP) will establish a comprehensive vision for Colorado and outline the strategies and investments needed to meet that vision. Visit the new website transportationmatters.com for more info.

**Other CDOT Plans**  
The Statewide Transportation Plan (STTP) includes specific goals for transit, safety, aviation, freight, and rail. Visit the Other CDOT Plans page to learn more.

**Other CDOT Plans**

- CDOT Action Plan
- Transit
- Strategic Highway Safety
- Construction "Keep It Moving"
- Freight "Keep It Moving"
- Rail
- Bicycle & Pedestrian
- Aviation
- Risk/Disaster Asset Management

Copyright © 2014 Colorado Department of Transportation. Privacy Policy



**COLORADO**  
Department of  
Transportation

# **TRANSPORTATION COMMISSION**

## **BUDGET AND ALLOCATION OF FUNDS**

### **State Transportation Improvement Program (STIP)**

- 4-year list of specific projects and pools- updated annually to add a year with a complete update every four years
- Distributes funding to programs and regions based on previous Program Distribution decisions
- Projects are chosen with participation and input from our local government partners and a public hearing process
- 5 MPOs develop their own TIPs based on CDOT provided fiscally constrained funding analysis
- Still a planning document- not a guarantee of funding

### **Annual Budget**

- Adopted by Commission and signed by Governor
- Opportunity for Commission to adjust priorities on an annual basis
- Previous presentation by Director Bhatt covered budget elements, federal reliance, and focus on maintaining existing system

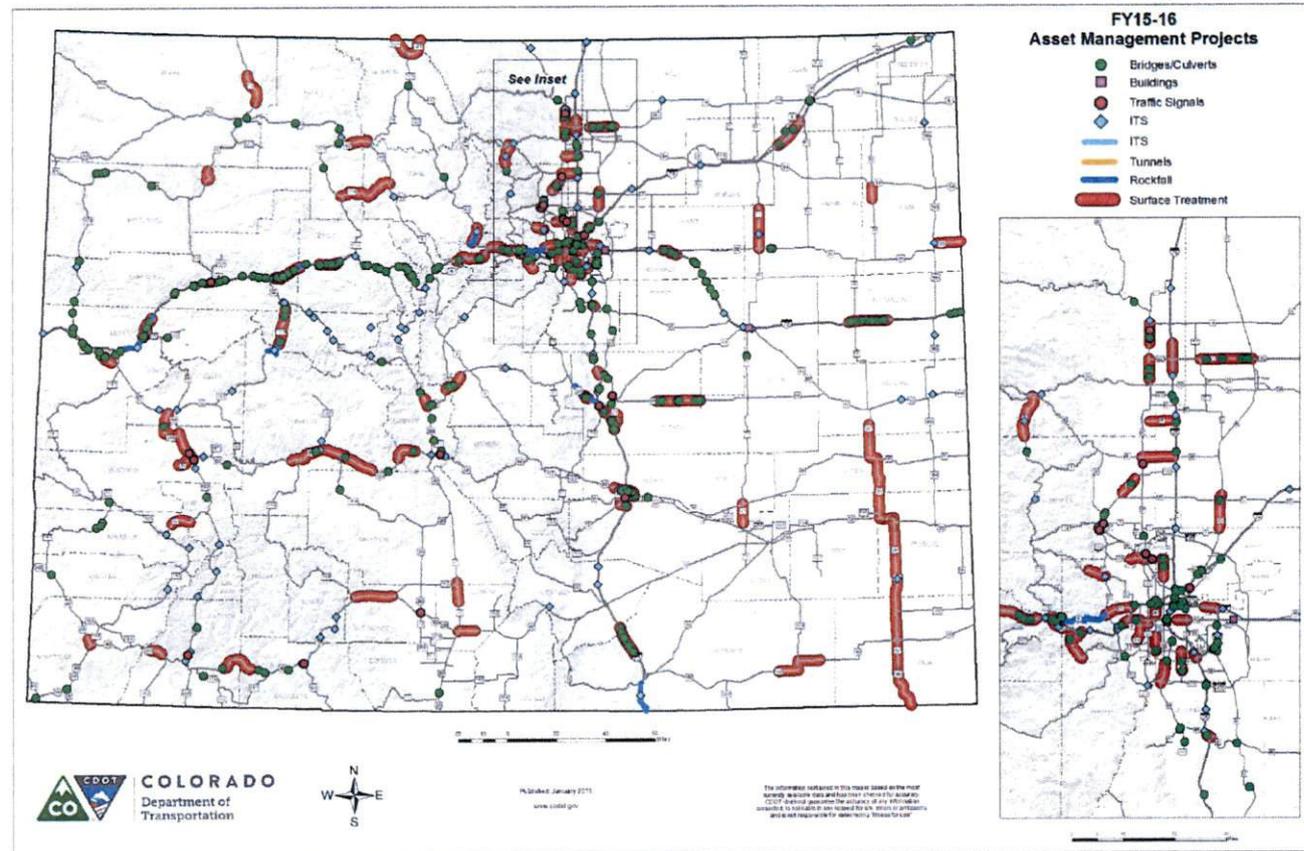


**COLORADO**  
Department of  
Transportation

# MANAGING ASSETS

## FY '15-'16 ASSET MANAGEMENT PROJECTS – PROJECT SELECTION

- Asset projects do not expand the system
- Projects are based on our risk-based asset management plan, selecting projects based on modeling for need and cost benefit
- TC sets the policies that lead to the projects- but do not pick the projects



\*Note: Includes RAMP and Base Asset Management Projects



**COLORADO**  
Department of  
Transportation

# CAPACITY AND INFRASTRUCTURE CHANGE PROJECT SELECTION

Process of building a capacity project can take years... or even decades

1. TPR and MPO Planning addresses needs for each corridor in region
2. Regional plans adopted by TPR or MPO (includes public involvement)
3. STIP determines how funds are programmed over four years, prioritized and aligned with CDOT regional boundaries and available revenue
4. STIP projects are studied, programmed, budgeted and designed
5. Projects are advertised, contractor selected, construction begins

*The Transportation Commission generally does not choose to “pick projects” – the Commission sets policy goals and performance objectives for the transportation system. The exception sometimes happens when unexpected revenue or special programs are developed (SB 228, RAMP, FASTER Safety)- the TC sets project selection criteria for planning partners and staff to follow and then reviews, approves and sometimes will adjust the list of projects.*



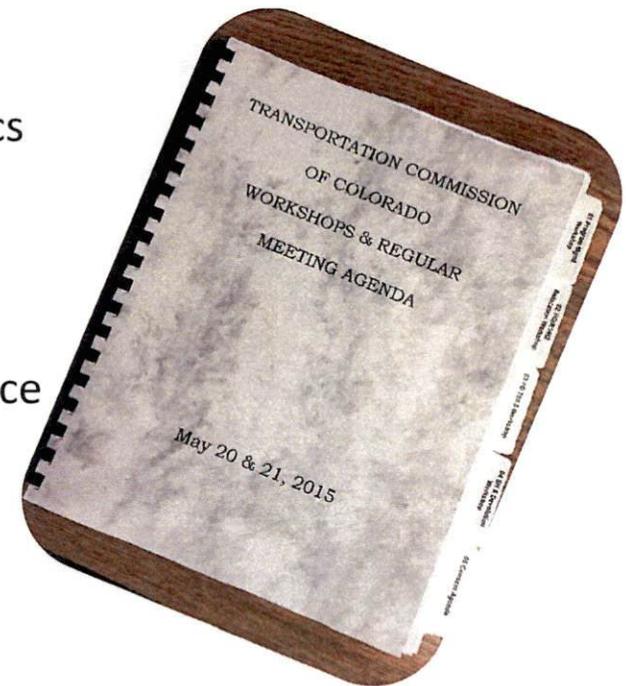
COLORADO  
Department of  
Transportation

# TRANSPORTATION COMMISSION

## PROGRESS TRACKING & DIRECTION

### Monthly Commission Meetings

- Receive updates every month on a variety of topics
- Program and Cash Management
- Program status reports – i.e. status of FY '15 Surface Treatment project as a whole
- Status of expenditures against goals
- Committees on Internal Audit, Safety, Transit and Intermodal & DBE meet every few months





**COLORADO**  
Department of  
Transportation

# QUESTIONS





# Transportation Funding

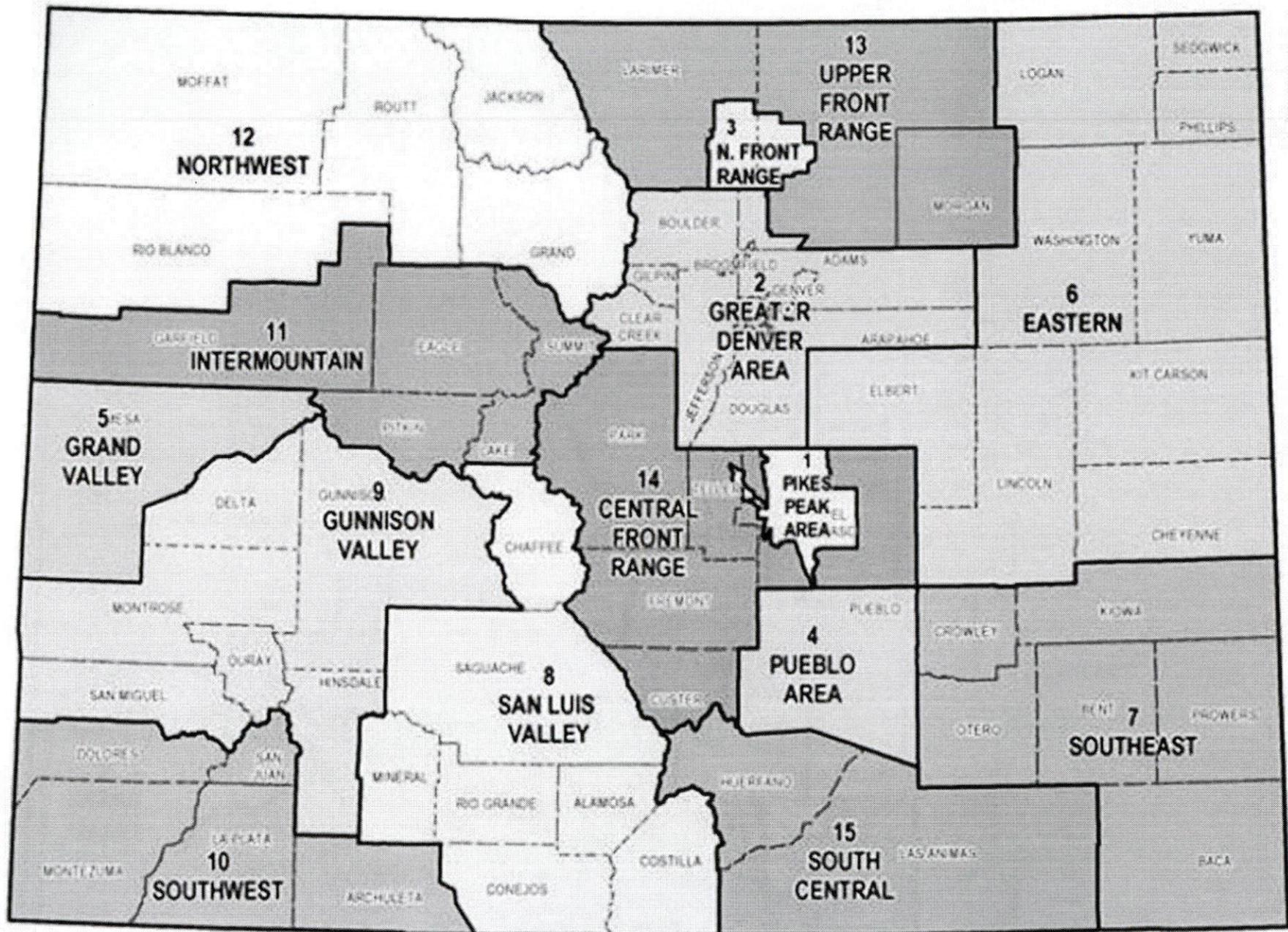
Eagle County Commissioner Jill Ryan  
Intermountain Transportation Planning Region  
(IMTPR)

July 7, 2015



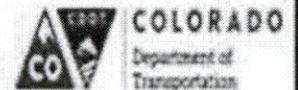
# Vail Pass-Elevation 10,603





Data Source: CDOT 2011  
 Published: August 2012  
[www.dot.state.co.us](http://www.dot.state.co.us)

# Transportation Planning Regions



# Intermountain Transportation Planning Region



- *Rural Resort Counties: Eagle, Garfield, Lake, Pitkin and Summit*
  - Ski Resorts: 13
  - Airports: 5
  - Transit Providers: 9
- *\*Year-round destination communities are major traffic generators*
  - 2011 Population: 161,038 (3.1% of state)
  - 2011 Lane Miles: 1,532 (6.7% of State)
  - 2011 VMT: 1,977 million (7.1% of state)

\*Source: CDOT



# Major Traffic Generators/Equivalent Population

Rocky Mountain Rail Authority – High-speed Rail Feasibility Study



<b>Key Locations for Intercity Trips</b>	
<b>Total Trips Colorado</b>	<b>99 million</b>
Denver	36.6 million
Colorado Springs	7.3 million
Fort Collins	3.6 million
Boulder	3.6 million
Pueblo	1.8 million
<b>Destination Communities</b>	
Black Hawk/Central City	12 million
Breckenridge	8.2 million
Vail	7.9 million
Aspen	7.4 million
Keystone	5.7 million
Steamboat Springs	5.1 million
Copper Mountain	4.7 million
Beaver Creek (Avon)	4.6 million
Grand Junction	4 million
Glenwood Springs	3.4 million



# Unique Attributes

## Rural Communities

- Less year-round residents more road miles to maintain
- Higher fatalities per VMT \* CDOT 2012 Annual Safety Report
- Resort destinations an economic driver for CO
  - Easy and safe access for visitors
- I-70 communities provide respite for commercial trucks and travelers passing through



# Funding Challenges



- CDOT has become primarily a maintenance organization
- SB-228 and TABOR Triggers
- 2014 Regional Priority Project (RPP) funding formula change resulted in a 20% reduction in funds for Region 3. IMTPR 2016-2019 RPP STIP has \$87M in needs & \$9M available

*(FORMULA: Population/Lane Miles/Truck VMT (50/35/15))*

- State and Federal Gas Tax



# Strategy: Public-Public Partnerships



Recent contributions to CDOT projects, Eagle County and local partners: \$6.33M

1. 2009 Edwards Interchange Phase I - \$640K
2. 2009 Edwards Interchange Phase I Construction - \$1M land donation
3. 2009-2011 Eagle To Edwards Shoulder Addition Project - \$2.35M
4. 2013 Dotsero Roundabout \$410K
5. 2014 Edwards/Avon Shoulder Addition Project: \$530K
6. 2015 Edwards Interchange Phase II Design - \$500K
7. Edwards Interchange Phase II Construction - \$600K
8. Grand Ave Bridge Replacement - \$300K

- *Not all local governments have funds to leverage CDOT dollars.*
- *For those that can, there are significant opportunity costs.*



# Case Study of Local Impacts



- West US 6 in Edwards
  - Much needed affordable housing development
  - Roadway infrastructure – LOS F in the 10 years
    - West US 6 road segment at capacity (need lane expansion)
    - Edwards Spur Road/US 6 Intersection





# Recommendations



- Support Governor's 5 Point Plan to promote SB-228 funding for transportation
- Help CDOT secure a regular funding mechanism for infrastructure improvements
- Support Faster Safety and Faster Transit
- Support an increase in the state gas tax
- Continue to support grass-root processes (RPP)
- Continue to fund the I-70 Winter Ops Plan
- Pass a passenger vehicle tire tread bill





Thank You!



# Transportation Finance - Denver Region and Colorado

Presentation to Transportation Legislation Review Committee  
July 7, 2015



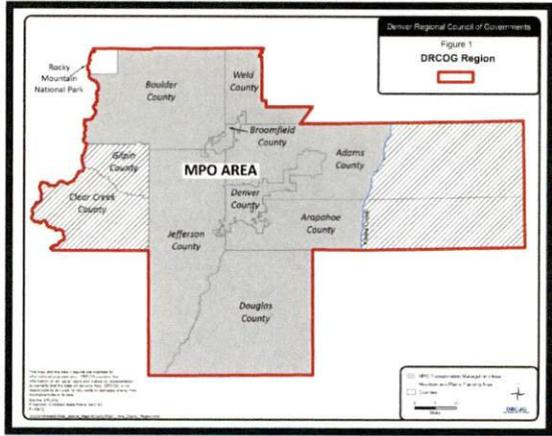
## Transportation Planning at DRCOG

**Collaborative “MPO” Planning Process:**

- ◆ Local governments
- ◆ CDOT
- ◆ RTD
- ◆ Regional Transportation Committee (RTC)

**DRCOG is also:**

- ◆ Regional Planning Commission
- ◆ Area Agency on Aging



## Challenges: Demographics and Growth

### Growth in Denver Region 2015 to 2040:

- ◆ Jobs: + 30%
  - ◆ Vehicle Miles Traveled: + 33%
  - ◆ Population: + 40%
  - ◆ Persons over Age 60: + 90%
- 
- ◆ Miles of Severe Congestion: + 100%
  - ◆ Person Hours of Delay/HH: + 150%



**DRCOG**  
DENVER REGIONAL COUNCIL OF GOVERNMENTS  
*We make life better!*

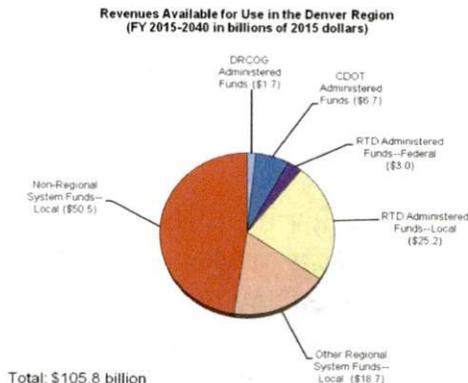
**DRCOG Plans  
and Capital  
Funding  
Program**



**DRCOG**  
DENVER REGIONAL COUNCIL OF GOVERNMENTS  
*We make life better!*

# Transportation Needs and Fiscally Constrained 2040 RTP

- ◆ 25-year Plan
- ◆ Roadway, transit, and other multimodal needs:
  - CDOT, RTD, Local Govts.
  - Collaborative process
- ◆ Revenues insufficient
  - \$106 Bil. Vs. \$150 Bil. Need



## 2040 Roadway Improvements example:

Funding expected vs. Unfunded (green)



**LEGEND**

**Add New Lanes**  
 ● Regionally Funded  
 ● 100% Locally Derived  
 ● Vision (Unfunded)

**Add HOT/HOV Lanes**  
 ● Regionally Funded  
 ● 100% Locally Derived  
 ● Vision (Unfunded)



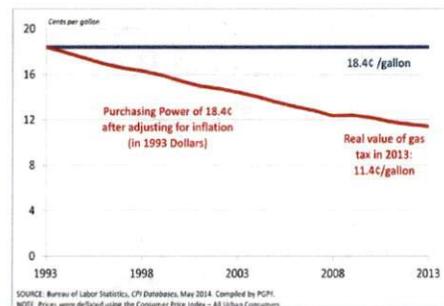
## DRCOG 2016-2021 Transportation Improvement Program (TIP)

- ◆ **Federally funded projects must be shown in TIP**
  - ◆ \$\$ Administered by DRCOG, CDOT, and RTD
  - ◆ Projects for all modes of travel and services
    - From services for disabled persons, to road reconstruction
- ◆ **Work with CDOT to define revenues & priorities**
- ◆ **Requested funds for projects was TRIPLE the amount available**
- ◆ **TIP included directly in State Transportation Improvement Program (STIP)**

**DRCOG**  
REGIONAL DEVELOPMENT COUNCIL OF GOVERNMENTS  
*We make life better!*

## Challenge: Insufficient Revenues

- ◆ **Fuel tax per gallon not changed since 1993**
  - MPG much higher
  - Purchasing power much less
- ◆ **New or expanded sources?**
  - Federal?
  - State?
  - Regional?



**DRCOG**  
REGIONAL DEVELOPMENT COUNCIL OF GOVERNMENTS  
*We make life better!*

## Collaboration is the Key

- ◆ CDOT
- ◆ DRCOG, MPOs, and Regional Agencies
- ◆ Local Governments
- ◆ Business & Industry
- ◆ Foundations, Non-Profits, etc.

Questions ?

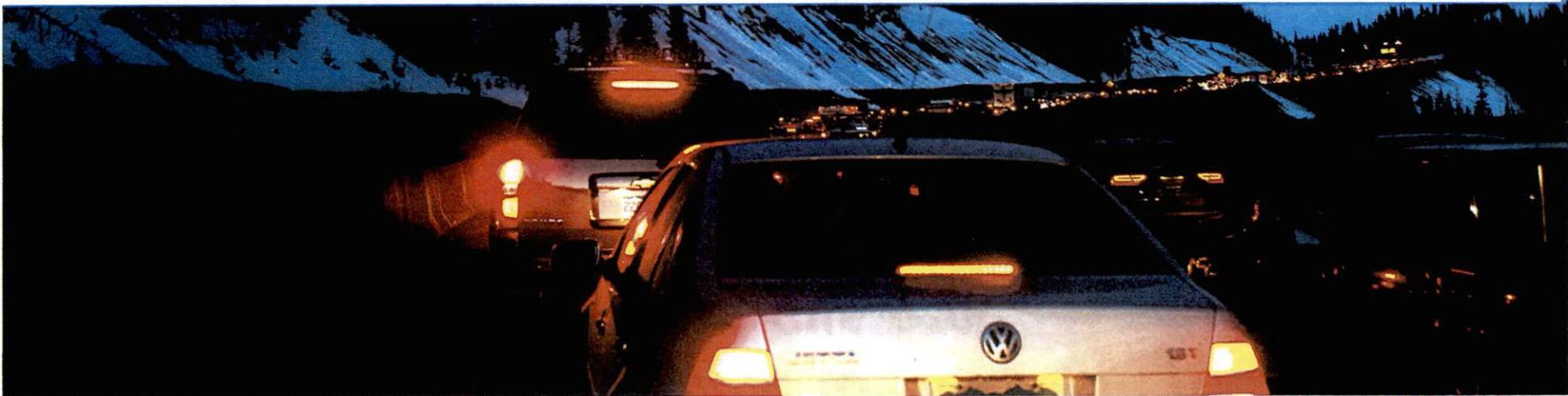


---

**STAC**

---

Statewide Transportation Advisory Committee



# Statewide Transportation Advisory Committee (STAC)

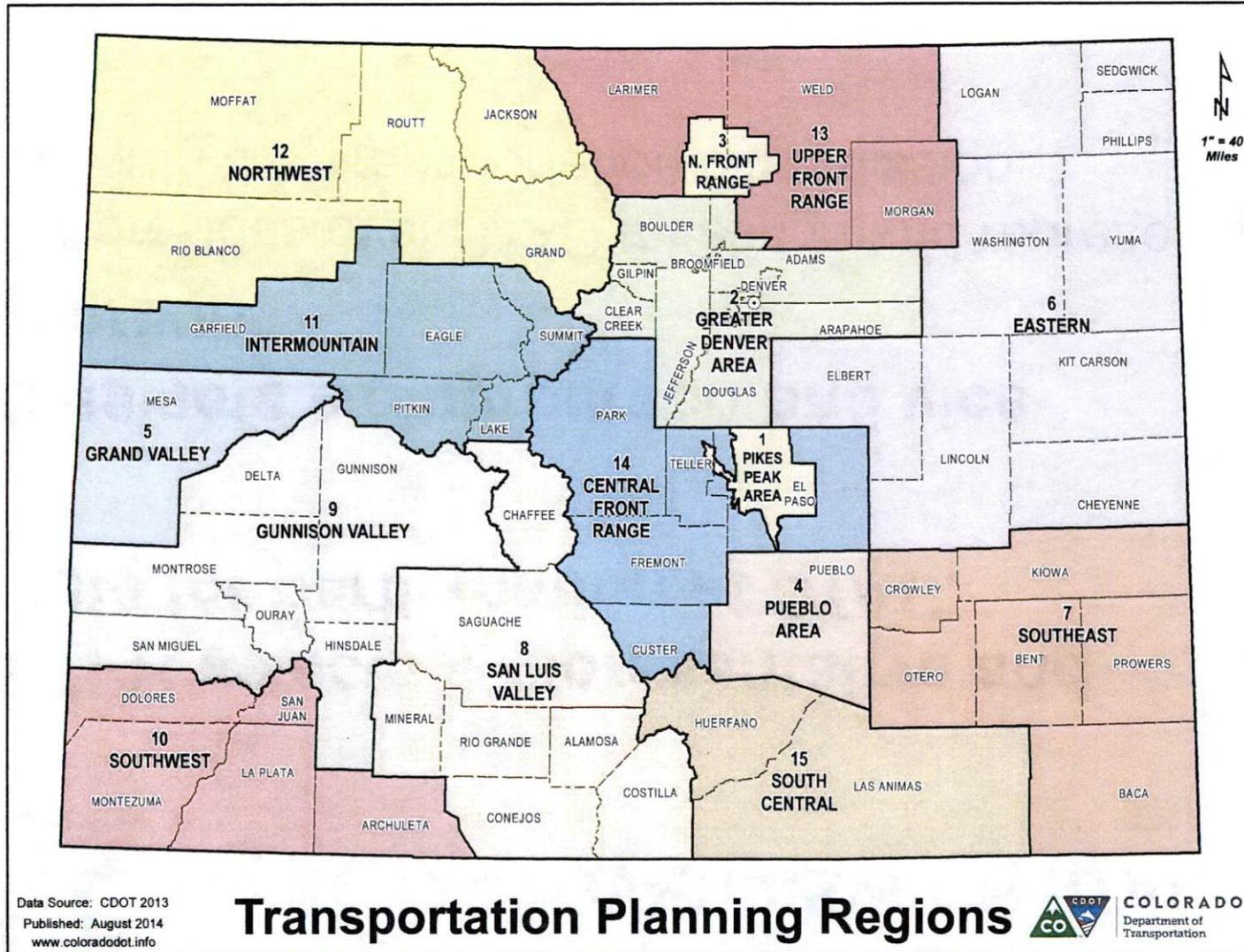
*Transportation Legislation Review Committee*

- **STAC provides advice to CDOT on the needs of the transportation system.**
- **Composed of members from the 15 Transportation Planning Regions (TPRs).**
  - Five Metropolitan Planning Organizations (MPOs)
  - 10 rural Regional Planning Councils (RPCs)
  - Non-voting STAC representatives
    - Southern Ute Indian Tribe
    - the Ute Mountain Ute Indian Tribe

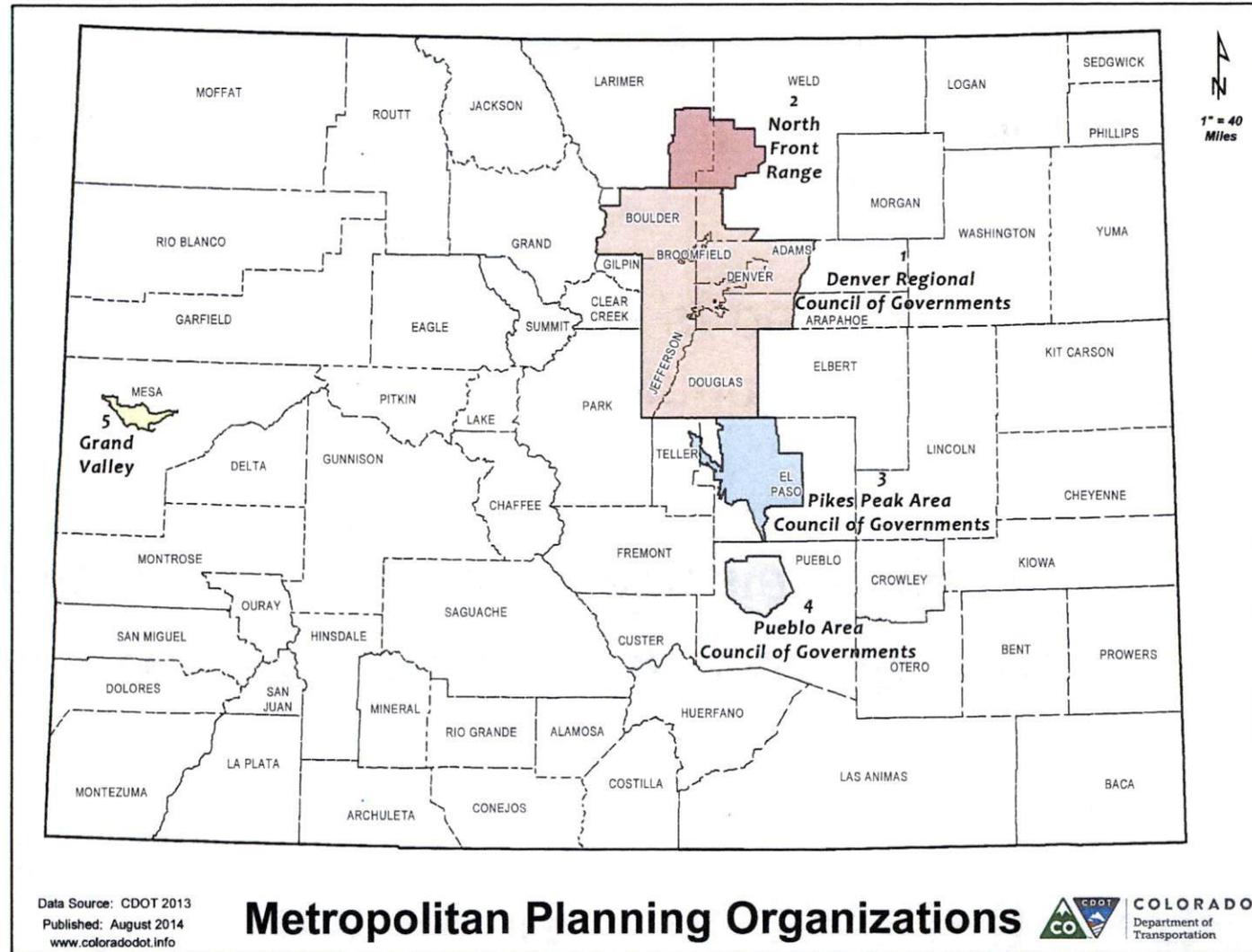


- **Each TPR selects a representative and alternate for participation at STAC.**
- **STAC selects a chairperson and vice-chairperson**
  - Chair presides over STAC meetings and represents STAC with the Transportation Commission.

## TRANSPORTATION PLANNING REGIONS



# METROPOLITAN PLANNING ORGANIZATIONS



- **STAC provides review and/or comment on:**
    - Development of regional and statewide transportation plans.
    - Transportation related communication and/or conflicts which arise between RPCs or between the Department and a RPC.
    - The integration and consolidation of Regional Transportation Plans into the Statewide Transportation Plan.
-

- **STAC provides review and/or comment on:**
    - Mobility requirements by furnishing regional perspectives on transportation problems requiring interregional and/or statewide solutions
    - Improvements to modal choice, linkages between modes, and transportation system balance and system continuity
    - Proposed TPR boundary revisions.
-

---

**STAC**

---

Statewide Transportation Advisory Committee

---

***QUESTIONS?***



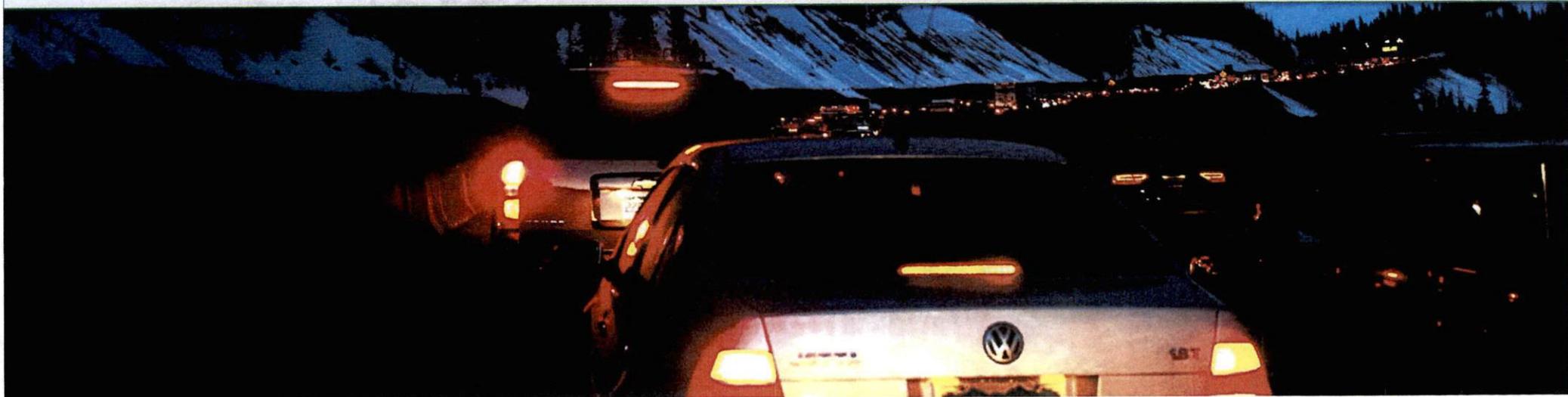
**TRANSPORTATION  
MATTERS**

---



**COLORADO**

Department of  
Transportation



# **CO General Assembly TLRC Briefing, July 7, 2015**



## **AGENDA**

1. US 36 Phase I completion & opening
2. US 36 Phase II
3. I-70 East
4. I-25 North
5. I-70 Mountain Express Lanes



# COLORADO

Department of  
Transportation

## US 36 Express Lanes Phase I

- Grand opening June 22. Testing period for Tolling/HOV technology; Tolling commences July 22 for US 36 and I-25 Express Lanes
- Education campaign divided into two parts: Grassroots and Paid Media
  - Focused on “How to Use” and Choice
  - Call to action: “Get a Pass”





# Express Lanes Education Campaign

---

## I. Grassroots campaign

- Community presentations, earned media, social media
- Campaign Partners: Plenary Roads Denver, RTD, US 36 Commuting Solutions, ExpressToll/E-470, Northwest Parkway, DRCOG, US 36 corridor cities and counties
- Campaign Areas of Emphasis: ExpressToll passes, carpooling, tolling rates, Bus Rapid Transit, Bikeway, understanding “Active Traffic Management” technology

## II. Paid Media Buy

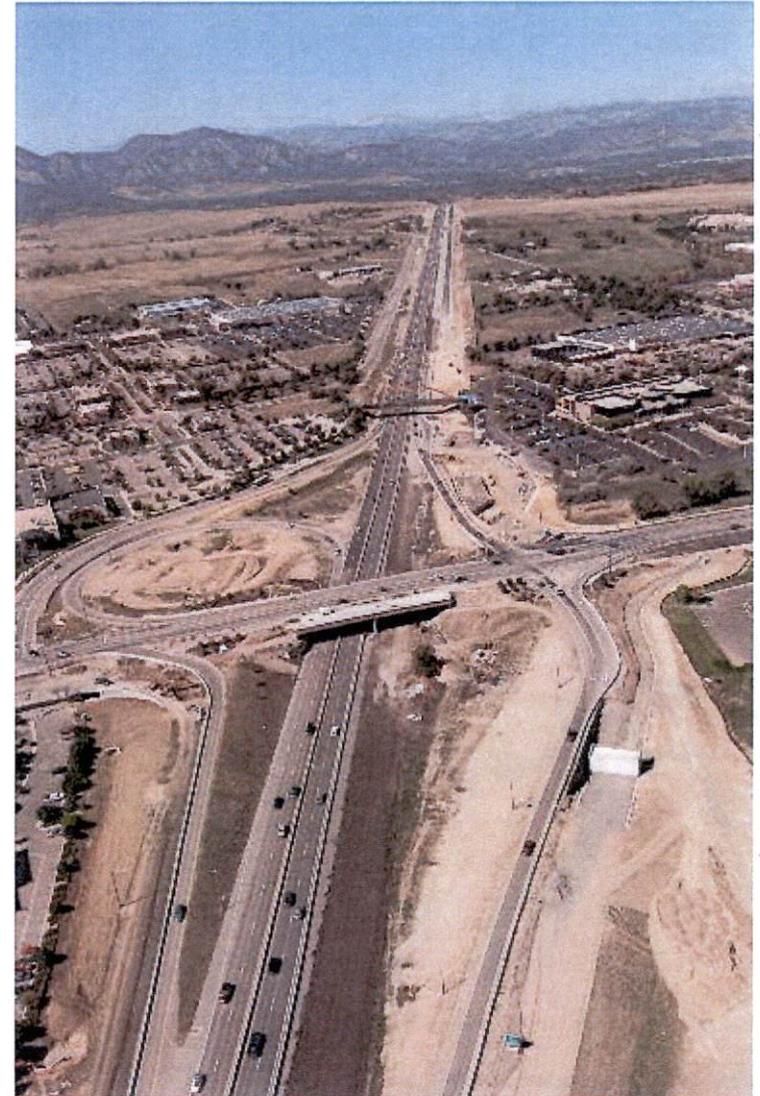
- Television spots, Radio ads, Online ads, Out-of-Home, RTD bus sides, elevator display ads in office buildings, gas pump toppers
- Paid media began in June and runs through mid-August



## US 36 Phase II

---

- Community outreach on Phase II toll rates -Fall 2015
- Project opens - early 2016
- Partnership with Plenary Roads Denver accelerated this project by 20 years





# I-70 East

- Reconstruction and one Express Lane in each direction between I-25 and Tower Road
- Procurement:
  - RFQ: 5 teams responded
  - Town Halls- Summer 2015
  - RFP first draft: Fall 2015
  - Final EIS early 2016 / Record-of-Decision mid-2016
  - Goal to select a private partner: End of 2016
  - Construction scheduled to begin in 2017
- Upcoming legislator tour

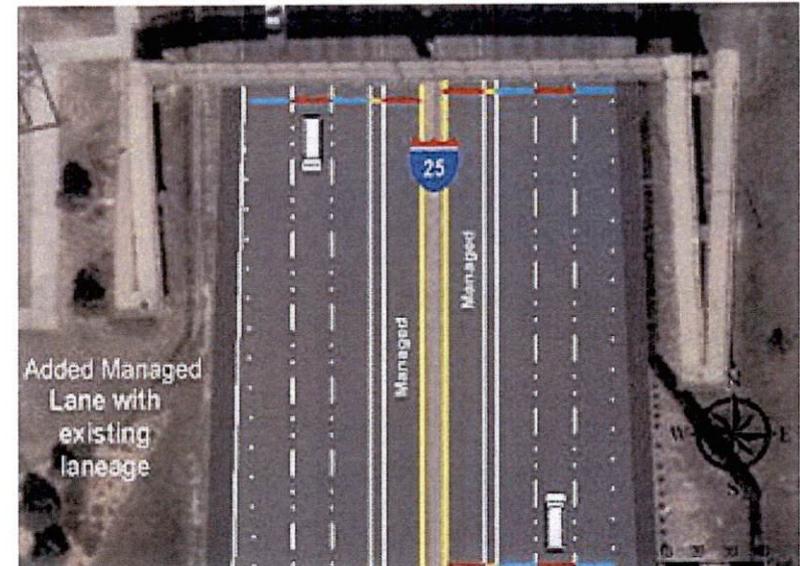


**P3 Procurement and public information available at [www.ColoradoHPTE.com](http://www.ColoradoHPTE.com)**



## North I-25

- One HOV Express Lane each direction between US 36 and 120th Avenue
- Opening early 2016
- HPTE analysis: Project does not yet fit a P3 model
- CDOT will continue on projects that extend Express Lanes from 120th to E-470/SH 7 - pending funding availability

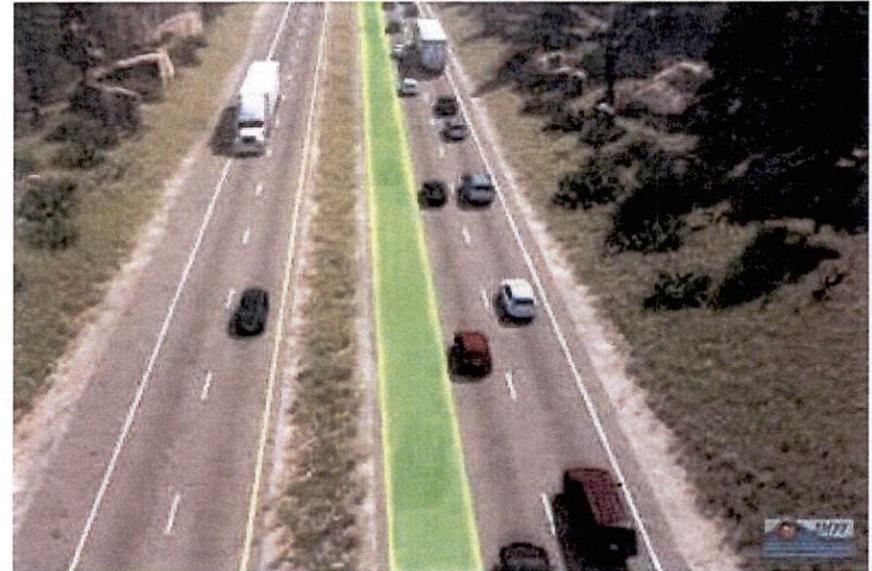




# I-70 Mountain Express Lanes

---

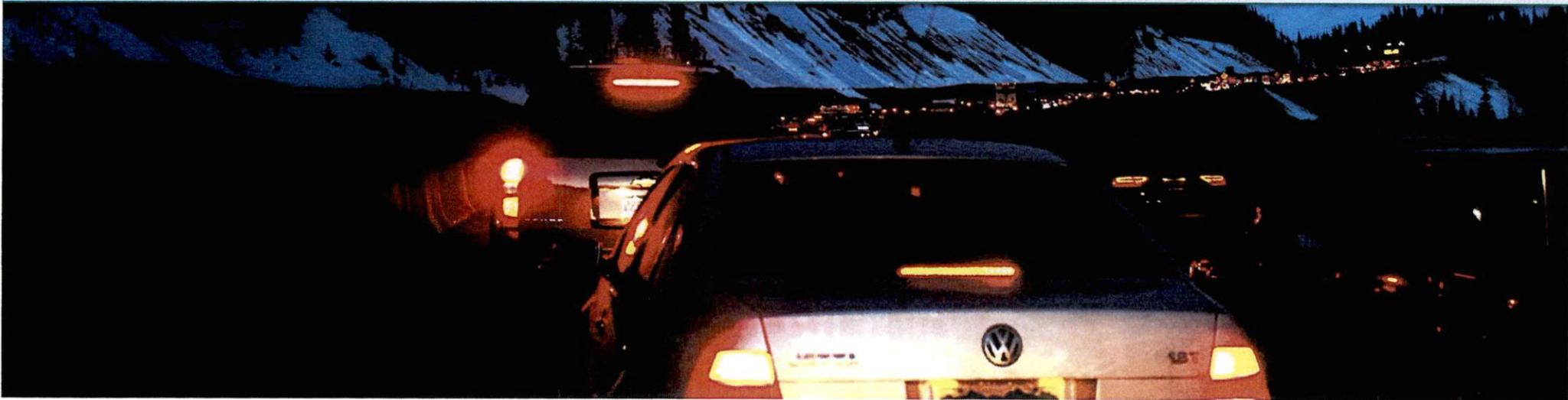
- Scheduled to open for 2015 ski season
- Adds third travel lane only at peak travel periods
- 13-miles of Eastbound I-70 within CDOT's existing right of way
- Tolls priced to keep traffic moving
- Provides drivers with the choice of a more reliable travel lane
- Public outreach and education campaign to support how to use the lane



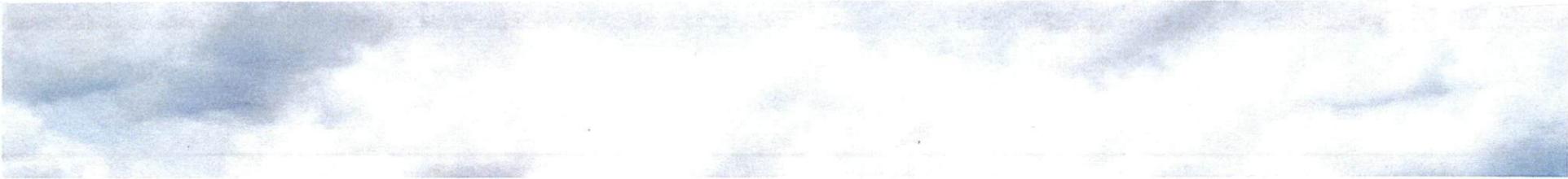


**COLORADO**

Department of  
Transportation

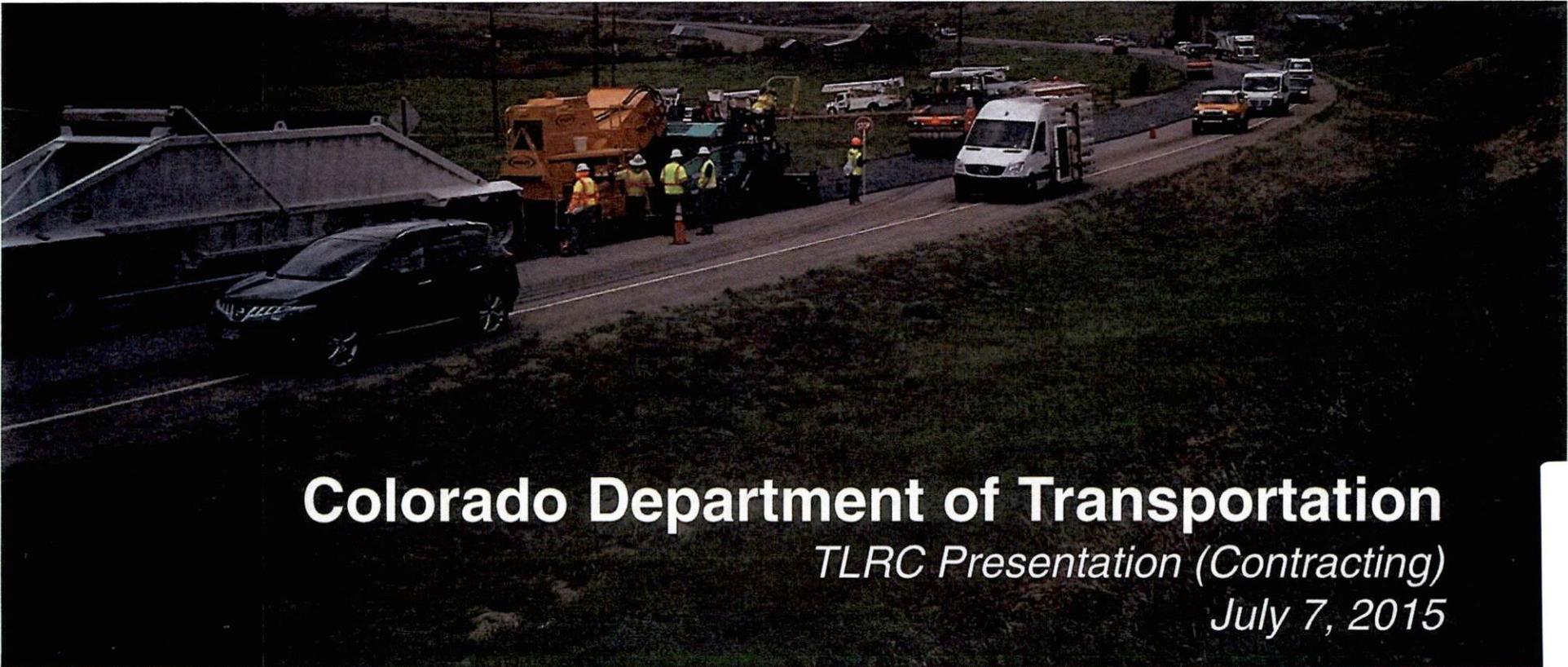


**Questions?**



**COLORADO**

Department of  
Transportation



**Colorado Department of Transportation**

*TLRC Presentation (Contracting)*

*July 7, 2015*



**COLORADO**  
Department of  
Transportation

# CDOT CONTRACTING DIFFERENT TYPES

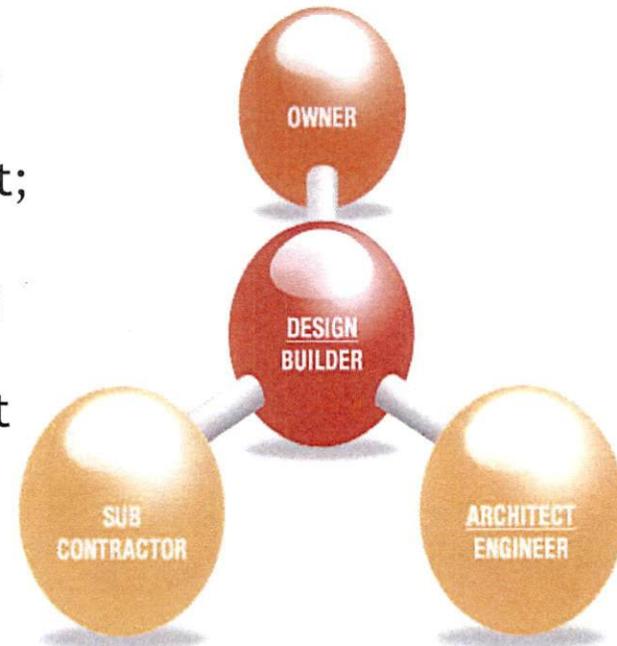
- Highway Construction (Design Bid Build)
- Innovative Construction Contracts (Design Build)
- Consultant Contracts
- Intergovernmental Agreements (IGAs)
- Personal Services Contracts
- Grants
- HPTE and Office of Major Projects
- Bridge Enterprise
- Memorandum of Understanding (MOU)





## Design Build Contracts

- Combines the architectural, engineering, and construction services required for a project in a single contractual agreement;
- The owner contracts with a single entity;
- The contractor providing the end product is responsible for both design and construction;
- The contractor is responsible for any deficiencies or defects in the design, unless waived or limited by the contract.

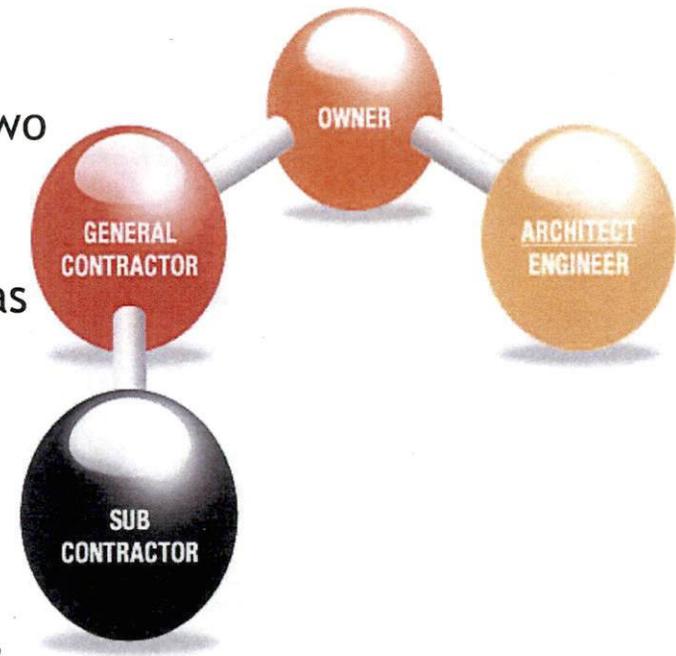


Design / Build Contracting



## Design Bid Build Contracts

- Design and construction are sequential with two contracts and two contractors;
- Drawings and specifications are created first as a design engineer contract and then are used as the bid documents in the construction contract;
- Allows for competition among construction contractors on a project that has quite complete design.
- The government bears the risk.



General Contracting - Design, Bid, Build



**COLORADO**  
Department of  
Transportation

# CDOT CONTRACTING

## WHAT IS REQUIRED?

### Construction Contracts

- Pre-qualification
- Contractor Past Performance Evaluation
- Bonding requirements
  - Equal to cost of contract,
  - Can not be reduced for projects because of specification requirement,
  - The performance bond protects from additional expenses incurred by an abandoned project,
  - Same as insuring your house = don't accept risk by underinsuring assets.





**COLORADO**  
Department of  
Transportation

# CDOT CONTRACTING

## WHAT IS REQUIRED?

### Consultant Contracts

- Pre-qualification
- Master Pricing Agreement (MPA)





**COLORADO**  
Department of  
Transportation

# CDOT CONTRACTING

## INTERGOVERNMENTAL AGREEMENTS





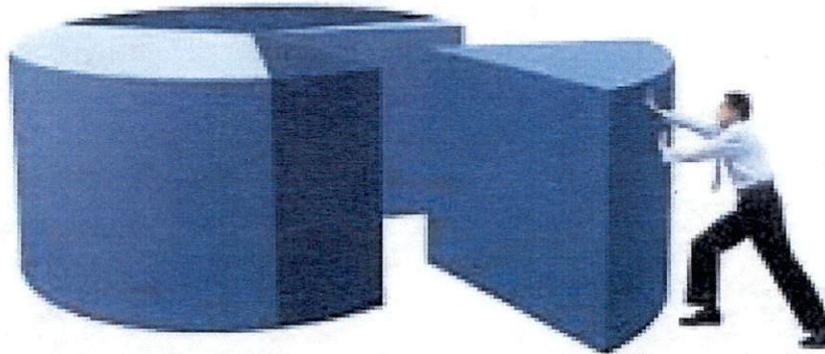
COLORADO

Department of  
Transportation

# INTERGOVERNMENTAL AGREEMENTS

## WHERE DO WE USE THEM?

- CDOT uses IGAs for any agreement with any non-state governmental entity greater than \$100,000.
- IGAs are used to funnel Federal Highway Administration (FHWA) funds through CDOT to Local Agencies for work that includes, but is not limited to, STP Metro, Enhancement, CMAQ, Safe Routes to School and Scenic Byways. IGAs are also used for CDOT funded projects that include Highway Maintenance, Signal Maintenance, FASTER, Abandonment of State Highways and Bridge Enterprise.





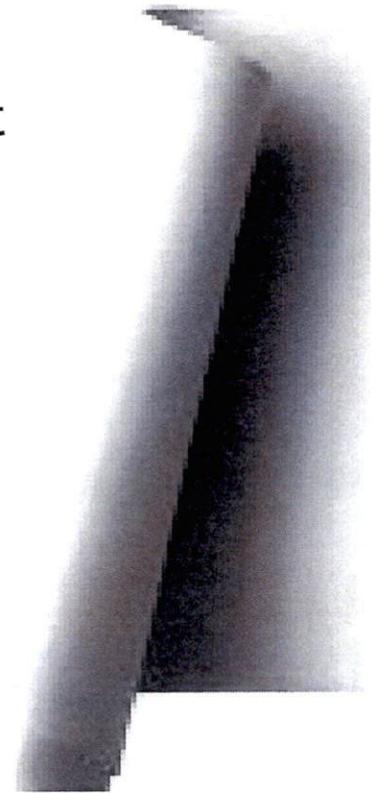
COLORADO

Department of  
Transportation

# INTERGOVERNMENTAL AGREEMENTS

## WHY DO WE USE THEM?

- These agreements incorporate contract terms that are common to agreements between governmental entities, and they incorporate federal requirements tied to the acceptance of the funds. CDOT is required to provide oversight of the funds and the outcomes of the work funded.
- The Office of the State Controller requires that we use one of several standardized, pre-approved versions of an IGA or “templates”.
- Which template we use is determined by the nature of the work being done.



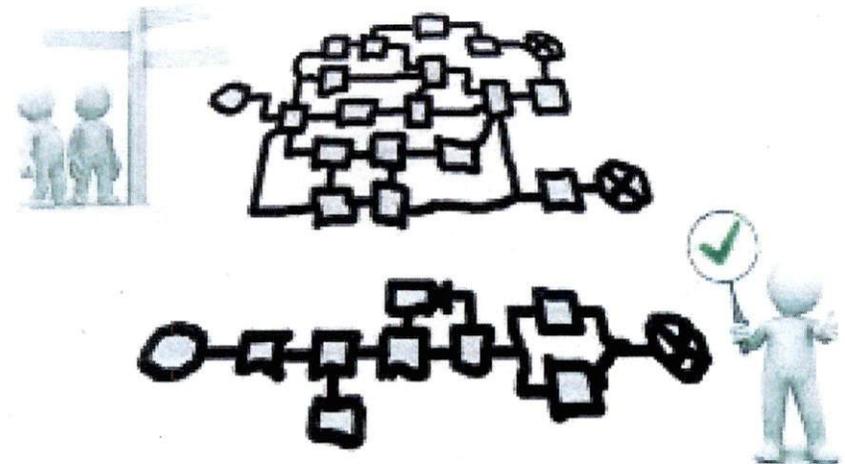


**COLORADO**  
Department of  
Transportation

# INTERGOVERNMENTAL AGREEMENTS

## HOW DO WE MAKE THEM BETTER?

- LEAN process is currently being implemented for CDOT's design and construction IGAs
- The recommendations include:
  - Template changes to streamline the contract process,
  - Tracking and communicating across governmental agencies,
  - Improved business processes within CDOT.





**COLORADO**  
Department of  
Transportation

# QUESTIONS



Colorado Department of Revenue  
Division of Motor Vehicles  
Update

Transportation  
Legislation Review Committee

July 7, 2015



7/6/2015

COLORADO  
Department of Revenue

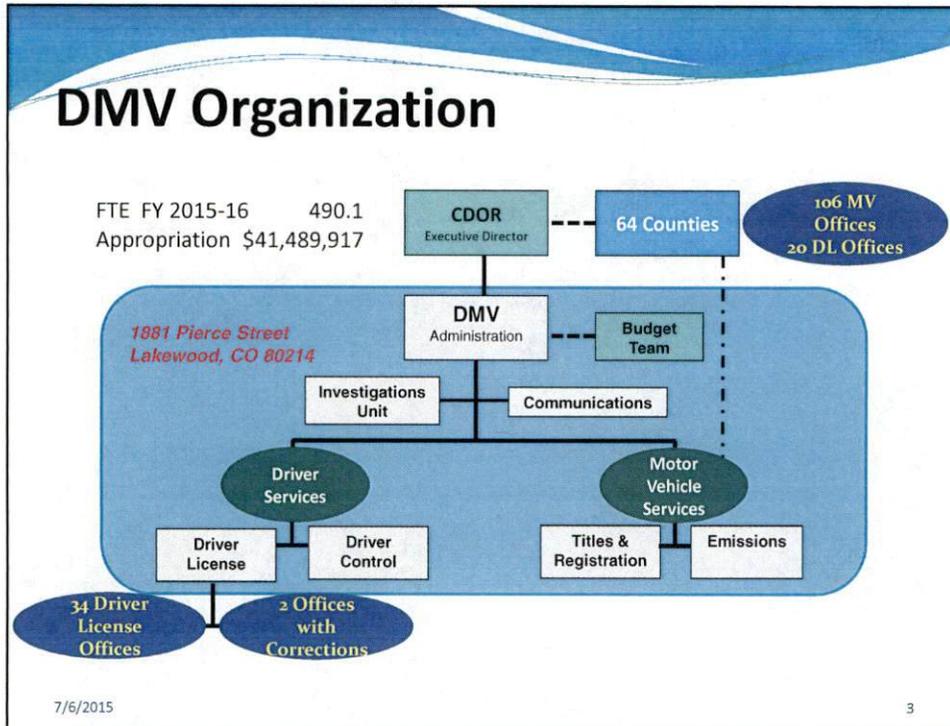
1

## DMV Vision & Mission

<p>Colorado Department of Revenue</p> <p><b>Vision</b></p> <p>To become a premier Department of Revenue known for its outstanding customer service, innovation, and dedicated employees.</p> <p><b>Mission</b></p> <p>The Department of Revenue will provide quality service to our customers in fulfillment of our fiduciary and statutory responsibilities while instilling public confidence through professional and responsive employees.</p>	<p><b>Vision</b></p> <p>A high performing team with dedicated employees driving forward to excellence in customer service, identity security, and public safety.</p>
	<p><b>Mission</b></p> <p>Our mission is to provide excellent identification, driver, and motor vehicle services to help make Colorado a safe place to live, work, and play.</p>

7/6/2015

2



## DMV Strategy - Goal & Objectives

- Goal – Improve Customer Satisfaction and Customer Experience
- Objective – 15 Minute Average Wait Time
  - FY 2015 – DL customers are seen within an average of 60 minutes 65% of the time by the end of FY 15 in Wait Less deployed offices
  - FY 2016 – DL customers are seen within an average of 15 minutes 50% of the time by the end of FY 16
  - FY 2017 – DL customers are seen within an average of 15 minutes 65% of the time by the end of FY 17
  - FY 2018 – DL customers are seen within an average of 15 minutes 80% of the time by the end of FY 18
- Objective – Customer Convenience Options
  - An average of 90% of customers with appointments served within 15 minutes
  - Increase annual on-line renewals by 5% over the previous year

7/6/2015 4

## Performance Metrics – FY 15

- DL customers have been seen within an average of 60 minutes 67.39% of the time in Wait Less deployed offices
  - 13 offices are exceeding the objective – an average of 65% of customers are seen within 60 minutes
  - 2 offices are not yet meeting the minimum standard
- An average of 87% of customers with appointments have been served within 15 minutes
- 135,451 customers have renewed their DL or ID card online

7/6/2015

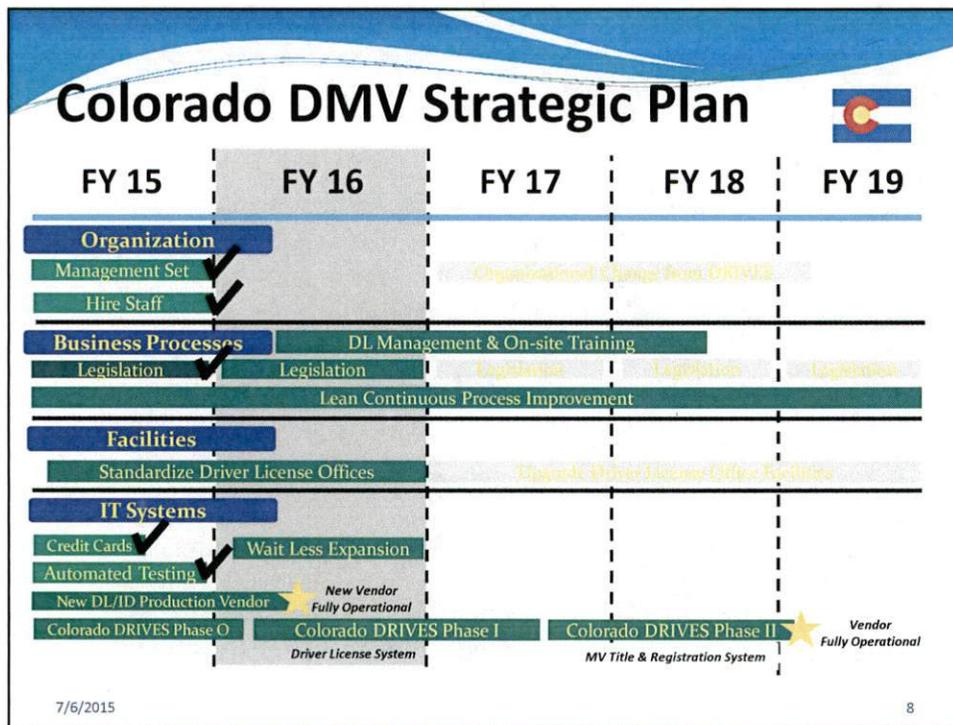
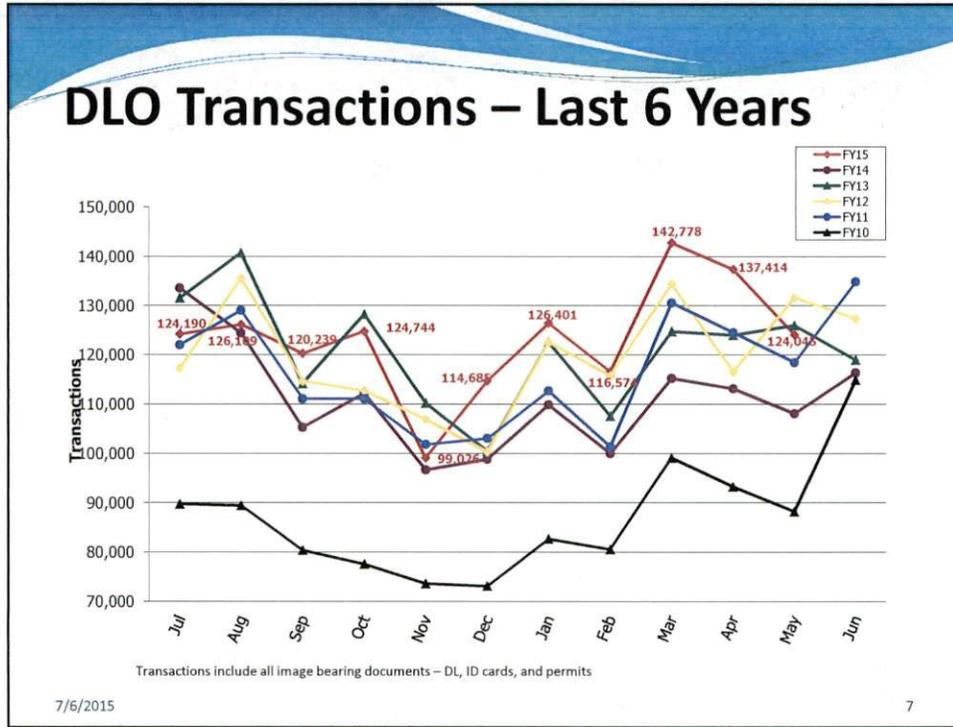
5

## Current Situation DL Offices

- 34 State and 20 County Driver License Offices
  - Document issuance: State 86.8% / County 13.2%
  - 269 State employees (78.6%) / 73 County employees (21.4%)
  - 88 DL technicians in training status (less than 6 months) (31.9%)
  - 21 DL technician vacancies (11% turnover since July)
  - Customer feedback since January is 64% positive (9% increase)
- 2 new offices supporting Department of Corrections
- 4 offices offering Exceptions Processing services
- 3 offices serving CO-RCSA customers who are unable to demonstrate lawful presence
- All State offices have automated testing systems & accept credit cards
- 15 State offices are equipped with the Wait Less system

7/6/2015

6



## Selected Legislation Implemented FY 15

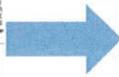
- ✓ Colorado Road & Community Safety Act (CO-RCSA) (SB13-251) - AUG 2014
- ✓ 2x On-Line Renewal (SB14-194) - AUG 2014
- ✓ County Fee Change (HB14-1066) - AUG 2014
- ✓ DL Technician Series Transition (HB14-1336) - SEP 2014
- ✓ Exceptions Processing Expansion (SB14-194) - SEP 2014
- ✓ Dept of Corrections DL Offices (HB14-1336) - DEC 2014
- ✓ Hired 52 FTE customer enhancement staff (HB14-1336) - FEB 2015
- ✓ Electronic Lien & Title (HB13-1289) - MAY 2015

7/6/2015

9

## Selected Legislation to be Implemented

- New Diesel Motor Vehicles Emissions Testing
  - extends the heavy duty vehicle diesel emissions testing from 4 to 6 years for 2014 or newer vehicles (HB15-1134)
- New Temporary Permit
  - replaces the current temporary permit and requires mounting in license plate bracket. Multi-agency project. To be funded with a donation. (SB15-090)



7/6/2015

10

## Wait Less Expansion Project

- Expand Wait Less system to 16 additional offices
  - Appointment Scheduling
  - Customer Queuing
  - Office management tools
  - Measure customer wait times
- Replace unreliable kiosks in 15 Wait Less equipped offices
- Upgrade version of software and obtain additional licenses
- Multiple Vendors – CI, ACF, and DynaTouch
- General Assembly approved \$1,492,103 (SB15-234)
- Estimated completion date is June 30, 2016

7/6/2015

11

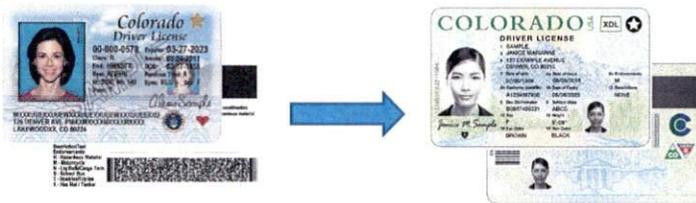
## DL / ID Card Vendor Project (1 of 2)

- Colorado uses central issuance process in which a vendor produces and mails cards to customers
- Vendor provides work stations, document scanners, cameras, finger print capture, and other associate office IT equipment
- Previous vendor in place since 1999
- New vendor, Marquis ID System (MIDS) selected and contract signed on October 15, 2014
- More secure and durable card with a new design
- MIDS system will integrate into Colorado DRIVES
- Implementation date is November 18, 2015

7/6/2015

12

## DL / ID Card Vendor Project (2 of 2)



Current

New

- 100% polycarbonate card body (layers will not separate)
- Durable – 10+ year life
- Secure – Laser engraving with enhanced security features
- Consistent Quality – Variation due to printing eliminated

7/6/2015

13

## Colorado DRIVES Project

*“Driver License, Record, Identification, and Vehicle Enterprise Solution”*

- Replacement of Driver’s License System (DLS), Colorado State Title & Registration System (CSTARS), and supporting systems
- Motor Vehicle Infrastructure Analysis and Feasibility Study
- Lean Process Improvements
- Awarded to Fast Enterprises
- Contract negotiation in progress
- Joint CDOR/GOIT Project
  - Executive Management Steering Committee
  - Business & Technical Committee
  - County DRIVES Committee
- Multi-Year Capital Development Appropriation
- 3 Year project in 2 phases

7/6/2015

14

## Driver License Fee Change

- Fees will change effective July 15, 2015
- SB 14-194 authorized the department to raise or lower fees effective July 1, 2015
- Fees may be raised no more than 20% before July 1, 2016
- Cannot raise fees more than 5% per year after July 1, 2016
- The department completed rules and submitted report to the Joint Budget Committee
  - New fees are listed on fee change handout
- Last fee increase approved by Legislature in 2007
- General Fund subsidy will still be required to fully fund DMV

7/6/2015

15

## Veteran Services

- ✓ Vets 2 Trucks Program
- ✓ Veteran Designation on DL & ID Cards (HB13-1119)



- ✓ No Fee for Military Identifier (HB13-1011)
- ✓ Registration Late Fee Exemption
- ✓ 38 Military License Plates
- ✓ Counties now have ability to issue first time free military plates

7/6/2015

16



# Questions or Comments?



7/6/2015

17

## Fees for Colorado driver licenses, instruction permits, identification cards and related services

U.S. Citizens and individuals who are permanently or temporarily lawfully present in the U.S.

Activity	Fee Beginning July 15	Current Fee
Driver License Issuance/Renewal	\$ 25.00	\$ 21.00
Instruction Permit	\$ 16.80	\$ 14.00
Identification Card Issuance/Renewal	\$ 11.50	\$ 10.50
Duplicate License or Permit	\$ 9.00	\$ 7.50
Additional Duplicate License or Permit	\$ 16.00	\$ 14.00
Driver License Extension	\$ 3.60	\$ 3.00
Commercial Driver License	\$ 15.50	\$ 35.00
Commercial Driver Permit	\$ 16.80	\$ 14.00
CDL Drive Test	\$ 120.00	\$ 100.00
CDL Testing Unit License (Initial)	\$ 360.00	\$ 300.00
CDL Testing Unit License (Renewal)	\$ 120.00	\$ 100.00
CDL Tester License (Initial)	\$ 120.00	\$ 100.00
CDL Tester License (Renewal)	\$ 60.00	\$ 50.00

Individuals unable to demonstrate lawful presence in the U.S.

Activity	Fee Beginning July 15	Current Fee
CO-RCSA SB251 Driver License	\$79.58	\$50.50
CO-RCSA SB251 Instruction Permit	\$48.19	\$14.00
CO-RCSA SB251 Identification Card	\$26.68	\$14.00

Fees for all individuals

Activity	Fee Beginning July 15	Current Fee
Knowledge Test - Retest	\$ 11.15	\$ -
Skills Test – Retest	\$ 15.00	\$ -
Return of Driver License	\$ 6.00	\$ 5.00
Surrendered License Replacement	\$ 6.00	\$ 5.00
Identification Card Reissuance	\$ 20.00	\$ 20.00
Driving Record	\$ 2.60	\$ 2.20
Certified Driving Record	\$ 3.20	\$ 2.70

# Colorado License Plates\*

(\*includes bills enacted from the 2015 legislative session)



# 2015 License Plate Bills

- HB 15-1004 Firefighter Motorcycle License Plate – Effective January 1, 2016
  - Authorizes the Firefighter group special license plate to be issued to motorcycles



# 2015 License Plate Bills

- HB 15-1026 Reserved Parking Disabled Military License Plates – Effective August 5, 2015
  - Authorized all military special license plates to be issued as a person with disability license plate
    - Requires the design and programming of 72 new license plate inventory types



72 Inventory Types  
See Slides 23 - 27  
Eff. August 5, 2015

# 2015 License Plate Bills

- HB 15-1136 Parking Privileges Disabled Veteran License Plate – Effective August 5, 2015
  - Authorizes a qualified person to be issued two person with disability military special license plates



# 2015 License Plate Bills

- HB 15-1313 Rocky Mountain National Park License Plate – Effective January 1, 2016
  - Creates the “Rocky Mountain National Park” group special license plate
    - Requires a donation between \$25.00 - \$75.00 to be issued the plate to a Department selected organization that meets the statutory requirements to authorize the issuance of the license plate



Rocky Mountain National  
Park License Plate  
Design Pending  
Eff. January 1, 2016

# 2015 License Plate Bills

- SB 15-229 ALS Motor Vehicle License Plate – Effective January 1, 2016
  - Creates the Amyotrophic Lateral Sclerosis (ALS) group special license plate



ALS License Plate  
Design Pending  
Eff. January 1, 2016

# Taxes and Fees

- Taxes and fees are assessed based on:

Vehicle Type  
& Model Year

Tax Class

Weight

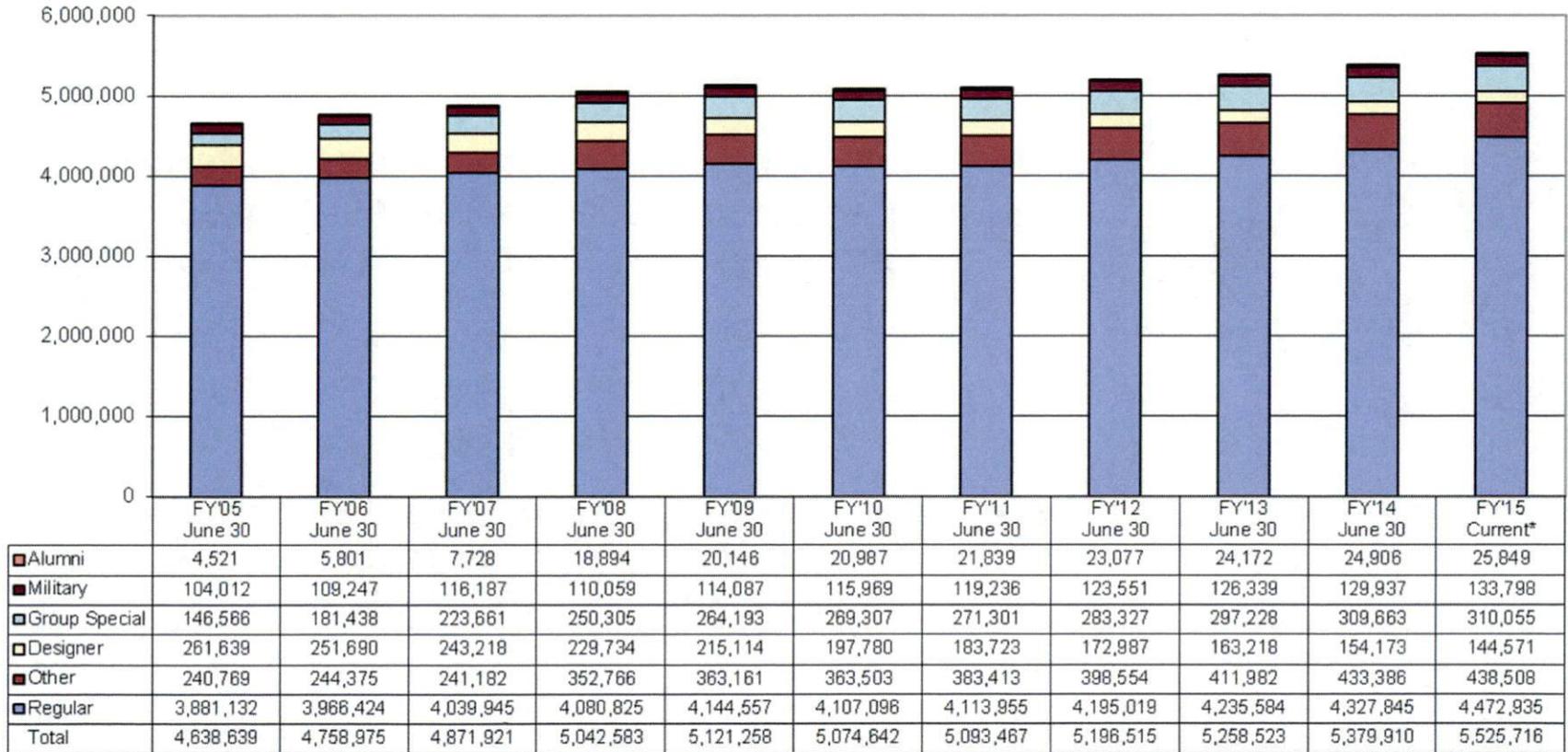
Registration  
County

- Regardless of the license plate type, the normal taxes and fees remain the same based on these factors
- These normal fees apply to all situations to include issuance, renewal, replacement, transfer, change registration, etc.



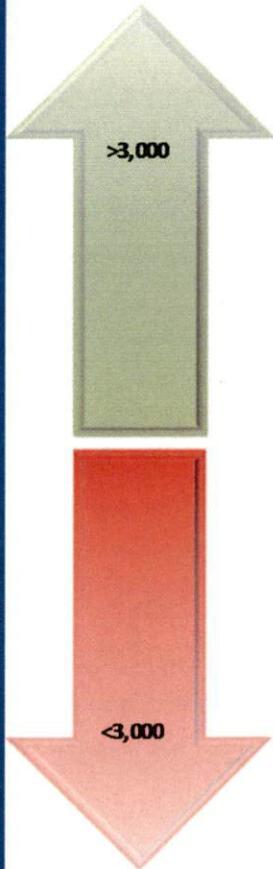
# Year Over Year Summary

**Registered Vehicles by Plate Category  
(Fiscal Year End)**



\*FY'15 current as of May 31, 2015. June registered vehicle numbers not available until end of July 2015

# Year Over Year Summary



Only 8 GSLP have reached 3,000 minimum since their creation

6 have reached the 3,000 within 16-months, the remaining two reached the 3,000 within 66-months

The 8 plates are the Breast Cancer, Broncos Charties, Support the Troops, Share the Road, Ski Country USA, Adopt a Shelter Pet, Italian American and Donate Life



21 GSLP have not reached the minimum since creation

9 of these 21 have received retirement date extension amendments two different times

-SB 09-175 extended the retirement to July 1, 2011

-HB 11-1236 extended the retirement to July 1, 2016

The 21 plates, number currently registered, and months they have been issuing plates are:

Prior to Breast Cancer Awareness in July 2006 registration data and if/when plate meet 3,000 is not available. This also includes: 10<sup>th</sup> Mountain Division (7,041), Air Force Commemorative (12,084), American Indian Scholar (1,851), Columbine (101,715), Firefighters (18,801), Greyhound (3,408), Pioneer (36,910), and Raptor (2,884)

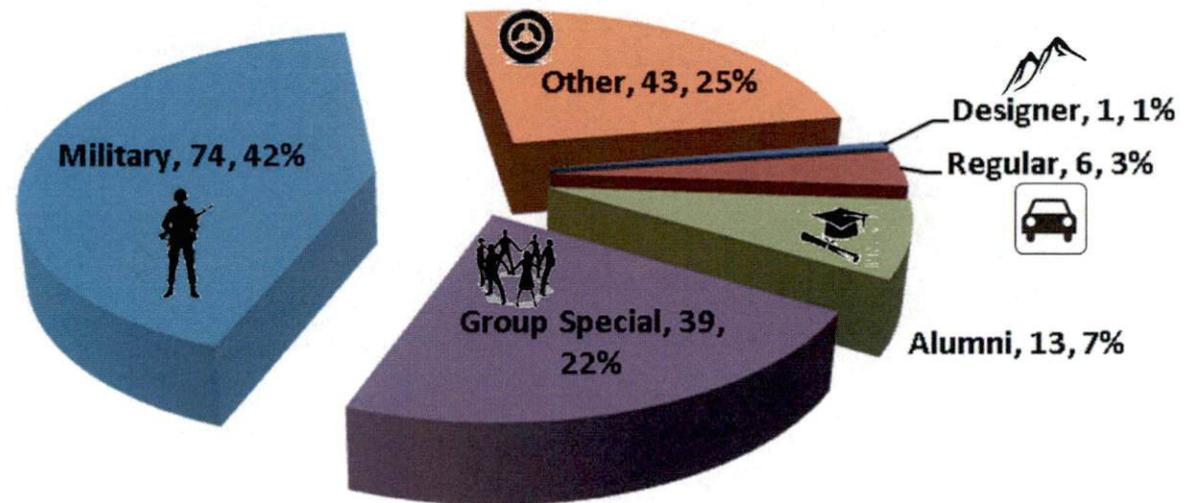
( ) = number currently registered

Plate	Name	# Registered	# of Months Available For Issuance
000-XXX	Support Education	685	100
000-XXX	Kid's 1st	2,033	94
000-XXX	Carbon Fund	1,141	81
000-XXX	Support the Horse	2,452	77
XXX-000	Boy Scouts	1,295	71
000-XXX	Alive at 25	92	65
000-XXX	State Parks	1,627	53
000-XXX	Juvenile Diabetes	1,172	41
000-XXX	Craig Hospital	370	41
000-XXX	Colorado Avalance	1,798	41
000-XXX	Denver Nuggets	479	41
000-XXX	Girl Scouts	241	41
000-XXX	Child Loss Awareness	879	30
000-XXX	Flight for Life Colorado	412	30
000-XXX	Fallen Heroes	1559	30
000-XXX	Colorado Rockies	1578	30
Design Pending	Wildlife Sporting	0	Met C.R.S. Requirements July 2015
000-XXX	Protect Our Rivers	1114	17
000-XXX	Emergency Medical Services	184	5
000-XXX	Support the 10th Mountain Division	1,363	6
Design Pending	ALS	0	Effective January 1, 2016
Design Pending	Rocky Mountain National Park	0	Effective January 1, 2016



# Colorado License Plate Types by Plate Category

## License Plate Types by Category (total 176 plate types)\*

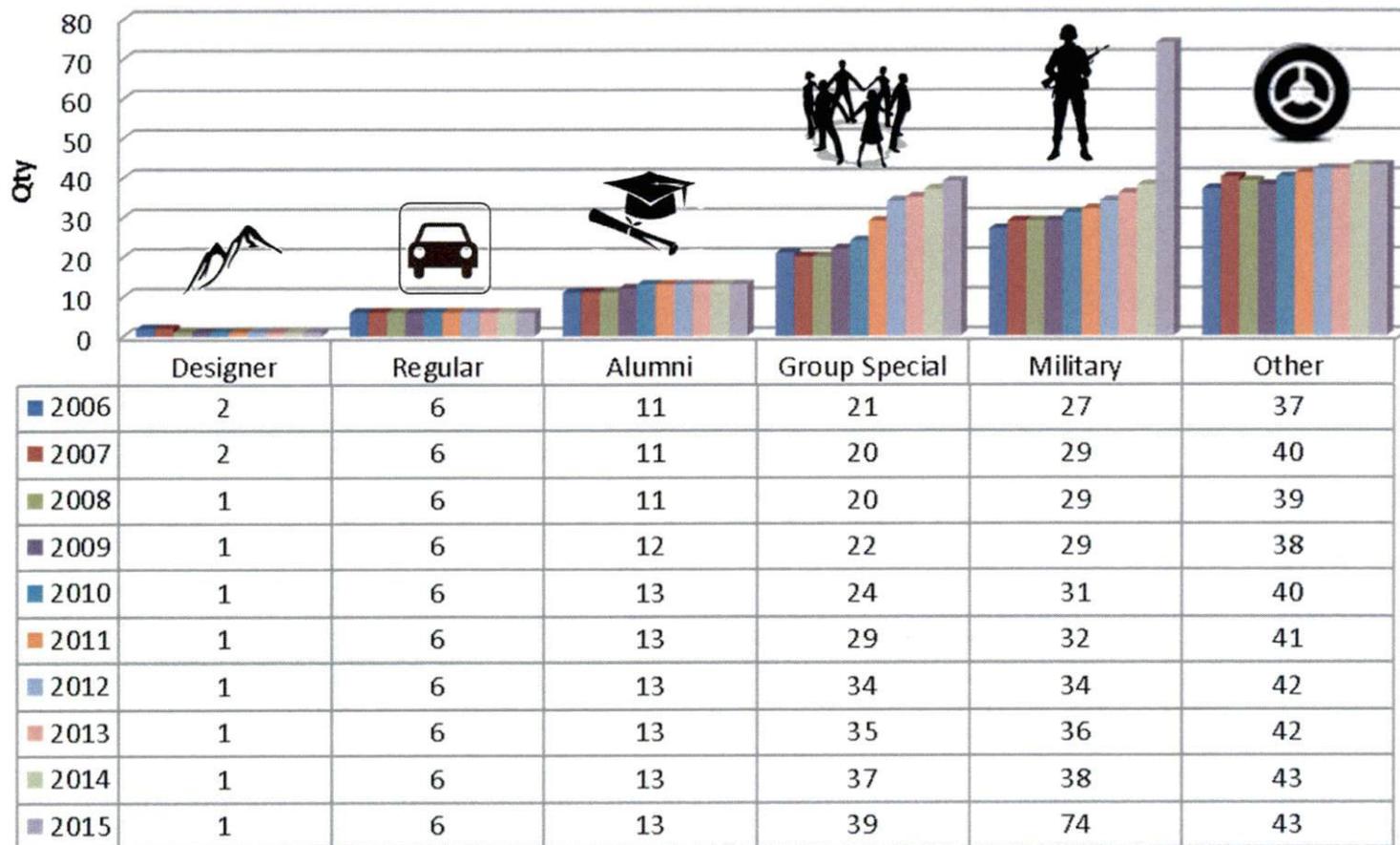


\*as of 2015 Legislation

Plate Types = Support the Troops, U.S. Marine Corps, Trailer, etc.

# Plate Types – Year Comparison

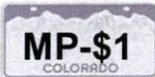
## Colorado License Plate Types (Year over Year)



# Legend

## Military License Plates (74)

C.R.S. 42-1-102(24.5)

- (22)  - First set free
- (10)  - HUTF waived first set
- (34)  - Qualifier
- (8)  - Available to anyone



## Alumni License Plates (13)

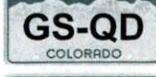
C.R.S. 42-3-214

- (4)  - Available to anyone
- (9)  - Qualifier



## Group Special License Plates (39)

C.R.S. 42-1-102(41.5)

- (13)  - Available to anyone
- (1)  - Qualifier
- (14)  - Qualifier with C.R.S. donation
- (6)  - Qualifier with non-profit determined issue donation
- (4)  - Qualifier with state collected C.R.S issue and renewal donation
- (1)  - Qualifier with non-profit issue and renewal donation



## Designer (Optional) License Plate (1)

C.R.S. 42-3-212



# Legend Continued

## Other License Plates (43)

C.R.S. Various in Title 42 Sections 3 and 12

- (11)  - Owner qualifier  
(not registered to a vehicle)
- (18)  - Vehicle qualifier
- (14)  - Owner & Vehicle qualifier



## Regular License Plates (6)

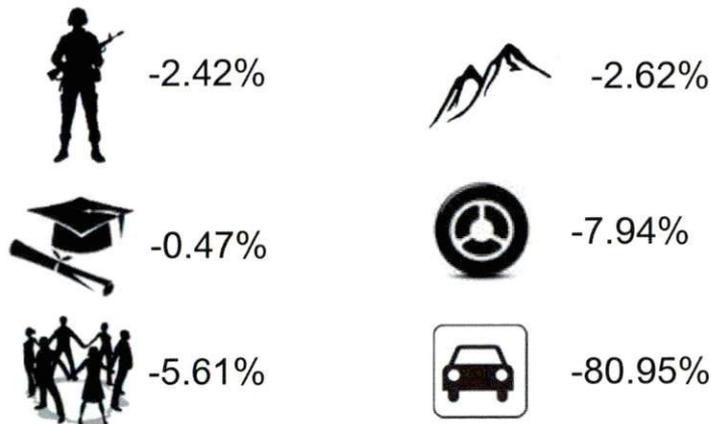
C.R.S. Various in Title 42 Section 3

- (1)  - Available to anyone
- (4)  - Vehicle qualifier
- (1)  - Owner qualifier



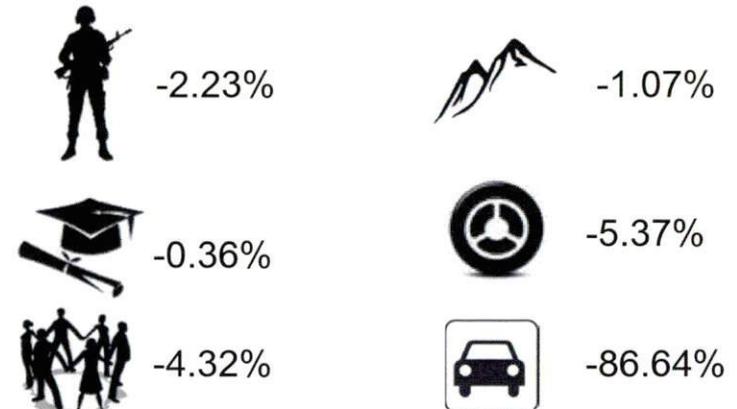
## Registered Vehicle %

~5.5 Million Vehicles Registered Annually



## Annual Issued Plates %

1.3 Million License Plates Issued Annually



### Military License Plates (74)

C.R.S. 42-1-102(24.5)

- (22)  - First set free
- (10)  - HUTF waived first set
- (34)  - Qualifier
- (8)  - Available to anyone



- (8)  - Available to anyone
- (34)  - Qualifier
- (10)  - HUTF waived first set
- (55)  - First set free



# Military – Taxes and Fees

- Unlike Group Special, Alumni, and Designer, Military license plate statutes permit for exemptions in certain situations of either both or one of the \$25.00 HUTF and \$25.00 LSCF one-time issuance and replacement specialty plate fees
  - This creates three different specialty plate fee structures for military license plates
  - The following slides will demonstrate these three different fee structures as they apply to military license plates
  - No military license plate has an annual or renewal specialty plate fee assessed on them



# Military License Plates (22)



- First plate per applicant is waived all taxes and fees to include HUTF and LSCF fees
- Second and subsequent plate is not waived fees



				Pre-Qualifiers			
\$25 HUTF	\$25 LSCF	May be Personalized		C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION

# Military License Plates (10)

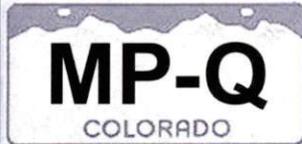


- First plate per applicant is waived the HUTF and LSCF fee only
- Second and subsequent plate is not waived the HUTF or LSCF fees



				Pre-Qualifiers			
\$25 HUTF	\$25 LSCF	May be Personalized	Motorcycle	C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION

# Military License Plates (34)



- Available to qualified service members or veterans
- Plates are **not exempt** the HUTF or LSCF fees



				Pre-Qualifiers			
		May be Personalized 		C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
			SOME				

# Military License Plates (8)



- Military license plates without qualifiers. Any Colorado qualifying vehicle owner may be issued these plates
- Plates are **not exempt** the HUTF or LSCF fees



				Pre-Qualifiers			
		May be Personalized 		C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION

**Alumni License Plates (13)**  
C.R.S. 42-3-214

(4)  - Available to anyone 

(9)  - Qualifier

(a)  - Qualifier

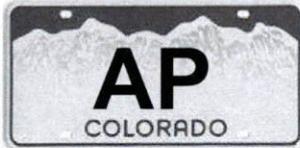
(A)  - Available to anyone 

# Alumni License Plates

- **“Alumni Special License Plate”** means a special license plate issued to an alumni association for a private or public college or university located within Colorado that offers at least a bachelors degree in an education program and that is accredited by a nationally recognized accrediting agency or association.  
C.R.S. 42-3-214



# Alumni License Plates (4)

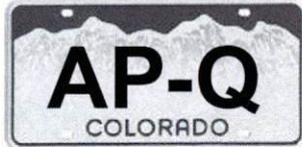


- Alumni Plates – No pre-qualification or special donations required



				Pre-Qualifiers			
				C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
\$25 HUTF	\$25 License LSCF	May be Personalized PRSNLZD COLORADO					

# Alumni License Plates (9)



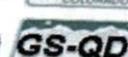
- Alumni Plates – Requires proof of prequalification from a the Colorado college, university, or alumni association before license plate can be issued

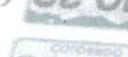
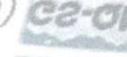


				Pre-Qualifiers			
		May be Personalized 		C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION

**Group Special License Plates (39)**

C.R.S. 42-1-102(41.5)

- (13)  - Available to anyone 
- (1)  - Qualifier
- (14)  - Qualifier with C.R.S. donation
- (6)  - Qualifier with non-profit determined issue donation
- (4)  - Qualifier with state collected C.R.S issue and renewal donation
- (1)  - Qualifier with non-profit issue and renewal donation

- (1)  - Qualifier with non-profit issue and renewal donation
- (4)  - Qualifier with state collected C.R.S issue and renewal donation
- (6)  - Qualifier with non-profit determined issue donation
- (14)  - Qualifier with C.R.S. donation
- (1)  - Qualifier
- (13)  - Available to anyone 

# Group Special License Plates

- “**Group Special License Plate**” means a special license plate that is not a distinctive plate and is issued to a group of people because such people have a common interest or affinity – C.R.S 42-1-102
- Requires plates to be issued for at least three thousand vehicles – C.R.S. 42-3-207(II)



# Group Special License Plates (13)



- Group Special – No pre-qualification or non-profit donation required



ALS  
Design Pending  
Eff. Jan 1, 2016

\*Plate eliminated with HB 14-1089, 100% replaced by December 2015

				Pre-Qualifiers			
\$25 HUTF	\$25 License LSCF	May be Personalized PRSNLZD COLORADO		C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
		SOME	SOME				

# Group Special License Plates (1)



- Group Special – Requires a pre-qualification pursuant to rule

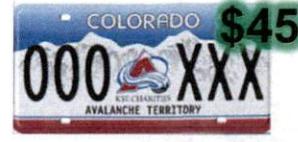


				Pre-Qualifiers			
				C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
\$25 	\$25 License 	May be Personalized 					

# Group Special License Plates (14)



- Group Special – Statutory issue donation to non-profit organization required



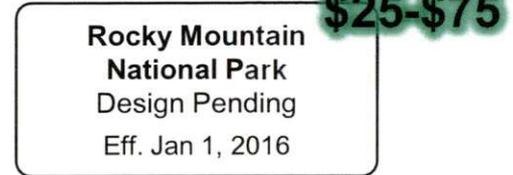
**Donation** = the amounts defined by the Colorado Revised Statutes per issuance and plate type

				Pre-Qualifiers			
\$25 HUTF	\$25 License LSCF	May be Personalized PRSNLZD		C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
		SOME	SOME				

# Group Special License Plates (6)



- Group Special – Requires an issue donation defined by the non-profit organization



**Donation** = the amounts currently defined by the non-profit organization per issuance and plate type  
 \*or 50% offset of the vehicle's emissions

				Pre-Qualifiers			
		May be Personalized		C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
\$25 HUTF	\$25 License LSCF	PRSNLZD COLORADO					
		SOME	SOME				

# Group Special License Plates (4)

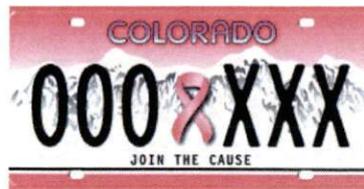


- Group Special – Requires a pre-qualification pursuant to the plate’s creating statutes and a issue and renewal donation to a fund collected by the state



**\$30** = at the time of issuance; and  
**\$25** = at each renewal

**Adopt A Pet Foundation**



**\$25** = at the time of issuance; and  
**\$25** = at each renewal

**Breast and Cervical Cancer Prevention and Treatment Fund**

**Wildlife Sporting**  
 Design Pending  
 Eff. Jan 1, 2013

**\$10** = at the time of issuance; and  
**\$25** = at each renewal

**Wildlife Cash Fund**

				Pre-Qualifiers			
				C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
\$25 HUTF	\$25 License LSCF	May be Personalized PRSNLZD COLORADO					

# Group Special License Plates (1)



- Group Special – Requires a pre-qualification pursuant to the plate’s creating statutes and an issue and renewal donation to the non-profit organization



**\$15 - \$100** = at the time of issuance; and

**Amount Determined by the 10<sup>th</sup> Mountain Division Foundation, Inc.** = at each renewal

Support the 10<sup>th</sup> Mountain Division

				Pre-Qualifiers			
				C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
\$25 HUTF	\$25 License LSCF	May be Personalized PRSNLZD COLORADO					



# Designer (Optional) License Plate



• Designer – No pre-qualification or donations required. Any Colorado qualifying vehicle owner may be issued these plates



**\$25** = HUTF fee assessed at the time of every renewal

		May be Personalized 		Pre-Qualifiers			
				C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION

### **Other License Plates (43)**

C.R.S. Various in Title 42 Sections 3 and 12

(11)  - Owner qualifier  
(not registered to a vehicle)

(18)  - Vehicle qualifier

(14)  - Owner & Vehicle qualifier



(14)  - Owner & Vehicle qualifier

(18)  - Vehicle qualifier

(11)  - Owner qualifier  
(not registered to a vehicle)



# Other License Plates (11)



- Other – Owner qualification, license plate is registered to a person not a vehicle



				Pre-Qualifiers			
		May be Personalized 		C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
			SOME				

# Other License Plates (18)\*\*



- Other – Vehicle qualification, vehicle must meet specific qualifications

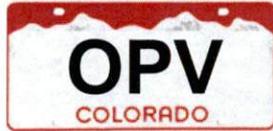


\* Plate manufactured/issued as a set for trucks and singles for tractor trailers

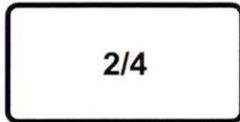
\*\*Count includes plates issued as sets and singles based on vehicle type

		May be Personalized		Pre-Qualifiers			
				C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
\$25 HUTF	\$25 License LSCF						
		SOME	SOME				

# Other License Plates (14)\*\*



- Other – Owner and Vehicle qualification, owner and vehicle must meet specific qualifications



\* Plate manufactured/issued as a set for trucks and singles for trailers

\*\*Count includes plates issued as sets and singles based on vehicle type

				Pre-Qualifiers			
\$25 HUTF	\$25 License LSCF	May be Personalized PRSNLZD COLORADO		C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
		SOME	SOME				

**Regular License Plates (6)**  
C.R.S. Various in Title 42 Section 3

- (1)  - Available to anyone
- (4)  - Vehicle qualifier
- (1)  - Owner qualifier



**Regular License Plates (6)**  
C.R.S. Various in Title 42 Section 3

- (1)  - Owner qualifier
- (4)  - Vehicle qualifier
- (1)  - Available to anyone



# Regular License Plate (1)

- Regular – Available to anyone



				Pre-Qualifiers			
				C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
		May be Personalized 					

# Regular License Plates (4)



- Regular – Vehicle must meet specific qualifier

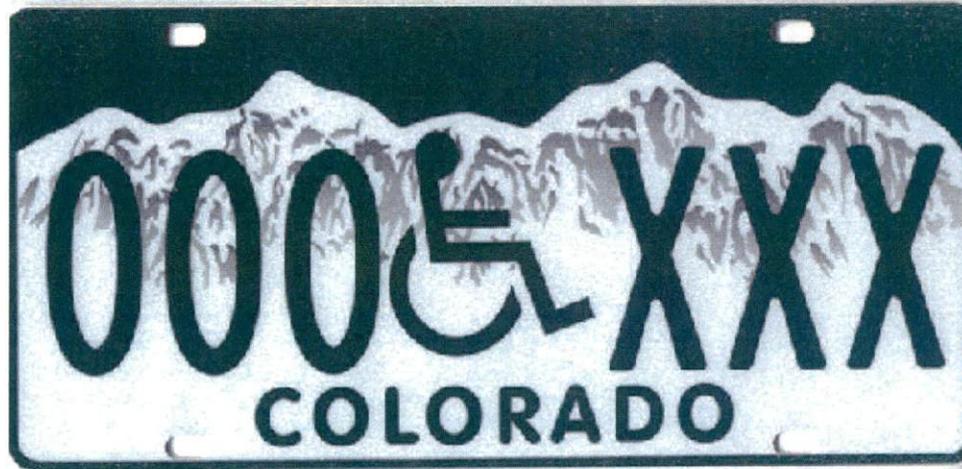


				Pre-Qualifiers			
				C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
\$25 HUTF	\$25 License LSCF	May be Personalized PRSNLZD COLORADO					
			SOME				

# Regular License Plates (1)



- Regular – Owner must meet specific qualifier



				Pre-Qualifiers			
				C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
\$25 HUTF	\$25 License LSCF	May be Personalized PRSNLZD COLORADO					

# Plate Personalization (Vanity)



Military license plates may not be personalized



Some Group Special, Regular and Other, and all Alumni license plates may be personalized. If the plate qualifies and the applicant chooses to personalize the plate, they are assessed:

<p><b>\$33</b></p>	<p><b>\$25</b></p>	<p><b>\$2</b></p> <p>County Retained Fee</p>	<p><b>\$25</b></p> <p>HUTF Annual Renewal</p>

Total initial issuance and replacement cost: **\$60**

**Transfer: \$13**

If the applicant chooses to personalize a designer license plate, they are assessed:



<p><b>\$58</b></p>	<p><b>\$25</b></p>	<p><b>\$2</b></p> <p>County Retained Fee</p>	<p><b>\$50</b></p> <p>HUTF Annual Renewal</p>

Total initial issuance and replacement cost: **\$85**

**Transfer: \$13**

# GSLP Application Process



## Start

Application for the proposal to create a GSLP are completed pursuant to the:

- Modified process in 42-3-207, C.R.S.,  
and;  
1 CCR 204-10 Rule 16. Group Special License Plates



## Step 1

Non-profit organizations desiring to propose the creation of a GSLP are provided a packet detailing the process and requirements



## Step 2

To ensure compliance with C.R.S. and rule, the Department requires the non-profit to provide the following:

1. Completed application
2. Affirm agreement to rules and regulation
3. Proof of non-profit tax exempt status
4. 3,000 signatures (both electronic and originals)
5. \$200.00 license plate design payment submitted to Colorado Correctional Industries
6. Funds descriptor letter detailing the non-profit's collection and use of a donation
7. Pre-certification process letter detailing the requirements that customers will have to meet in order to be authorized by the non-profit for issuance of the proposed GSLP
8. Organizations charter and/or articles of incorporation
9. Logo permissions



## Step 3

If the non-profit meets the minimum statutory requirements within 2 years, the Department issues an approval notification information the non-profit that:

1. Their application for the proposal to create a GSLP, documents supplied, and petitions obtained have met the minimum statutory requirements;

and;

2. That the non-profit has the sole responsibility to obtain a legislator to sponsor a bill

At this point, a new 2-year time limit is established

# GSLP Application Process



**COLORADO**  
Department of Revenue

Division of Motor Vehicles  
Physical Address:  
1881 Pierce Street  
Lakewood, CO 80214

Mailing Address:  
P. O. Box 173350  
Denver, CO 80217-3350

July 1, 2014

Non-Profit Organization  
123 Any Street  
Any Town, CO 99999

Attn: Mr. John Doe

Re: "Proposed Plate Name"

Dear John Doe:

Your application for creation and implementation of the "Proposed Plate Name" group special license plate has been reviewed and determined to meet the statutory requirement of 42-3-207, Colorado Revised Statutes, and the Code of Colorado Regulations 1 CCR 204-14. As the applicant for the "Proposed Plate Name" license plate, you have the sole responsibility to obtain a bill sponsor. The Department does not assist applicants in obtaining sponsors for group special license plates.

The Department of Revenue Communication Specialist, Kyle Boyd, will be your contact through the rest of the process. Please understand that he has no authority regarding passage of the legislation or obtaining a bill sponsor. Kyle can assist you, however, with questions and concerns you may have.

Although the "Proposed Plate Name" license plate application has been reviewed and has met the minimum statutory requirement for creation of this plate, you may still want to continue collecting names of individuals interested in obtaining it. If the Colorado General Assembly approves the initial production, a supply of plates will be provided to county motor vehicle offices based on a percentage of the total number of names collected. The Administrative Services Manager will determine the final cut off for the collection of names per manufacturing schedules.

Should you have any questions or concerns please feel free to contact Kyle Boyd at (303) 205-8353.

Sincerely,

Barbara J. Brohl  
Executive Director

Cc: Kyle Boyd, DMV



**COLORADO**  
Department of Revenue  
Division of Motor Vehicles

# License Plate Retirement History

## Retired GSLP

- Discontinue new and replacement issuance of the retired GSLP
- Remove existing inventory from stock
- Permits owner to retain and register the plate to a vehicle to include transferring of the plate to other vehicles

- Department takes into consideration inventory levels, costs associated with retirement, and other factors before retirement of a plate is considered
- Code of Colorado Regulations 1 CCR 2014-10 Rule 16. Group Special License Plates

### Retired May 2008

Retired for failure to have 3,000 registered to vehicles

### Retired No History

### Retired Dec 2008

Retired to meet C.R.S. 42-3-201(3) requiring same type of license plate to be issued to certain vehicles

### Retired June 2009

Retired for failure to have 3,000 registered to vehicles

# License Plate Elimination History

## Eliminated GSLP

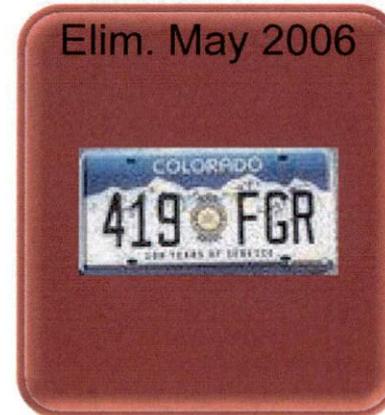
- Removed all existing inventory from stock
- Required replacement of plates registered at the time of elimination
- Owner required to re-plate the vehicle with a different plate
- Elimination is no longer a process used by the Department unless required by new legislation (e.g., HB 14-1089)

Elim. Dec 2005\*



\*Elimination due to no statutory authority allowing the issuance of these plates

Elim. May 2006



# Additional Documents

- The below documents can be provided in addition to this presentation to TLRC members by request:
  - Registered Vehicles By Plate Types
    - This report is updated monthly and posted to the Departments website at [www.Colorado.gov/revenue](http://www.Colorado.gov/revenue)
  - Document with a photo of each plate
    - Special License Plate Report updated with photos and other valuable information and is provided to TLRC staff or can be made available upon request

# Contact Information

- For more information, please contact the Department's Legislative Liaison
  - Saskia Young
    - [saskia.young@state.co.us](mailto:saskia.young@state.co.us)
    - 303.866.2819



## License Plate Fact Sheet

When approached by a consistent requesting the creation of a Special License Plate there is one question you need to ask to determine the next steps. What type of organization is the constituent representing? The reason this question is imperative is that there are three types of Special License Plates. The first is Distinctive Special License Plate, C.R.S. 42-1-102(24.5). A Distinctive Special License Plate is issued to a person because such person has an immutable characteristic or special achievement honor. Specifically the Distinctive Special License Plate is the Military plates. The second is Group Special License Plate (GSLP), C.R.S. 42-1-102(41.5). A GSLP is a Special License Plate that is not a Distinctive Plate and is issued to a group of people because such people have a common interest or affinity. The third Special License Plate is an Alumni License Plate. An Alumni License Plate can be issued to an institution of higher education that offers at least a bachelor degree in an educational program, and is accredited by a nationally recognized accrediting agency or association, C.R.S. 42-3-214.

If the individual is representing an organization that is not requesting a Distinctive Special License Plate there are basic requirements to begin the initiation of C.R.S. 42-3-207. First the organization is required to be a 501(c)3, second the organization needs to collect 3,000 signatures and finally, the organization needs to apply for a GSLP with the Department of Revenue and receive written notification from the Department that the group has complied with the requirements for a GSLP. Once these requirements are met a member of either the House or Senate can sponsor legislation to enact a GSLP for a specific organization.

If the individual is representing an organization that meets the definition of Distinctive Special License Plate, there are not statutory requirements like there are for GSLP (3,000 signatures, non-profit, etc.). A member of the House or Senate can sponsor legislation to enact this plate.

For Alumni License Plates, the basic requirements are for the alumni association to obtain the commitments from 500 persons to purchase the license plate, pursuant to C.R.S. 42-3-214(2)(a).

Currently there are 133 different plate types in Colorado. These plate types are broken down by Designer -1 (purple mountains), Regular -6 (standard green and white), Alumni -13 (as defined above), Group Special -35 (as defined above), Military -36 (as defined above), and other - 42 (fleet, PUC, SMM, etc.). There is a process to retire a GSLP that do not meet the minimum 3,000 registered vehicles, pursuant to CRS 42-3-207(II).

Taxes and fees are assessed based on the vehicle type and model year, tax class, weight, and registration County. Regardless of the license plate type, the normal taxes and fees remain the same based on these factors. These normal fees apply to all situations to include issuance, renewal, replacement, transfer, change registration, etc.

**DEPARTMENT OF REVENUE  
DIVISION OF MOTOR VEHICLES  
GROUP SPECIAL LICENSE PLATE APPLICATION**

Group special license plates are issued under the authority provided in Colorado Revised Statute (C.R.S.)  
42-3-207 and Code of Colorado Regulations 1 CCR-204-14

Proposed Plate \_\_\_\_\_

Name of Non-Profit Organization \_\_\_\_\_

Address \_\_\_\_\_

Non-Profit Representative Name \_\_\_\_\_

Phone Number(s) \_\_\_\_\_

Fax \_\_\_\_\_

E-Mail \_\_\_\_\_

Non-Profit Website \_\_\_\_\_

Proposed Plate Website \_\_\_\_\_

**DEFINITIONS**

1. "Group special license plate" – means a special license plate that is not a distinctive plate and is issued to a group of people because such people have a common interest or affinity.
2. "Non-Profit" ("Not for Profit") – means to be tax-exempt as an organization described in IRC Sections 501(c)(3) of the Code, an organization must be organized and operated exclusively for one or more of the purposes set forth in IRC Section 501(c)(3) and none of the earning of the organization may inure to any private shareholder or individual. In addition, it may not participate at all in campaign activity for or against political candidates.
3. "Pre-Certification" – means for the purpose of authorizing issuance of group special license plates that criteria must be met by individuals to be authorized by the non-profit sponsoring organization to be issued the group special license plate. These criteria may be, but is not limited to, donations to or membership in the non-profit organization. Although the non-profit may desire to establish pre-certification requirements statute and the written Bill must detail any pre-certification for issuance of the group special license plate before it is effective and/or implemented by the department. Pre-certification may be added and/or removed at the discretion of the General Assembly and the Department.
4. "Department" – means the Department of Revenue of this State acting directly or through its duly authorized officers and agents.

**PLATE DESIGN**

1. Group special license plates shall be designed within the formats established by the Department and the Department shall have final approval and authority over the design. (See attached design template)

2. Cost to create the group special license plate design(s) are based on \$200.00 per hour. A minimum of one (1) hour is required. More time may be necessary depending on the quality of the submitted artwork, difficulty of the design, and/or changes requested. Total design payment, made payable to COLORADO CORRECTIONAL INDUSTRIES, will be required prior to designing the plate. Design fee is a non-refundable fee. The Department will coordinate all design requests, changes and alterations between the non-profit organization and Colorado Correctional Industries. The Department may elect to have the two organizations work directly with each other on more complicated designs. This does not remove the final approval and authority over the design from the Department. Any commitments or agreements made by Colorado Correctional Industries with the organization are not binding and may be over ridden by the Department.
  3. A sample plate of the finished design will not be provided unless specifically requested. If requested, a fee of \$2.54 per single plate will be charged to cover the material used to produce the sample plate(s). Total material fee payment should be made payable to COLORADO CORRECTIONAL INDUSTRIES.
  4. PMS (Pantone Matching System) color codes should be submitted with the artwork to ensure color accuracy as closely as possible to the Correctional Industries color pallet.
  5. The requested logo shall be supplied in electronic format.
  6. Requests for special alpha series (i.e., Department of Revenue = alpha series "DOR") will not be considered and/or authorized.
  7. The Department may deny any application request in which the design may be considered to carry connotations offensive to the average citizen or which could be misleading.
  8. Proposed tag line for the requested group special license plate (i.e., Respect Life, Colorado First, etc.). Limited to twenty-two (22) characters, which includes spaces. Punctuation and special characters are not allowed. Font style, color, and size are graphic standards on all Colorado license plates and my not be changed without joint approval to do so by Correctional Industries and the Department of Revenue.
- 
- 
9. Proposed design/color scheme (refer to attached design template). The top wording "COLORADO", font style, color, and size and the mountain background are graphic standards on all Colorado license plates and my not be changed without joint approval to do so by Correctional Industries and the Department of Revenue.
- Area 1 (Top) \_\_\_\_\_
- Area 4 \_\_\_\_\_
- Area 5 \_\_\_\_\_
10. Upon approval of the plate design by the non-profit the designated non-profit's representative shall sign the back of the sample plate in permanent marker the word "APPROVED" along with the date and signature. This plate design will than be presented through department established approval channels for final design approval by the License Plate Manager. Should the plate design not be approved by the department the License Plate Manager will work with the non-profit organization to correct the plate design to a design that will be approved.

## GENERAL INFORMATION

1. Group special license plates shall only be issued to individuals who are residents of the State of Colorado pursuant to Title 42 of the Colorado Revised Statutes.
2. Group special license plates are typically only issued to passenger vehicles, light truck vehicles that weigh less than 16,000 pounds empty weight, motorcycles and motor homes. Legislation and the written Bill will detail any other vehicle types.
3. Personalization of group special license plates must be authorized by statute, Legislation and the written Bill will specifically state if personalization is allowed. All personalization shall comply with current personalized license plate regulations and shall result in the group special license plate logo/symbol being removed.
4. The Department shall not provide resident information to the non-profit concerning the number or expiration months of group special license plates issued. No vehicle owner information shall be provided at any time to the non-profit organization.
5. An additional one-time cost to each registrant of \$50.00 will be applied at issuance and replacement of the group special license plate. Of this one-time fee \$25.00 will be transferred to the Highway Users Tax Fund (HUTF) and \$25.00 will be transferred to the License Services Cash Fund. Other normal registration fees and taxes will be assessed by the individual(s) County Motor Vehicle Office. All fees and taxes are paid at the time of registration. Additional taxes and fees may be added and/or removed at the discretion of the General Assembly and the Department. Acceptance to these terms does not hold the department to only collecting the above stated additional costs, collection of taxes, fees and additional cost shall be pursuant to Title 42 of the Colorado Revised Statutes.
6. If pre-certification(s) are approved, the non-profit organization may issue, if required, DR 2814 – Organization License Plate Approval Certificates (see attached) to applicant(s) upon compliance with per-certification requirements. In lieu of the DR 2814 the non-profit organization may issue a self generated certificate that has been approved for use by the Department. Pre-certification(s) may not be changed once the group special license plate application has been determined to meet the minimum statutory requirements and letter is issued by the License Plate Manager. Pre-certification(s) may only be assessed by the non-profit organization upon initial approval of issuance of the group special license plate. The non-profit shall not be allowed to apply an annual pre-certification to renew/retain the group special license plate.
7. If approved and enacted all pre-certification and issuance criteria, effective dates, vehicle types, and registration types will be as contained in the written Bill. The Department does not have the authority to act outside of the limits of the enacted Bill. Should changes be needed legislation must be obtained to amend the statute in which the Bill created.
8. There is no statutory requirement for the Department to maintain a website of license plates or organization contact information. If approved the Department will make every effort to place the plate and organization information of the Colorado license plate website and on produced plate posters supplied to DMV offices on or before the effective date of the Bill. It is not the responsibility of the Department to ensure that the organization contact information is updated on the website; if changes are required they must be submitted to the Department via written letter.

## RESPONSIBILITY OF THE NON-PROFIT ORGANIZATION

1. Applications shall not be approved and/or submitted to the Executive Director until the names, addresses and county of residence is provided to the Department for at least three thousand (3,000) individuals requesting the group special license plate. This list must be provided in both paper format and electronic format as required by the Department. Petition sheets (see sample petition

sheet attached) are only valid on the proposed group special license plate and are not transferable between group special license plates sponsors. Petition sheets are valid for a period of two (2) years from the date submitted to the Department. Should the non-profit organization be unable to obtain a bill sponsor, or final approval from the General Assembly, within the two (2) year period, the petition process must be completed again requiring the non-profit organization to obtain a new set of at least three thousand (3,000) signatures.

2. In addition to the completed application the requesting non-profit organization must provide proof of tax exemption status via 501-c letter from the Internal Revenue Service, or a letter from the State of Colorado, Secretary of State Office confirming that they are a non-profit organization doing business under State law.
3. A non-profit organization proposing the creation of a group special license plate may request that pre-certification criteria be established by that non-profit organization prior to the issuance of the group special license plate. The Department shall not be responsible for the certification and/or collection of any fees involved in the pre-certification process for the non-profit organization of the group special license plate. The non-profit organization may provide persons seeking to obtain the group special license plate with a certificate that shall be presented to the department as proof that pre-certification criteria for the person has been met and is authorized to be issued the group special license plate. This certificate shall be in the design and format as established and/or pre-approved by the Department. Although the non-profit may desire to establish pre-certification requirements statute and the written Bill must detail any pre-certification for issuance of the group special license plate before it is effective and/or implemented by the department. Pre-certification may be added and/or removed at the discretion of the General Assembly and the Department. Once approved, the certificate may not be altered or changed without prior written approval from the department. Should the certificate be altered or changed without approval the department and its authorized agents will not be held accountable for honoring those certificates and may result in non-issuance of the group special license plate to persons presenting the certificates to the department. The non-profit may elect to place security features on the certificates. These security features may be, but is not limited to, holograms, seals, secure paper, copy protected paper, and special printing. The department will make reasonable efforts to determine that a certificate presented to them is a true and actual certificate but may not be held accountable for issuance of any group special license plates due to fraudulent or fake certificates.
4. Certificates issued to persons must be in the name of the person in which the motor vehicle is titled and shown as an owner on the registration. The department and its authorized agents shall not issue any group special license plates to a person in which the name on the certificate does not match the named owners on the registration. The non-profit may elect to issue blank, non-name specific, certificates. If non-name certificates are issued the department will make reasonable efforts to determine that a certificate presented to them is a true and actual certificate but may not be held accountable for issuance of any group special license plates due to photo copying, multiple printing, fraudulent or fake certificates.
5. The non-profit shall be responsible for all costs associated with the operations of pre-certifying persons to be issued the group special license plate. These costs may be, but are not limited to, postage, website maintenance, certificates and phone charges. The department will not entertain any requests for reimbursement of costs incurred by the non-profit. Should the non-profit choose to use the DR 2814 – Organization License Plate Approval Certificate one printed certificate will be supplied by the department. The non-profit shall be responsible for the reproduction and all costs associated with the reproduction of the DR 2814.
6. The requesting non-profit organization shall provide a written descriptor of the use of any funds collected by the non-profit organization for certificate and qualification purposes of the group special license plate. If available the requesting non-profit organization should provide a copy of the organization's Charter and/or Article of Incorporation.

7. The Department reserves the right to audit any monies collected and efforts made in the name of a group special license plate. This may include, but is not limited to, accounting, financial, procedures, tax, and certification audits. Within ninety (90) days of the end of the organization's fiscal year, the non-profit organization shall provide to the Department a "sources and uses of funds report" that is prepared by an independent certified public accounting firm, that summarizes the amount and use of the money collected by the organization from the qualifiers for the group special license plate. The annual report shall include verification that the organization continues to operate as a non-profit organization.

Organizations Fiscal Year Dates \_\_\_\_\_

8. In the event that an audit results in adverse findings, the Department may require additional information to support the organization's claims and may retire the plate through discontinuation of the production and issuance of the group special license plate. License plate retirement regulations shall be followed upon determination that a group special license plate will be retired.
9. The logos, designs, and colors provided by the non-profit organization for use on the group special license plates are to be owned and/or registered to that requesting non-profit organization. The non-profit organization shall provide, in writing, to the Department, permission for use of all logos, designs, and colors for the use in designing, production, manufacture and issuing of group special license plates as the Department may require. The use of websites, corporate, for profit organizations, or phone numbers shall not be allowed in the design of group special license plates.
10. All applicants shall be required to affirm, in writing, agreement to the terms in this application and to rules and regulations for group special license plates.
11. If the request for group special license plate is approved by the Department of Revenue Executive Director the non-profit organization proposing the group special license plate has the sole responsibility to obtain a bill sponsor for the proposed legislation.
12. It is the responsibility of the non-profit organization to keep the Department informed of any organization changes and/or contact information changes for the non-profit organization of the group special license plate.

**ADDITIONAL INFORMATION**

1. Upon approval, by the General Assembly, of the group special license plate and prior to initial production, all design costs shall be paid by the group special license plate sponsor.
2. An additional fee, either one time or continuing, may be charged by the Department to offset the cost of issuance of the group special license plates. These costs may include, but may not be limited to, the costs of issuance, programming, and maintenance of the group special license plate file.
3. If logo, color, and/or format changes are wanted to current group special license plates request for change must be submitted in writing to the Department by the non-profit organization of the group special license plate. A report shall be made to the Department Operations Director for Titles and Registrations including the written request and all supporting documentation for review and approval. Supporting documentation may include, but is not limited to, issuance trends, current inventory levels, and costs associated with changes. If approved, the non-profit organization for the group special license plate shall prepay all design costs before plate production shall commence. Should approval be granted while existing inventory is in circulation and the non-profit organization for the group special license plate requests that new plates be implemented immediately, the Department may require that non-profit organization to pay all fees associated with the recall, collection and destruction of existing inventory. No new manufacture shall be

approved on group special license plates that have been approved for change unless Statewide inventory levels are at or below current inventory management methodology.

4. The General Assembly may place a 3,000 registered requirement on the license plate. This requirement will be detailed in the written Bill and statute. At the end of period allowed in the statute from the effective date of the enabling legislation of a group special license plate and every year thereafter, there shall be three thousand (3,000) active registrations for each group special license plate. If any group special license plate has less than three thousand (3,000) active registrations, the Department has the right to retire that plate through discontinuation of the production and issuance of the plate. License plate retirement regulations will be followed by the department upon determination that a group special license plate is being retired for failure to have three thousand active registrations.
5. If a group special license plate is retired due to adverse audit findings and/or less than 3,000 plates are registered, the organization may have the option to re-apply for a new group special license plate after a period of five (5) years has elapsed for the date of retirement. To re-apply for the group special license plate, all established requirements must be met and the non-profit organization must go through the complete application process for the creation of a new group special license plate.
6. No items or documentation (i.e., thank you note, request for contributions, etc.) shall be issued with the group special license plates on behalf of the non-profit organization of the group special license plate. The Department shall not, at any time, align or associate itself with the non-profit organization of the group special license plate. Outside of plate posters and website the department will not promote or advertise the group special license plate. Any information provided to persons seeking to obtain the group special license plate outside of taxes and fees and registration questions and of the nature on how to obtain the group special license plate or specifics about the non-profit will be directed to the contact information of the non-profit organization..
7. Only non-profit organizations operating in the State of Colorado shall be allowed to apply for the creation of a group special license plate. Any funds collected in the process of certification by a non-profit organization for the issuance of group special license plates are to remain, and be used, in Colorado. Proof of the use of the funds shall be provided via the "annual sources and uses of funds report". If funds are transferred out of the State of Colorado and/or the non-profit organization relocates its operations outside of Colorado the group special license plate shall be retired.
8. Use of corporate (for profit) logos shall not be approved for use on the group special license plate. Should the non-profit be associated under, or be a division of a "for profit" organization the use of that "for profit" logo shall not be allowed on group special license plate. The non-profit organization shall work with the Department to design a logo for the group special license plate. The Department shall have final approval authority on all logo designs and placement on the group special license plates. Use of national symbols shall be approved at the discretion of the Department.
9. The approved non-profit organization must affirm in writing to the Department if the authority of the group special license plate is transferred to a successor organization. Upon acceptance of the transfer of authority by the Department, the successor organization shall be required to affirm in writing agreement to the established rules and regulations to group special license plates.
10. Current rules and regulations that pertain to group special license plates may be viewed at the Division of Motor Vehicle website at [www.colorado.gov/cs/Satellite/Revenue-MV/RMV/1177024843137](http://www.colorado.gov/cs/Satellite/Revenue-MV/RMV/1177024843137). It is suggested that you access these rules and regulations and print a copy for your records. Rules and regulations that pertain to group special license plates may be amended at any time without notification to the non-profit organization. Should changes occur

those amended rules and regulations shall override any information in this application or agreement that may be established between the non-profit and the department. The department will make reasonable efforts to update agreements, applications and documents should rules and regulations change, but shall be held harmless should such agreements, application or documents be in conflict with the overriding rules and regulations.

11. Colorado Revised Statutes referenced in this application may be viewed at [www.Colorado.gov](http://www.Colorado.gov). It is suggested that you access these statutes and print a copies for your records. Statutes that pertain to group special license plates may be amended at any time without notification to the non-profit organization. Should changes occur those amended statutes shall override any information in this application or agreement that may be established between the non-profit and the department. The department will make reasonable efforts to update agreements, applications and documents should statutes change, but shall be held harmless should such agreements, application or documents be in conflict with the overriding statutes.

#### **APPLICATION PROCESS**

1. Upon request the Department shall provide an information packet which shall include: Procedures for requesting the creation of a group special license plate, guidelines for design criteria, qualifications and procedures outlining the process of the non-profit organization proposing such group special license plate.
2. The Department, Registrations Sections, shall accept application letters and applications for group special license plates as completed by the requesting non-profit organization. Application shall only be accepted from non-profit organizations. Group special license plates shall not be approved for any entity conducted for profit.
3. The Department License Plate Manager shall review all applications to determine if the statutory requirements have been met. Once all statutory requirements are met the License Plate Program Manager shall send written notification to the non-profit organization proposing the group special license plate stating that all statutory requirements have been met and the application has been submitted for review and/or approval.
4. Within ninety (90) days of the License Plate Manager notification, the application shall be presented to the Department Executive Director for certification and approval. Written notification shall be submitted to the non-profit organization proposing the group special license plate detailing the approval status and the process to be followed to proceed with the creation of the group special license plate.
5. Upon receipt of the approval letter the non-profit organization proposing the group special license plate has the sole responsibility to obtain a bill sponsor for proposed legislation.
6. If the proposed legislation is not approved by the General Assembly the application and all supporting documentation shall be kept on file with the License Plate Manager for a minimum of three (3) years.
7. If the proposed legislation is passed by the General Assembly the approved group special license plates shall be implemented as designated by the legislation. Production of, and initial supply of approved group special license plates shall be based on a percentage of the signatures of interested individuals provided at the time of application. After initial production and supply the inventory of the group special license plate shall comply with the current inventory management methodology.
8. If the group special license plate is passed by the General Assembly the Department will notify law enforcement agencies and County Motor Vehicles Offices of the new plate via established methods.

9. The License Plate Manager will determine cutoff times for collection of additional signatures and at what time the non-profit organization may start issuing their certificates. Although this is typically only allowed within one week of the effective date of the group special license plate special circumstances may allow for the License Plate Manager to adjust the timing. All timing decisions will be based on manufacturing schedules, shipping timelines and any other factors as determined by the License Plate Manager for the group special license plate.

#### ACKNOWLEDGEMENT

The non-profits representative's signature below certifies receipt of this group special license plate application with attached 42-3-207 C.R.S. and Code of Colorado Regulations 1 CCR-204-14 and acknowledges that the non-profit represented desires to pursue, and if approved implement, the creation of a group special license plate in accordance with 42-3-207 C.R.S. and Code of Colorado Regulation 1 CCR-204-14

\_\_\_\_\_  
REPRESENTATIVE'S SIGNATURE

\_\_\_\_\_  
DATE

Applications will **NOT** be accepted without the following:

- ✓ **Completed Group Special License Plate Application**
- ✓ **Affirmation Agreement to Rules and Regulations Letter**
- ✓ **3,000 Interested Individuals Petition List (electronic and hard copies)**
- ✓ **Design Pre-Payment**
- ✓ **Non-Profit Tax Exempt Status Proof**
- ✓ **Funds Descriptor Letter**
- ✓ **Pre-Certification Process Letter**
- ✓ **Organizations Charter and/or Articles of Incorporation**
- ✓ **Logo Permission Letter**

DATE RECEIVED BY LPM, DIVISION OF MOTOR VEHICLES \_\_\_\_\_

Enclosed with this application:

- Plate Design Template
- Petition Sheet Sample
- DR2814 Group Special License Plate Approval Certificate

## DEPARTMENT OF REVENUE

### Division of Motor Vehicles – Title and Registration Sections

#### 1 CCR 204-10

#### Rule 16. GROUP SPECIAL LICENSE PLATES

**Basis:** The statutory bases for this regulation are 42-1-102(41.5), 42-1-201, 42-1-204, 42-3-207, 42-3-208 and 42-3-301, C.R.S.

**Purpose:** The following rules and regulations are promulgated to establish criteria for the application, responsibilities, and processes for Group Special License Plates.

##### 1.0 Definitions

- 1.1 "Approval Notification" means the Department certification that the non-profit has met statutory and regulatory requirements for proposal of the creation of a Group Special License Plate.
- 1.2 "Certificate" for the purpose of this regulation means letters, vouchers, or certificates issued by the non-profit to a person as evidence that the person has met the pre-certification qualifier for their associated Group Special License Plate.
- 1.3 "Department" for the purpose of this regulation means the Department of Revenue, Division of Motor Vehicles, Title and Registration Sections.
- 1.4 "Group Special License Plate" means a special license plate that is not a distinctive plate and is issued to a group of people because such people have a common interest or affinity.
- 1.5 "Group Special License Plates Created Through Rule" means those Group Special License Plates created and approved for registration to motor vehicles prior to January 1, 2001. These plates include 10<sup>th</sup> Mountain Division, Air Force Commemorative, Benevolent and Protective Order of the Elks, Columbine, Denver Firefighter, Firefighters, Greyhound Lovers, Knights of Columbus, Masonic Family, Naval Reserve, Pioneer, and Raptor Education Foundation license plates.
- 1.6 "Group Special License Plates Created Through Statute" means those Group Special License Plates created on or after January 1, 2001 through enacting legislation.
- 1.7 "Non-Profit" means a tax-exempt entity described in Internal Revenue Code (IRC) Section 501(c)(3). An organization must be organized and operated exclusively for one or more of the purposes set forth in IRC Section 501(c)(3) and none of the earnings of the organization may inure to any private shareholder or individual. In addition, it may not attempt to influence legislation as a substantial part of its activities and it may not participate at all in campaign activity for or against political candidates.
- 1.8 "Pre-Certification Qualifier" means condition(s) that must be met prior to the issuance of a Group Special License Plate. Pre-certification qualifiers may be, but are not limited to, monetary donation, membership with the non-profit, or meeting of non-profit specific criteria.

- 1.9 "Registered" for the purpose of this regulation means a vehicle with an unexpired registration that is currently issued the Group Special License Plate pursuant to 42-3-102 and 42-3-114, C.R.S.
- 1.10 "Retire" means the discontinuation of the production and issuance of the Group Special License Plate.
- 1.11 "Secure and Verifiable Identification" means an identification document reflected on the Department's Form DR 2841 Secure and Verifiable ID.

## **2.0 Application for Creation of Group Special License Plates**

- 2.1 Non-profits operating in the State of Colorado shall be eligible to apply for the creation of a Group Special License Plate.
- 2.2 Upon completion of all statutory and regulatory requirements for the proposal to create a Group Special License Plate by the non-profit an application, on the forms supplied by the Department, shall be submitted to the Public Relations Manager, Title and Registration Sections, Division of Motor Vehicles. Incomplete applications will not be accepted or retained.

A. Applications shall be signed by the non-profit affirming agreement to this regulation. In addition to the signed application, the non-profit shall submit:

1. Petition sheets with the names, addresses and county of residence for at least three thousand (3,000) Colorado registered vehicle owners requesting the Group Special License Plate. Petition sheets are required to be provided in both paper and electronic format as required by the Department. Petitions are not transferable between applications for different Group Special License Plates. Petitions are valid for a period of two years from the date submitted with the application to the Department.
  - a. With prior approval by the Department the non-profit may be permitted to use electronic methods for collection of petitions. Electronic methods may include, but are not limited to, web petitions or electronic mail.
2. Proof of non-profit status verification shall be submitted through a copy of the 501(c)(3) letter from the Internal Revenue Service, or a letter from the State Of Colorado, Secretary of State Office confirming the non-profit status under State law.
3. A sample certificate with a written description of security features (serialization, watermarks, holograms etc.) incorporated into the certificate. Certificate design requires Department approval prior to issuance. Sample certificates shall be provided to the Department for distribution to Motor Vehicle offices prior to issuance of certificates to qualified individuals. Certificates shall not be issued by the non-profit prior to the effective date of the enabling legislation. Certificates shall be issued in the name of the person as listed on that persons' secure and verifiable identification. Certificates are not transferable and shall be valid for the issuance and registration of one set of Group Special License Plates. Certificate shall be destroyed upon issuance of the Group Special License Plate.
4. Logo permission letter must include written permission for use of all logos, designs, and colors used in designing, production, and manufacture of the Group Special License Plate. The logos, design, and colors provided by the non-profit organization must be owned and/or registered to the non-profit.

5. Design payment in the form of a check or money order submitted directly to Colorado Correctional Industries prior to manufacture of the Group Special License Plate.
  6. A pre-certification process description document that details the process that a Colorado resident must meet to be qualified to receive a certificate from the non-profit. In the event that there is no pre-certification, the non-profit shall provide a written statement of this fact.
    - a. If a monetary exchange is required, the document shall detail the use of those funds meeting statutory and regulatory requirements.
- 2.3 Upon receipt of the Approval Notification the non-profit has the sole responsibility to obtain a bill sponsor to propose legislation. The Department shall retain the application for two years after issuance of the Approval Notification.
- A. If the non-profit fails to obtain a bill sponsor within two years of issuance of the Approval Notification and desires to continue with the creation of the Group Special License Plate the non-profit shall be required to re-apply and meet all statutory and regulatory requirements in effect at that time. Requirements met with a previous application are not transferable to a new application.

### **3.0 Enacted Group Special License Plates Responsibilities and Processes**

- 3.1 Group Special License Plates must be designed within the formats established by the Department who has final approval authority. The Department may deny any design proposal it considers offensive or misleading.
- A. Use of corporate (for profit) logos shall not be approved for use in the design of the Group Special License Plate. If the non-profit is associated under, or is a division of a "for profit" organization the use of that "for profit" logo shall not be approved in the design. The Department shall have final approval authority on all logo designs and placement on the Group Special License Plates. Use of national symbols shall be approved at the discretion of the Department.
- B. Design change requests after the design has been approved must be submitted in writing to the Department by the non-profit. Supporting documentation required may include, but is not limited to, issuance trends, current inventory levels, and costs associated with changes. If the change request is approved, the non-profit shall prepay all design costs prior to manufacture of the new design. Design changes are effective as established by the Department inventory management methodologies. Registered vehicles, as defined in this rule shall be allowed to maintain their current plate design. If approval is granted while existing inventory is in circulation and the non-profit requests new plates to be implemented immediately, the non-profit shall pay all fees associated with the recall, collection, and destruction of existing inventory.
- 3.2. Upon completion of the proposed Group Special License Plate design, the non-profit will receive one sample of the approved plate design. Sample plates used in the design approval process are the property of the Department. The non-profit may request up to five samples for marketing and display purposes upon payment of material fees as established in 42-3-301, C.R.S., for each plate. Sample plates shall be produced using the standard passenger size license plate with the standard sample plate numbers assigned by the Department. Non-standard plate number requests will not be accepted. Permission from the Department is required prior to use of the plate design, electronic

plate images, or graphic plate images outside of usual marketing (website, newsprint etc.). The Department shall be given at least 72 hours prior notice of all news releases, interviews, or mass communications referencing the Group Special License Plate.

- 3.3 The Department shall determine the method used and initial supply and re-stocking of inventory.
- 3.4 Requests to distribute thank you notes, requests for contributions, or other propaganda with the issuance of the Group Special License Plate will not be accepted.
- 3.5 The non-profit shall continuously maintain non-profit status. Proof of non-profit status shall be submitted to the Department annually prior to June 1<sup>st</sup>.
  - A. If at any time, it is determined that the non-profit has lost status as a non-profit, at the Department's discretion, the plate shall either be retired or the pre-certification qualifier eliminated. At that time the non-profit will cease to be associated with the Group Special License Plate.
- 3.6 The non-profit shall not request resident information or vehicle owner information from the Department concerning the number or expiration months of Group Special License Plates issued.
- 3.7 The non-profit must affirm in writing to the Department if the authority of the Group Special License Plate is transferred to a successor non-profit. Upon acceptance of the transfer of authority by the Department, the successor non-profit shall meet all statutory and regulatory requirements and shall be required to affirm in writing agreement to the established regulations in regards to Group Special License Plates.
- 3.8 Request for changes to certificates must be submitted in writing ensuring sufficient time to disseminate the change to all Motor Vehicle offices. Upon approval of the certificate change the Department will establish an effective date for the change. Amended certificate shall meet the requirements of Code of Colorado Regulations 1 CCR 204-10 Rule 16. Previously issued certificates that have not been presented to the Motor Vehicle office for issuance of the associated Group Special License Plate will be accepted for issuance of a Group Special License Plate.
- 3.9 Pursuant to the date establish within each Group Special License Plate statute, and every year thereafter on such date, there shall be the amount specified in statute for the number of motor vehicles registered with the associated Group Special License Plate. If the Group Special License Plate is registered to less than the amount specified in statute, the Department shall retire the Group Special License Plate pursuant to the Code of Colorado Regulations 1 CCR 204-10 Rule 20. License Plate Retirement.
- 3.10 The Department may require an audit of the non-profit monies collected and efforts made in the name of the Group Special License Plate. This may include, but is not limited to, accounting, financial, procedures, tax, and pre-certification qualifier audits.
  - A. In the event that an audit results in adverse findings, the Department may require additional information to support the non-profit's claims and may retire the Group Special License Plate pursuant to Code of Colorado Regulations 1 CCR 204-10 Rule 20. License Plate Retirement.
- 3.11 If the Department retires a Group Special License Plate the retirement of the Group Special License Plate requires:

- A. The discontinuation of the production and issuance of the Group Special License Plate.
  - B. Written notice, sent via regular certified postal mail, to the non-profit associated with the Group Special License Plate. This retirement notice shall also act as the official notice that the non-profit is no longer associated with the Group Special License Plate. Upon receipt of the retirement notice the non-profit shall:
    - 1. Discontinue collection of donations and issuance of certificates.
    - 2. Within 72 hours remove any references to the Group Special License Plate from the non-profits website, newsprint, or other public accessed media.
  - C. A person, whose vehicle is registered with a retired Group Special License Plate, shall be permitted to continue registration with the Group Special License plate provided the registration remains current and the license plate is not damaged, lost, or stolen.
  - D. The non-profit is required to provide refunds to persons who were issued certificates from the non-profit within the last 13 months and who have not been issued the Group Special License Plate prior to the retirement date.
    - 1. A person who has received a certificate from the non-profit that has been approved for a personalized plate and has not been issued the personalized plate prior to the retirement date shall be permitted to register their vehicle with the Group Special License Plate provided the issuance and registration is completed within 13 months of the personalized plate approval date.
- 3.12 Applications for the proposal of a new Group Special License Plate will be accepted 5 years from the date of the last retirement of a Group Special License Plate by the same non-profit who will be required to meet the statutory and regulatory requirements at that time.
- 3.13 Non-profits associated with Group Special License Plates created through rule shall meet the requirements of this regulation unless such rule and/or other agreement that non-profit has with the Department establishes separate requirements that differ from this regulation. In any event, that such rule and/or other agreement are in place and it does not specifically address items in this regulation, this regulation shall apply and be in full effect.

SPECIAL INTEREST/ALUMNI LICENSE PLATE FOR \_\_\_\_\_

DATE \_\_\_\_\_

	Name	Signature	Address	County
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				
32				
33				
34				
35				
36				



1 (Sky) - Choose color, design, etc...

2 (Logo) - Logo must be supplied in a picture type electronic format; logo permission letter must be completed by logo owner. Placement of logo cannot be changed. Size is determined by logo, file supplied and other factors. For profit logos are not allowed.

3 (Tag Line) - "Name" of plate. No special characters, symbols or logos allowed. Suggested tag line must fit the space between the mounting holes. Font and size is determined by length of tag line. Special fonts and colors may be used upon approval.\*

4 (Pin Line) - Choose color.

5 (Bottom) - Choose color.

A (COLORADO) - Graphic standard - Size, placement, font, color, etc cannot be changed.\*

B (Mountains) - Graphic standard - Mountains and shading cannot be changed.\*

C (Plate Numbers) - Graphic standard - Size, font, color and placement cannot be change. Colorado uses a continuous manufacturing system that systematically assigns plate numbers and plate series. Plate number runs, series or requests cannot be accomplished.

D (Mounting Holes) - Size and placement cannot be changed.

\*License Plate Manager may waive graphic standard.