

Final
STAFF SUMMARY OF MEETING

TRANSPORTATION LEGISLATION REVIEW COMMITTEE

Date: 07/20/2012

Time: **09:38 AM to 03:16 PM**

Place: HCR 0112

This Meeting was called to order by
Senator Hudak

This Report was prepared by
Erin Vanderberg

ATTENDANCE

Barker	X
Brown	X
Fischer	X
Hamner	X
Jones	X
King S.	X
Looper	A
Newell	X
Priola	X
Ramirez	*
Renfroe	X
Schwartz	X
Scott	A
Spence	A
Tyler	X
Williams A.	A
Williams S.	A
Young	*
Vaad	X
Hudak	X

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

Bills Addressed:	Action Taken:
Call to Order	Committee Discussion Only
Colorado Department of Transportation (CDOT) Report	Committee Discussion Only
Colorado Motor Carriers Association (CMCA) Presentation	Committee Discussion Only
Public Comment	Committee Discussion Only
Department of Revenue (DOR) Report	Committee Discussion Only
House Bill 10-1113 Report on the Ports of Entry	Committee Discussion Only
Adjournment	Committee Discussion Only

09:38 AM -- Call to Order

Senator Hudak, chair, called the meeting of the Transportation Legislation Review Committee (TLRC) to order. A quorum was present. Committee members made opening comments. Committee members received a memorandum providing information on the TLRC's Statutory Authority and History (Attachment A).

09:45 AM -- Colorado Department of Transportation (CDOT) Report

Mr. Ben Stein, Chief Financial Officer for CDOT, and Mr. Tim Harris, Chief Engineer for CDOT, introduced themselves to the committee and circulated a handout of their PowerPoint presentation (Attachment B). Mr. Harris began the presentation by discussing the Five-Plus-One plan -- five external initiatives and one internal initiative; bridge enterprise; and the partially-covered lowered alternative on I-70 East. Presenters responded to committee questions related to the I-70 East project about routing, expense, location, concept, design, assessment, priority of the project, and projected costs.

09:58 AM

Mr. Tony DeVito, Region One Transportation Director for CDOT, addressed the committee on issues related to I-70 West. He discussed the feasibility study which deemed the zipper lane unfeasible, and stated that the focus of the I-70 West project is now on the twin tunnel widening project between Idaho Springs and Floyd Hill. He explained that CDOT's ultimate goal is to break ground in April 2013 and be open to traffic by October 2013. Mr. DeVito responded to questions from the committee concerning the concept, the managed lane and corresponding toll, effect on traffic, detours, communication efforts with the public, and construction signage.

10:09 AM

The committee discussed ensued concernign the I-70 West twin tunnel projects' managed lane and funding sources. Mr. Stein stated that the federal TIGER grant funded \$15 million of the \$44 million project, while the Denver Regional Council of Governments (DRCOG) and local governments have contributed the rest. Mr. Stein stated that projections indicate that revenues generated from the hot lane tolls will finance operations and maintenance of the hot lanes. Committee questions ensued concerning hot lane revenues on I-25 and U.S. 36.

10:16 AM

Mr. DeVito continued his presentation on the I-70 West initiatives, including a mobile application that will launch in August 2012.

10:19 AM

Mr. Harris introduced other corridor projects including North I-25, U.S. 36., Colorado Springs' North I-25, and the SH 82 Grand Avenue Bridge in Glenwood Springs. Mr. Harris responded to questions from the committee about projects on I-225 and on the timing and scope of the Glenwood Springs project.

10:24 AM

Mr. Stein discussed CDOT's definition of indirect costs.

10:34 AM

Mr. Stein continued to answer questions from the committee on indirect costs and project prioritization, particularly for rural parts of the state.

10:36 AM

Mr. Stein discussed the contract improvement initiative, which aims to improve efficiency of contract approval through technology and communication efforts. Mr. Stein discussed the implementation of House Bill 11-1002, which required CDOT to create a searchable on-line database for revenue and expenditures. Mr. Stein responded to questions from the committee on CDOT's process behind the contract improvement initiative.

10:42 AM

Mr. Mark Imhoff, Director of CDOT's Division of Transit and Rail, discussed the division's recent accomplishments with the committee. Specifically, Mr. Imhoff discussed grant process improvement efforts and the completion of the Colorado Passenger & Freight Rail Plan. Mr. Imhoff responded to questions from the committee related to the Regional Transportation District's (RTD) FasTracks program. Mr. Imhoff discussed the Interregional Connectivity Study and the I-70 Mountain Corridor Advanced Guideway System (AGS) Feasibility Study. Mr. Imhoff concluded his presentation by addressing the division's 2013 goals to develop new transit grant module, respond to new federal MAP-21 changes, and to initiate a State Transit Plan.

10:53 AM

Mr. Imhoff responded to questions from the committee on the utilization of mountain rail lines, the reconstruction of the 16th Street Mall, and the division's relationship with RTD. Committee discussion ensued on the need for additional conversation on CDOT's Strategic Plan (Attachment C).

11:03 AM

Committee discussion continued on CDOT's strategic plan.

11:12 AM

Mr. Stein continued his presentation on the uses of transportation funding and CDOT's budget. Mr. Stein noted that CDOT has modified the nomenclature of its strategic plan and expanded the categories from safety, system quality, mobility and program delivery, to maintain, maximize, expand, deliver, pass-through funds, contingency and debt service. Mr. Stein responded to questions from the committee.

11:25 AM

CDOT concluded its presentation with a brief explanation of inflation's effect on its funding and the impacts that federal legislation, known as MAP-21 (Moving Ahead for Progress in the 21st Century), will have on state transportation projects. Committee members made closing remarks.

11:29 AM -- Colorado Motor Carriers Association (CMCA) Presentation

Mr. Greg Fulton, Executive Director of the CMCA, and Mr. RJ Hicks, Executive Director of the Western State Transportation Alliance (WSTA), introduced themselves to the committee. A handout was distributed to the committee (Attachment D). Mr. Fulton stated that in 2011, trucks transported more than 7.7 billion tons of freight and that 90 percent of the manufactured freight commodities are transported by truck. He commented that trucking employed almost 90,000 people in 2011 in the 17,330 trucking companies located in Colorado. He discussed trucking jobs in Colorado, including average salaries and tax revenues generated by the trucking industry, and provided examples of vendors and businesses that support trucking in the state. He discussed the impact of state taxes and fees on the trucking industry. Committee discussed ensued concerning state taxes and fees.

11:45 AM

Senator Newell asked for information concerning state taxes. Mr. Fulton commented on the need to restructure the specific ownership tax (SOT), particularly in regard to commercial vehicles. He discussed the status of the trucking industry in Colorado in relation to neighboring states.

11:48 AM -- Mr. Fulton commented on truck safety and said that safety in the trucking industry has consistently improved over the last 20 years. He stated that the trucking industry paid \$402 million, or 36 percent, of Colorado's federal and state roadway taxes and fees in 2009. He commented on CMCA's strategies and actions regarding I-70. He further discussed key issues and concerns for Colorado trucking companies, including truck driver shortages. He discussed actions that would improve the business environment for trucking operations, including recruitment and training programs for drivers and modifying the tax and fee structure. He discussed an idea for legislation for consideration by the TLRC to require noncommercial vehicles to have adequate snow tires or traction devices during inclement weather conditions and increase penalties for drivers of noncompliant vehicles in certain circumstances. Senator Newell asked for more information concerning job loss data. Senator Schwartz asked for staff to analyze the SOT in Colorado and neighboring states. Mr. Fulton commented that the CMCA has data concerning the SOT and will coordinate with Legislative Council Staff concerning Senator Schwartz's request. Representative Tyler asked for a proforma income statement for a tractor doing over the road hauling.

12:11 PM -- Mr. Hicks distributed a copy of his presentation to the committee (Attachment E). He discussed the WSTA mission and major transportation issues in the western states, including funding systems and uniformity of laws and regulations. He commented on transportation funding and the need for state flexibility in spending. He stated that a long-term trust fund commitment is needed at the federal level. He discussed the gasoline tax and stated that WSTA strongly supports the federal and state funding of the transportation system. He commented that the transportation industry would support a gas tax increase, according to WSTA. He discussed three WSTA efforts in 2012:

- oil field hours of service rulemaking process;
- support western-permitted transformational vehicle use by the United States Department of Transportation; and
- develop regional model legislation with Independent Contractors in the transportation industry.

12:19 PM

The committee recessed.

01:13 PM -- Public Comment

No persons signed up for public comment.

01:30 PM -- Department of Revenue (DOR) Report

Mr. Mike Dixon and Ms. Maren Rubino, the Department of Revenue (DOR), introduced themselves to the committee. Mr. Dixon presented a departmental update (Attachment F), beginning with changes in the department's organizational chart. He noted that, effective July 1, 2012, the ports of entry moved to the Colorado State Patrol (CSP). Discussion ensued concerning the division's funding and accomplishments for 2011. Representatives Vaad and Ramirez asked for further detail on revenues, including gas taxes. The DOR agreed to follow up with the committee.

Senator Renfroe suggested the committee ask the Colorado Department of Public Health and Environment to come in and make a presentation about air quality from wild fires and compare that with the emissions testing data. Senator Hudak asked staff to contact the department.

Mr. Dixon continued his presentation, stating that drivers license issuances increased by 15 percent last year. He said he believes the increase is due to renewals since licenses are now renewed every five years rather than every 10 years. Senator King asked about wait times for people that come into an office to obtain a drivers license. Mr. Dixon responded that there was a survey last year which showed that wait times are currently about one hour. The survey was done as part of the "Wait Less" project that is currently in place in the Anthmar and Lakewood offices. The department's intent is to implement the "Wait Less" system in 11 additional offices in the Denver Metro area. Senator King asked why the project is only focused on the Denver Metro area and Mr. Dixon responded that the majority of the volume is in the Denver Metro area, but they will be looking at the rural areas, too. He indicated that "Wait Less" has reduced wait times to 15 minutes for persons who have made an appointment.

Mr. Dixon reviewed the division's strategies to make improvements to its service delivery, including various technology projects. Senator Schwartz asked about the "Offender ID LEAN" project. Mr. Dixon responded that this is a joint Department of Corrections (DOC) and DOR project to get identification to offenders before they leave a correctional facility. There was a fixed site in Canon City, but Mr. Dixon said this location was closed when it proved inefficient. Ms. Laurie Benallo of the DOR came to the table and said that staff of the DOC is now working with offenders when they enter the facility to process on-line renewals, where feasible. She said that if an offender does not have a document or is not otherwise eligible to renew their identification on-line, state law allows them to be obtain a document free of charge upon their release.

02:10 PM

Ms. Maren Rubino provided an overview of Colorado license plates, including new plates created during the 2012 legislative session (Attachment G). She said there were two new military license plates and five new group special license plates added to Colorado's inventory in 2012, and that the department is focused on inventory management and collaborating with the Office of Information Technology, DOC, and county offices to create "print on demand" plates. According to Ms. Rubino, this would create a process for citizens to obtain a temporary permit until the DOC processes the request. Once the programming aspects are resolved, the DOC would send out the plate and registration at the same time.

Representative Priola asked for information about the threshold for removing a license plate from inventory. Ms. Rubino responded that 3,000 license plates must be sold by the time frame included in the plate's enacting legislation. She mentioned that very few license plates have been repealed. Ms. Rubino provided an update on alternative fuel vehicles, including low-speed electric vehicles. The department provided some recommendations for potential legislation around outdated language, which the committee discussed.

02:33 PM

Mr. Greer Bailey of the Petroleum Marketing Association came to the table at Senator Schwartz's request and reviewed fuel and vehicle taxes, including taxes paid on alternative fuel vehicles. According to Mr. Bailey, electric vehicles do not pay fuel taxes currently and there is no statutory authority to allow retailers to collect excise taxes. He continued that compressed natural gas (CNG) vehicles currently do pay taxes. Senator Schwartz asked for clarification about whether CNG vehicles are taxed through the decal program or at the pump. Mr. Bailey said he believes that at times CNG vehicle owners may be double taxed. He said he believes the decal program should go away so retailers can assess the taxes uniformly, minimizing confusion.

02:40 PM -- House Bill 10-1113 Report on the Ports of Entry

Major Mark Savage, Colorado State Patrol (CSP), introduced himself and reviewed the transfer of the ports of entry (POE) from the DOR to the CSP that occurred on July 1, 2012. According to Major Savage, the transition went smoothly, although ongoing efforts will be required to monitor the integration of the POE within CSP. As an example of these efforts, he mentioned that the CSP is conducting a training next week to train POE personnel to consistently enforce and communicate POE rules to motor carriers and other customers at all locations. Major Savage said another focus for the CSP is to ensure that the collection of revenues continues and is consistent with the policies of the Department of Revenue. Regarding facilities, he said the CSP is looking at opportunities to co-locate state offices. Major Savage also discussed several technology enhancements and outreach efforts to get feedback and share information with stakeholders.

Representative Vaad asked for clarification about whether POE officers can serve as peace officers and if there are plans to have these persons obtain Peace Officer Standards Training (P.O.S.T.) certification. Major Savage responded that POE officers may currently act as peace officers in conjunction with their POE duties, but there are no plans to expand statutory powers and duties of POE officers.

Representative Young asked about the stakeholder process for the transition and whether it included owner operators. Major Savage said they are not as active in Colorado, but they have been contacted about the transfer and consolidation at a national level. R.J. Hicks commented on the professionalism of the Colorado State Patrol in carrying out the transfer.

02:58 PM -- Adjournment

Senator Hudak expressed concern about not having enough committee time available to discuss potential legislation and topics of interest to the committee. Senator Hudak asked Kelli Kelty, Legislative Council Staff, to discuss the requirements for legislation. Ms. Kelty reviewed the drafting deadlines and clarified that Legislative Council is meeting on October 15. The committee discussed potential upcoming meeting dates and meeting topics.

03:16 PM

The committee adjourned.



Colorado
Legislative
Council
Staff

Attachment A

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MEMORANDUM

July 1, 2012

TO: Transportation Legislation Review Committee
FROM: Kelli Kelty, Research Associate, 303-866-3518
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 2011 interim activities; and
- TLRC proposed legislation from 2003 to 2011.

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. Pursuant to General Assembly rules, the Senate Transportation Committee has 7 members, and the House Transportation Committee has 13 members. Therefore, the TLRC is comprised of 20 members. The TLRC is chaired by the House Transportation Committee chair in odd-numbered years and by the Senate Transportation Committee chairman in even-numbered years.¹ The Legislative Council Staff provides staff support to the committee members and chairman.²

Statutory Charge

Pursuant to state law, the TLRC must meet at least once a year to:³

- 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.⁴

Oversight Role and Statutory Authority

State law provides the TLRC with authority over CDOT, driver licensing and vehicle registration functions of the DOR, the Regional Transportation District (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;

¹Section 43-2-145 (2.5), C.R.S.

²Section 43-2-145 (5), C.R.S.

³Section 42-3-145, C.R.S.

⁴Section 42-7-602, C.R.S.

- review completed highway projects, including whether the projects were completed in the most cost-effective and efficient manner; and
- request financial or performance audits.

Upon completion of the TLRC's review of transportation law, the committee is authorized to make recommendations for legislation deemed necessary by the TLRC. Such legislation recommended by the TLRC is treated as interim committee legislation for the purposes of legislative deadlines imposed by the General Assembly rules.⁵

Colorado Department of Transportation. Under Colorado law, the TLRC is authorized to:⁶

- 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.⁷

Regional Transportation District. The TLRC is required to review the RTD's implementation of competitive contracting for its vehicular services. State law authorizes RTD to contract with private businesses to provide up to 58 percent of its vehicular services.⁸

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.^{9 10}

⁵Section 43-2-145 (1)(c), C.R.S.

⁶Section 43-2-145 (1), C.R.S.

⁷Section 43-2-145 (1)(a), C.R.S.

⁸Section 32-9-119.5, C.R.S.

⁹Sections 43-2-145 (1.5) and (1.9), C.R.S.

¹⁰Pursuant to House Bill 11-1118, enacted by the General Assembly during the 2011 regular session, the Legislative audit Committee may direct the State Auditor to initiate a performance audit of any PHA. This authority is only in effect during years in which the TLRC is not authorized to meet.

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.¹¹

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.¹²

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.

¹¹Section 43-1-1308, C.R.S.

¹²Section 43-2-145 (1.3), C.R.S.

Table 1
Statutorily Required Departmental Reports
to the Transportation Legislation Review Committee (as of July 1, 2012)

Department	Report Subject/Statute	Summary
Department of Local Affairs (DOLA)	Public Highway Authorities Section 43-4-514 (3), C.R.S.	The DOLA Division of Local Government is required to provide an annual report to the TLRC regarding public highway authorities. The report must include how many authorities have been created, their boundaries, and information regarding public highways to be constructed and their financing.
Department of Public Health and Environment (CDPHE)	Proposed PHA Boundaries Section 43-4-514 (1), C.R.S. Waste Tires Recycled Section 25-17-202.7, C.R.S. Waste Tire Recycling Rules Promulgated Section 25-17-207 (1), C.R.S. High Emitter Program Section 42-4-307 (13), C.R.S.	The DOLA Division of Local Government is required to provide copies to the TLRC of any notice containing proposed boundaries or financing of a PHA. As of July 1, 2005, the CDPHE is required to report the total number of waste tires recycled in Colorado. Reports are required annually on July 1 through July 1, 2014. Once the Solid and Hazardous Waste Commission has promulgated rules administering various waste tire recycling, funding, and enforcement requirements established under House Bill 10-1018, the CDPHE is required to report to the TLRC on the new rules. The CDPHE is required to brief the TLRC on the cost and effectiveness of the high emitter program, specifically comparing the program's effectiveness with other emissions reduction options. The high emitter program is designed to identify motor vehicles that emit air pollutants substantially higher than acceptable levels.
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)	Drunk Driving Prevention and Law Enforcement Program Section 43-4-404, C.R.S. Potential Rail Line Acquisitions Section 43-1-1303 (3), C.R.S.	The CDOT Office of Transportation Safety is required to report annually to the TLRC on the distribution and expenditure of funds for drunk driving enforcement programs. 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.

2011 Interim Activities

The TLRC held four meetings pertaining to transportation and motor vehicles during the 2011 interim. Briefings and presentations were made by state departments, local governments, transit authorities, public highway authorities, and transportation industry associations on a wide range of subjects, including: highway maintenance, construction, and supervision; the quality and aging of highway infrastructure; innovative transportation financing mechanisms; public mass transit; rail transportation; low-speed electric vehicles; the ports of entry; special license plates; waste tire processing fees; military service identifiers on driver's licenses and identification cards; and the motor carrier industry.

Motor carrier industry. The committee heard testimony from the motor carrier industry regarding inefficiencies in the Colorado semitrailer plate registration process, including differences with neighboring states. Colorado law requires semitrailers to register annually, but 27 other states, including those that surround Colorado, have a permanent registration process. The committee recommended Bill A (House Bill 12-1038), which created an alternative multi-year registration process for Class A trailers and semitrailers. The bill was signed into law.

Low-speed electric vehicles. In 2009, Senate Bill 09-075 was adopted by the General Assembly. Among other provisions, the bill allowed low-speed electric vehicles to be operated on roadways with speed limits up to 35 miles per hour and to cross roads with higher speed limits. The bill also permitted Class B low-speed electric vehicles, a subcategory of low-speed electric vehicles, to travel on roads with speeds up to 45 miles per hour once the federal government issues safety standards. The committee recommended Bill B (Senate Bill 12-013), which amended state law to permit low-speed electric vehicles to be operated on roadways at speeds of up to 40 miles per hour. The bill was signed into law.

Ports of entry (POE). The Colorado State Patrol (CSP) presented findings from a study on the operation of Colorado's POE commissioned under House Bill 10-1113. The study proposed that POE operations and personnel be transferred from the Department of Revenue (DOR) to the CSP, and POE facilities be transferred from the DOR to the Colorado Department of Transportation (CDOT). Following implementation of its recommendations, the study anticipates five-year cost savings of \$1.8 to \$3.1 million. The committee recommended Bill C (House Bill 12-1019), which consolidated POE functions within the CSP. The bill was signed into law.

Waste Tire Processor End User Fund. The Processors and End Users Fund supports reimbursements to waste tire consumers and processors through multiple grant programs. Reimbursements are set at \$65 per ton of waste tires consumed. The fund, which was set to repeal on July 1, 2012, is supported by revenue generated from the \$1.50 fee charged on the purchase of a new tire. The committee recommended Bill D (House Bill 12-1034), which extended the statutory repeal of the fund to July 1, 2020. The bill was signed into law.

Military service identifier. In 2010, the General Assembly enacted House Bill 10-1209. The bill authorized the DOR to affix a military service branch identifier on an applicant's state-issued driver's license or identification card. To have a military identifier affixed, state law requires that

a \$15 fee be remitted by the applicant on issuance and renewal. The committee recommended Bill E (House Bill 12-1035), which would have eliminated the fee currently charged for the military service branch identifier on a Colorado driver's license. The bill was postponed indefinitely.

Transportation-related reporting requirements. State law requires various state departments and agencies to submit reports to the General Assembly. According to Legislative Council Staff, in 2011, state law required that 21 transportation-related reports be provided to the House Transportation Committee, Senate Transportation Committee, Transportation Legislation Review Committee, and various predecessor committees (i.e. House Transportation and Energy Committee). The committee recommended Bill F (House Bill 12-1030), which would have repealed certain reports considered to be obsolete, redundant or of declining interest to the committee. The bill was postponed indefinitely.

Special license plates. The DOR presented special license plates procedures to the committee. The committee was particularly interested in the statutory and regulatory process for establishing new group license plates and methods to deal with plate inventory. At the committee's request, the DOR presented supplemental information, including: types of plates, revenue and costs, procedures to establish plates, and suggestions for statutory changes to improve the process for establishing new special license plates. The committee recommended Bill G (Senate Bill 12-007), which clarified and amended state law pertaining to establishment of new group special license plates and plate inventories. The bill was signed into law.

TLRC Proposed Legislation — 2003 to 2011

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 2003 interim to the 2011 interim, the TLRC proposed 48 bills that were approved by the Legislative Council. Of the 48 bills, 42 became law.

Table 2 provides legislation approved by the Legislative Council. Table 3 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 2
Transportation Legislation Review Committee
Bills Approved by the Legislative Council - Interim Sessions 2003-2011**

Bill Letter /Number	Bill Title	Brief Description of Bill	Became Law
Interim Session 2011 for Introduction During the 2012 Legislative Session			
HB 12-1038 Bill A	Multi-year Class A Trailer Registration	This bill establishes 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 12-013 Bill B	Low-speed Electric Vehicles	Under current law, LSEVs are permitted to operate on roads with speed limits of 35 miles per hour or less, or on roads with speed limits greater than 35 miles per hour mph if crossing at grade with the road. This bill allows operation of low-speed electric vehicles 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 16. A low-speed electric vehicle (LSEV) is defined as: <ul style="list-style-type: none"> • primarily propelled by electricity; • having at least three wheels in contact with the ground; • not requiring handlebars for steering; and • displaying a vehicle identification number pursuant to state law. 	Yes
HB 12-1 019 Bill C	Transfer Ports Of Entry To State Patrol	This bill designates the Colorado State Patrol (CSP) in the Department of Public Safety as the enforcement and permit authority for Colorado ports of entry. Beginning on July 1, 2012, the Motor Carrier Services division of the Division of Motor Vehicles in the Department of Revenue (DOR) is abolished and its powers, duties and functions are transferred to the CSP, to include: statutory authority, personnel, property, funding, budgeting, purchasing, and planning for all state ports of entry. The DOR will retain the commercial driver's license and international registration plan functions. The bill also specifies 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.	Yes
HB 12-1034 Bill D	Waste Tire Processor End User Fund	The Processors and End Users Cash Fund consists of the \$1.50 fee collected on each new tire is purchase 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. As of October 2011, the fund had an equity of \$792,692. This bill extends 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 under current law, 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.	Yes

**Table 2
Transportation Legislation Review Committee
Bills Approved by the Legislative Council - Interim Sessions 2003-2011 (Cont.)**

Bill Letter /Number	Bill Title	Brief Description of Bill	Became Law
Interim Session 2011 for Introduction During the 2012 Legislative Session (Cont.)			
HB 12-1035 Bill E	Repeal Veterans Identifier Fee	Under House Bill 10-1209, a military service member or veteran may 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. Information technology delays have prevented this program's implementation, and therefore it has not collected any revenue. The program, however, is expected to be available on April 1, 2012. This bill would have eliminated the \$15 fee to add a military identifier on an applicant's driver's license.	No
HB 12-1030 Bill F	Repeal Transportation-related Reporting Reqmnts	This 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
SB 12-007 Bill G	Group Special License Plate Procedure	This bill alters the procedure for creating group special license plates. Specifically, this bill: <ul style="list-style-type: none"> • removes the requirement that an applicant certify that at least 3,000 plates will be issued within one year; • allows special license plates to be sold until inventories are depleted; and • removes the requirement that proof of membership be provided to obtain certain license plates. 	Yes
No Interim Session 2010			
(Per Senate Bill 10-213: Suspension 2010 Interim Committees)			
Interim Session 2009 for Introduction During the 2010 Legislative Session			
SB 10-016 Bill A	Modify Toll Evasion Notice Process	This bill modified how civil penalty notices of camera-detected toll evasion are provided to the vehicle's registered owner. Under previous law, 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: <ul style="list-style-type: none"> • eliminated the second penalty notice requirement; • extended the time frame for payment or response to 30 days from the penalty notice; • required a final order of liability be entered against a registered owner who fails to respond to the penalty notice; and • clarified that administrative toll enforcement proceedings may be appealed in the county court where the violation occurred as a de novo (new) hearing. 	Yes

**Table 2
Transportation Legislation Review Committee
Bills Approved by the Legislative Council - Interim Sessions 2003-2011 (Cont.)**

Bill Letter /Number	Bill Title	Brief Description of Bill	Became Law
Interim Session 2009 for Introduction During the 2010 Legislative Session (Cont.)			
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><i>Funds.</i> 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 three new funds.</p> <p><i>Grants and reimbursements.</i> 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><i>Waste tire haulers and facilities.</i> 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><i>Tire vendors' fee and sales tax.</i> 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><i>Advisory committee.</i> 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
HB 10-1019 Bill C	Reserved Disabled Parking Enforcement	<p>This 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
SB 10-015 Bill D	Graduated Drivers Education Licensing	<p>If a minor, under age 18, qualified for his or her 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 eliminates any differences by making the age cut-off for the additional behind the wheel training 16 years and 6 months.</p>	Yes

**Table 2
Transportation Legislation Review Committee
Bills Approved by the Legislative Council - Interim Sessions 2003-2011 (Cont.)**

Bill Letter /Number	Bill Title	Brief Description of Bill	Became Law
Interim Session 2009 for Introduction During the 2010 Legislative Session (Cont.)			
HB 10-1014 Bill E	Work Zone Accident Reporting	<p>This bill directed CDOT and Colorado State Patrol to present a joint annual report on fatal accidents in state highway work areas to the transportation committees of the state House of Representatives and Senate. The report is to be delivered on or before February 15 of each year beginning in 2011, and, at a minimum, must include:</p> <ul style="list-style-type: none"> • the total number of fatal accidents and individuals killed; • a breakdown of individuals killed to include CDOT workers, CDOT contractors and subcontractors, and others; • copies of all related accident reporting forms; and • information about ongoing and newly implemented measures taken by CDOT to prevent fatal accidents in state highway work areas. 	Yes
Interim Session 2008 for Introduction During the 2009 Legislative Session			
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
HB 09-1027 Bill B	Yield to Transit Bus Entering Traffic	<p>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.</p>	Yes
SB 09-014 Bill C	Mud Flaps Vehicle Remain In Service	<p>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.</p>	Yes

**Table 2
Transportation Legislation Review Committee
Bills Approved by the Legislative Council - Interim Sessions 2003-2011 (Cont.)**

Bill Letter /Number	Bill Title	Brief Description of Bill	Became Law
Interim Session 2008 for Introduction During the 2009 Legislative Session (Cont.)			
HB 09-1026 Bill D	Low-power Self-propelled Vehicles	<p>House Bill 09-1026 simplifies Colorado's statutory definitions applicable to low-power self-propelled vehicles (scooters), creates a category of speeding penalties specific to the vehicles, imposes a requirement for the purchase of liability insurance, and mandates the licensure of companies selling the vehicles. Specifically, the bill:</p> <ul style="list-style-type: none"> • replaces 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"; • 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; • puts new speeding penalties in place for scooter operators who exceed 40 miles per hour, specifically: <ul style="list-style-type: none"> • a fine of \$56 for traveling 41 to 44 miles per hour; • a fine of \$85 and 2 points for traveling 45 to 49 miles per hour; and • a fine of \$116 and 4 points for traveling 50 or more miles per hour; • applies compulsory liability insurance laws to operators of low-power scooters, effective July 1, 2010; • requires persons selling low-power scooters to obtain a powersports vehicle distributor license from the Colorado Department of Revenue; and • 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. 	Yes
Interim Session 2007 for Introduction During the 2008 Legislative Session			
SB 08-014 Bill A	Toll Enforcement Process	<p>State law requires 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 directs 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 authorizes 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 Department of Revenue (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.</p>	Yes
SB 08-012 Bill B	Transportation Commission Qualifications	<p>Current law requires the Governor 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. The 11 members of the Transportation Commission serve four-year terms and make state transportation policy recommendations to the Governor and General Assembly. Each commission member must reside in the district he or she represents.</p>	Yes

**Table 2
Transportation Legislation Review Committee
Bills Approved by the Legislative Council - Interim Sessions 2003-2011 (Cont.)**

Bill Letter /Number	Bill Title	Brief Description of Bill	Became Law
Interim Session 2007 for Introduction During the 2008 Legislative Session (Cont.)			
HB 08-1057 Bill C	Tourist-Oriented Signs Along Rural Highways	House Bill 08-1057 authorizes 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 expands 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 amends 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 eliminates the date references in statute.	Yes
HB 08-1036 Bill E	Charles Mather Safety Act	House Bill 08-1036 allows both the Colorado Department of Transportation (CDOT) and local governments to designate areas as maintenance, repair, or construction zones where such activities are occurring. The bill also: <ul style="list-style-type: none"> • repeals the \$40 maximum fine limit for violations occurring in these zones when an automated vehicle identification system, "photo radar," is used; • doubles the fines for specified moving traffic violations, including speeding, within the zones designated by local governments; • 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; • requires CDOT to reimburse the Department of Public Safety for the use of photo radar; and • requires drivers approaching these zones to exhibit due care and yield the right-of-way to maintenance, repair, or construction vehicles. 	Yes
HB 08-1010 Bill F	Motor Vehicle Traffic Fines	House Bill 08-1010 amends motor vehicle violation fines by: <ul style="list-style-type: none"> • increasing the minimum fine for a class 2 traffic misdemeanor from \$10 to \$150; • increasing the minimum fine for a class 1 traffic misdemeanor from \$100 to \$300; • 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; • doubling the minimum fines for driving under the influence (DUI), driving while ability impaired (DWA), under age drinking and driving (UDD), and habitual user driving; • 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 • doubling the minimum fine for vehicle eluding. 	Yes

**Table 2
Transportation Legislation Review Committee
Bills Approved by the Legislative Council - Interim Sessions 2003-2011 (Cont.)**

Bill Letter /Number	Bill Title	Brief Description of Bill	Became Law
Interim Session 2006 for Introduction During the 2007 Legislative Session			
HB 07-1065 Bill A	Passenger Carrier Criminal History Check	House Bill 07-1065 requires 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
SB 07-006 Bill B	Redundant Railroad Crossings	Senate Bill 07-006 authorizes a railroad corporation, the state Transportation Commission, CDOT, or a local government responsible for supervising and maintaining the intersecting public highway or road to abolish any railroad crossing if: <ul style="list-style-type: none"> • the crossing is without gates, signals, alarm bells, or warning personnel and is located within a quarter-mile of a crossing with gates, signals, alarm bells, or warning personnel; • the crossing is not the only crossing that provides access to property; • proper notification of the proposed abolition is posted; and • no entity that was provided notice or any other interested party files an objection to the abolition. 	Yes
HB 07-1020 Bill D	Motor Vehicle Temporary Tag Fraud	House Bill 07-1020 prohibits the Department of Revenue (DOR) from issuing more than two temporary registration number plates, tags, or certificates per year to any Class A or Class B motor vehicle. The bill authorizes the DOR to promulgate rules authorizing the issuance of more than two temporary registration number plates, tags, or certificates if the motor vehicle title work or lien perfection necessitate such issuance. The bill also increased penalties for failure to register a vehicle from a class B traffic infraction to a class 1 misdemeanor for failing to register two or more times within a five-year period.	Yes
HB 07-1019 Bill E	Carrier Exempt Public Utilities	House Bill 07-1019 removes the current definition of a luxury limousine from state law and transfers the responsibility of defining a luxury limousine from the legislature to the Public Utilities Commission.	Yes
HB 07-1018 Bill F	Transportation Legislation Review Committee	House Bill 07-1018 expands the statutory charge of the TLRC to include oversight of the DOR's licensing of drivers and registration and titling of motor vehicles. The bill also expands the charge to include oversight over any state agency or political subdivision of the state that regulates motor vehicles or traffic.	Yes

**Table 2
Transportation Legislation Review Committee
Bills Approved by the Legislative Council - Interim Sessions 2003-2011 (Cont.)**

Bill Letter /Number	Bill Title	Brief Description of Bill	Became Law
Interim Session 2005 for Introduction During the 2006 Legislative Session			
HB 06-1003 Bill A	Requirements for Private Toll Roads	House Bill 06-1003 requires 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 specifies 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
HB 06-1039 Bill C	Roadside Advertising at Comprehensive Developments	House Bill 06-1039 allows 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: <ul style="list-style-type: none"> • is located on one side of a highway; • consists of contiguous lots or parcels, with the exception of access roadways; • has an approved public and private improvement plan; • has common areas such as parking and landscaping; and • has an approved common ownership plan. 	Yes
SB 06-010 Bill E	Commercial Vehicle Owner's Documentation	Senate Bill 06-010 authorizes 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"> • permits for longer vehicle combinations; • permits for excess size and weight vehicle combinations; and • permits for transporting hazardous materials. The bill also clarifies that the appearance of the company representative in court covering the matter does not constitute the practice of law in violation of state law.	Yes
HB 06-1035 Bill F	Passenger Vehicles Railroad Crossings	House Bill 06-1035 requires 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

**Table 2
Transportation Legislation Review Committee
Bills Approved by the Legislative Council - Interim Sessions 2003-2011 (Cont.)**

Bill Letter /Number	Bill Title	Brief Description of Bill	Became Law
Interim Session 2005 for Introduction During the 2006 Legislative Session (Cont.)			
SB 06-008 Bill G	Hazardous Materials Commercial Vehicles	<p>Senate Bill 06-008 requires motor vehicles that weigh less than 10,000 pounds and transport hazardous materials to meet the minimum standards for commercial vehicles. The bill also:</p> <ul style="list-style-type: none"> • repeals a provision prohibiting a peace officer who has not attained Level I inspection certification from enforcing the "Hazardous Materials Transportation Act of 1987;" • changes the penalty for violating certain hazardous materials rules from a Class 3 misdemeanor criminal offense to a Class 2 misdemeanor traffic offense; and • sets 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. 	Yes
Interim Session 2004 for Introduction During the 2005 Legislative Session			
SB 05-036 Bill A	Minor Passengers Minor Drivers	<p>Senate Bill 05-036 prohibits 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 prohibits 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"> • if the motor vehicle also contains the minor's parent, legal guardian, or other responsible adult; • if the motor vehicle also contains a 21-year-old driver; • if the passenger is in the vehicle on account of a medical emergency; or • if all the passengers are members of the driver's immediate family. <p>Further, the bill prohibits 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"> • if the motor vehicle contains the minor's parent, legal guardian, or other responsible adult; • if the motor vehicle contains a 21-year-old driver; • if the driving is on account of a medical emergency; • if the driving is on account of school or a school-authorized activity when the school does not provide adequate transportation; • if the driving is on account of employment when necessary; or • if the minor is emancipated. <p>Finally, the bill imposes punishments for violating such prohibitions, including community service, fines, and license suspension points.</p>	Yes

**Table 2
Transportation Legislation Review Committee
Bills Approved by the Legislative Council - Interim Sessions 2003-2011 (Cont.)**

Bill Letter /Number	Bill Title	Brief Description of Bill	Became Law
Interim Session 2004 for Introduction During the 2005 Legislative Session (Cont.)			
HB 05-1247 Bill B	Breast Cancer Awareness License Plate	House Bill 05-1247 creates the Breast Cancer Awareness special license plate, and sets requirements for the issuance of the plate.	Yes
HB 05-1004 Bill C	Good Samaritan Law for Employers of Truckers	House Bill 05-1004 would have exempted an employer from civil liability for acts or omissions made by an employee while rendering emergency care or assistance.	No
SB 05-009 Bill D	Increase Fine for Human Waste Dumping	Senate Bill 05-009 increases 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
Interim Session 2003 for Introduction During the 2004 Legislative Session			
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
HB 04-1025 Bill E	New Diesel Vehicle Emissions Inspections	House Bill 04-1025 exempts a new diesel vehicle from an emissions inspection when sold, unless the current emissions certificate expires within 12 months.	Yes
HB 04-1019 Bill F	Public Airport Authority Contracts	House Bill 04-1019 requires a public airport authority to invite bids and award a contract for the construction of works, structures, or equipment or the performance or furnishing of labor, materials, or supplies to the lowest bidder if the value of the contract is \$50,000 or more.	Yes
HB 04-1021 Bill G	Concerning the Consumption of Alcohol	House Bill 04-1021 lowers the presumptive blood alcohol content limit for driving under the influence from 0.10 grams to 0.08 grams. The bill also permits local governments to adopt an ordinance or resolution authorizing tastings subject to certain limitations; increases to \$1,000 the amount of malt, vinous, and spirituous liquors that a hotel and restaurant licensee may annually purchase from a retail liquor store; and authorizes a hotel or restaurant to permit a customer to reseal and remove from the premises one opened container of partially consumed vinous liquor.	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

**Table 2
Transportation Legislation Review Committee
Bills Approved by the Legislative Council - Interim Sessions 2003-2011 (Cont.)**

Bill Letter /Number	Bill Title	Brief Description of Bill	Became Law
Interim Session 2003 for Introduction During the 2004 Legislative Session (Cont.)			
HB 04-1033 Bill J	Logo Signs on Interstate Highways	House Bill 04-1033 allows 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
HB 04-1017 Bill L	Graduated Driver's Licenses	<p>House Bill 04-1017 addresses graduated driver's licenses. Specifically, the bill:</p> <ul style="list-style-type: none"> • raises from 6 months to 1 year the required holding period for an instruction permit before a minor may obtain a driver's license; • raises 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 • authorizes 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. <p>The bill also:</p> <ul style="list-style-type: none"> • authorizes stepparents to assume liability for minor drivers, sign for instruction permits, and accompany certain minors with instruction permits; and • instructs the Commissioner of Insurance to report to the General Assembly the effect of graduated driver's licenses on insurance premiums. 	Yes
SB 04-027 Bill M	Recodify Motor Vehicle Statutes	Senate Bill 04-027 would have recodified Articles 3 and 6 of Title 42, regarding motor vehicle titling, registration, and licensing, and amended provisions in Articles 2 and 4 of Title 42, regarding driver's licensing and traffic law, of the Colorado Revised Statutes.	No
HB 04-1034 Bill N	Internet Renewal of Drivers' Licenses	<p>House Bill 04-1034 allows drivers to renew a driver's license through the Internet. Specifically, the bill:</p> <ul style="list-style-type: none"> • 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; • allows the (DOR) to promulgate rules to implement Internet renewals; • requires the DOR to submit to the Commission on Information and Technology the DOR's plan for implementing Internet renewal of driver's licenses; • requires the DOR to develop and implement information security programs; and • requires the DOR to report to the Transportation Legislation Review Committee the steps taken to accomplish Internet renewals. 	Yes
SB 04-012 Bill O	Interlock Devices Driver's Licenses	Senate Bill 04-012 removes 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

**Table 2
Transportation Legislation Review Committee
Bills Approved by the Legislative Council - Interim Sessions 2003-2011 (Cont.)**

Bill Letter /Number	Bill Title	Brief Description of Bill	Became Law
Interim Session 2003 for Introduction During the 2004 Legislative Session (Cont.)			
HB 04-1231 Bill P	Commercial Driver's License Act Updates	<p>House Bill 04-1231 addresses 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 requires 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 prohibits 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

Table 3
 Transportation Legislation Review Committee Bills Not Approved by the Legislative Council 2003 to 2011

Bill Letter	Title	Brief Description of the bill as Presented to the Legislative Council
Interim Session 2009		
All bills approved.		
Interim Session 2008		
All bills approved.		
Interim Session 2007		
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.
Interim Session 2006		
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.
Interim Session 2005		
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.
Interim Session 2004		
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"> • standardized the periods of license revocation so that minors without licenses received the same revocation as licensed drivers; • 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; • specified that a motorcycle instruction permit was valid for three years; • clarified that a sworn statement of a person's social security number was made under penalty of perjury; • 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 • authorized the Department of Revenue to return a driver's license if it determined the license was erroneously canceled.

**Table 3
Transportation Legislation Review Committee Bills Not Approved by the Legislative Council 2003 to 2011 (Cont.)**

Bill Letter	Title	Brief Description of the bill as Presented to the Legislative Council
Interim Session 2003		
Bill A	Prevention of Spilling of Material from Vehicles	Bill A would have increased the penalty for the violation of illegally spilling material from a vehicle.
Bill B	Abandoned Motor Vehicles at Motor Vehicle Repair Shops	Bill B would have established a process governing how a motor vehicle repair shop handles abandoned motor vehicles valued at \$2,000 or less.
Bill C	Driver's License Fee Distribution	Bill C would have changed the distribution amounts allotted to counties and to the state from driver's license fees.
Bill H	Motor Vehicle Open Container	Bill H would have made it a Class A traffic infraction for a person to knowingly possess or drink an open alcoholic beverage in the passenger area of a motor vehicle.
Bill K	Safety Belt Violations Fines	Bill K would have raised the fine for driving without a safety belt or for failing to use an appropriate child restraint; required the Colorado Department of Transportation (CDOT) to expend additional collected moneys on programs that encourage the use of motor vehicle safety belts and appropriate child restraints; and required CDOT to annually report expenditures to the Joint Budget Committee.



Colorado Department of Transportation

Transportation Legislation Review Committee

July 20, 2012



Five-Plus-One

- 1. Improved Business Processes for Better Customer Service and Efficiency**
 - Process Improvement Program
 - Contract Improvement Initiative
- 2. Using Innovation and Improved Management to Get More Money to Construction**
 - Refinancing of TRANS bond debt (results in \$3.29 million in savings)
- 3. Get More Out of the Existing Highway System to Improve Mobility Through Better Operations, Management and Innovation Without Making Major Infrastructure Improvements**
 - I-25 North Express Toll Lanes
 - I-70 Rolling Speed Harmonization Project
- 4. Partner with Private Sector to Augment Public Funds**
 - U.S. 36 Boulder/Denver Express Lanes
 - I-70 Mountain Corridor
- 5. Achieve Better Transparency and Accountability in CDOT Budget, Project Planning, Construction, and Maintenance Activities**
 - Simplified public budget
 - Bridge Enterprise website

External-facing

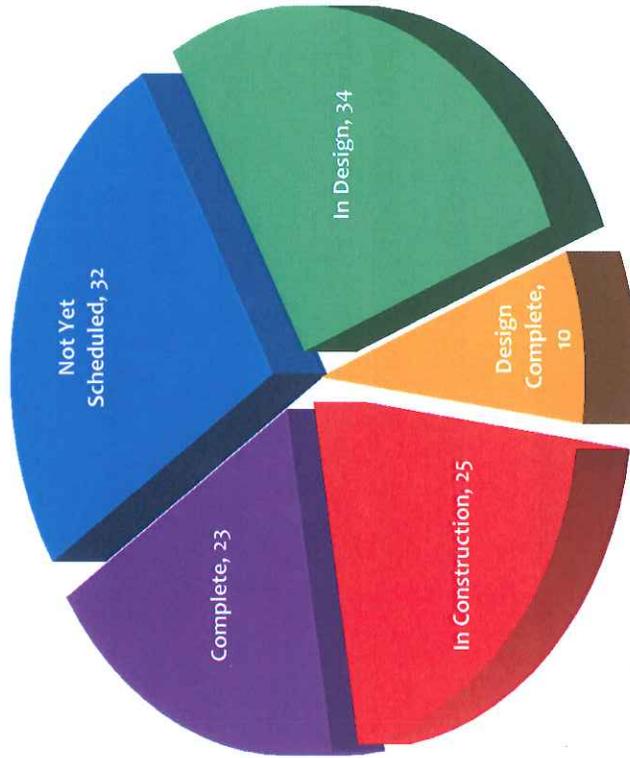
- 1. Provide CDOT Employees Training and Professional Development Opportunities**

Internal-facing



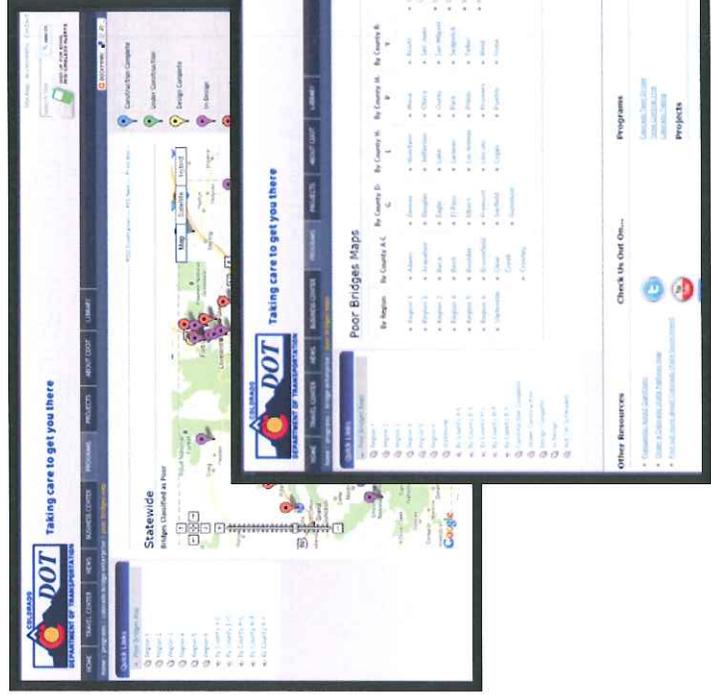
Bridge Enterprise

Project Status



*as of June 2012
 **35 bridges, in addition to the 124 bridges reflected in the chart, have been replaced using other funding sources such as ARRA.

Website
 (updated monthly)





Interstate 70 East



Partially Covered Lowered Alternative

- Comprehensive review of past decisions conducted in Fall of 2011 after outreach process failed to reveal consensus on where to align highway.
- This review revealed an alternative that would lower and partially cover I-70E in its current location.
- Partially covered/lowered alternative was shared with stakeholders and presented in two public meetings (attended by a total of 500 people) and received significant support.
- Staff is now revising the Draft Environmental Impact Statement to include the new lowered alternative.
- Outreach Efforts
 - Meetings
 - Stakeholder 1 on 1's
 - Web site
 - www.i-70east.com



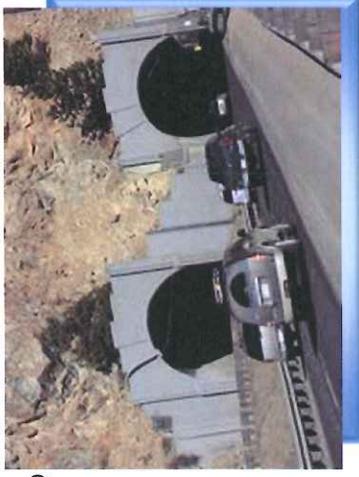


Interstate 70 West



Twin Tunnels

- **Project:**
 - Widen EB bore and EB Interstate to 3 lanes from Idaho Springs to Floyd Hill.
 - Address safety issues on EB highway curves east of tunnel (improve sight distance and design speed).
 - Evaluating tolling of the new lane as a managed lane during congested periods.
- **Time Line**
 - Draft EA available for Public Comment: July 5th – August 4th with Public Hearing July 25th .
 - Anticipate Decision Document: Fall 2012.
 - Early Construction Activities : December 2012 with Full Construction: Spring 2013.
 - Open for Traffic: October 2013.



Construction Projects

- Big Bump Safety Project: June – October 2012.
- Twin Tunnel Lining Repair Westbound Bore: August-October.
- West Parachute Interchange Construction- anticipated completion August.
- Dotsero to Gypsum Resurfacing-anticipated completion September.





Interstate 70 West



Peak Period Shoulder Lanes

- Also known as “Hard Shoulder Running” this practice uses existing shoulders as temporary travel lanes, thereby adding capacity in a short timeframe without expanding the roadway footprint.
- Could provide an additional eastbound lane during high congestion periods (tolled or toll-free) .

Co-Development

- Unsolicited Proposal for Public Private Partnership (received July 2011).
- Issued Request for Statements of Interest for comparable proposals (March).
- Shortlisted to 4 proposers (Parsons, HDR, HNTB and CH2M Hill/Atkins) (May).
- Request for Proposals issued to shortlisted firms (July).
- Co-developer selection anticipated by Fall 2012.

Mobile Application

- New “App” will utilize real time travel information on conditions and historical traffic information so motorists can better plan their trip.
- Public-private partnership, the app developer will sell and run ads highlighting local deals at restaurants, hotels, etc., to entice user to stay longer.
- Initial launch with I-70 information (will expand to include I-25 and eventually other state highways).



Other Corridor Projects

North I-25 (Denver)

- Received \$15 million TIGER IV grant in June 2012.
- Including cooperative funding with several agencies.
- Will add one new managed lane in each direction along one of the most congested stretches of I-25.
- New lanes constructed by converting the existing paved shoulder--getting the most benefit out of existing infrastructure at the least cost.
- Construction scheduled to begin summer 2013.



U.S. 36

Phase I (Federal Blvd. to 88th Street/Interlocken Loop).

- Ground breaking for Design-Build project scheduled July 23rd.
- Leveraged \$10 million TIGER TIFIA Challenge Grant into \$310 million project (Funding partners include RTD and DRCOG)
- Project completion scheduled for December 2014.

Phase II (88th Street to Table Mesa).

- Pursuing a Public-Private Partnership for Phase II Proposals due from shortlisted firms end of November 2012.
- Concessionaire selection anticipated by March 2013.
- Project completion expected September 2015.



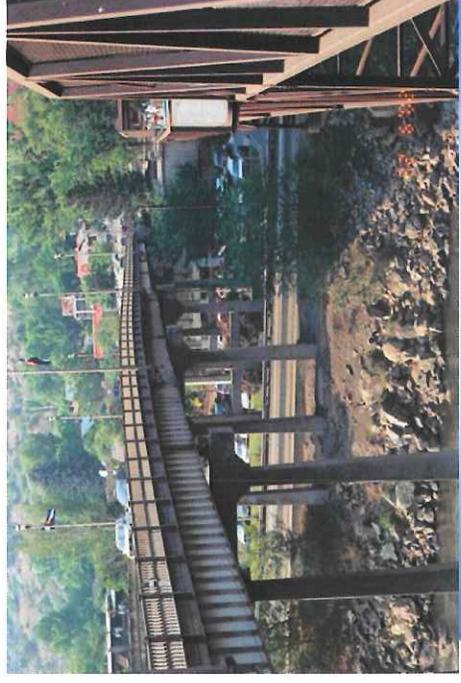
Other Corridor Projects

North I-25 (Colorado Springs)

- Adds one additional lane in each direction from Woodmen Road to Hwy 105/Monument
- Construction scheduled to begin Spring 2013
- Partnered with Pikes Peak Area Council of Governments

SH 82 Grand Ave Bridge (Glenwood Springs)

- Environmental Assessment (EA) underway to determine the best option for rehabilitation or replacement
- Built in 1953 as two-lane bridge, today carries four lanes of traffic with no shoulders; crossing the Colorado River, I-70, and railroad tracks
- Eligible for partial funding from Bridge Enterprise





Indirect Costs

Necessary for the execution of the Design and Construction Programs

Activities and/or services that benefit more than one project

Not the same as overhead or administration

- Regulated, reviewed, and approved by the U.S. Federal Highways Administration in order to maximize financial participation from them on project indirect costs.
- Costs related directly to every highway project, that are more efficiently charged to a pool than directly to a project.
- Indirect costs are charged to highway design and construction projects on a percentage basis.
- The rate can vary from year to year in order to accurately allocate expenses.
- Are incurred for the CDOT highway construction program.





Contract Improvement Initiative

CDOT executes over 1,750 legal contract documents each year

covering:

- Aeronautics
- Transportation Safety
- Highway Design
- Construction
- Goods
- Transportation Planning
- State Buildings
- Transit Grants
- Personal Services
- Right Of Way
- Utility
- Railroads
- Interagency Agreements

Purpose/Goal

- Improve the contracting process to increase efficiency and improve timeliness

Background

- To implement change based on recommendations from a comprehensive review of our existing process
- Implement lean based principles

Focus

- Templates have been Identified in 7 key areas for process improvement to be addressed:
 - Communications, Technology, Organization, Contracting, Training, Process Re-Engineering, Performance Management (KPI's)
 - In coordination with the State Controller



CDOT Financial Disclosure Database

• House Bill 11-1002 (Nikkel/Kopp)

- Requires CDOT to create a searchable, online database showing CDOT revenue and expenditures by July 1, 2012
- Requires similar CDOT reporting as that of the state Transparency Online Project (TOP) website
- Database went live on July 1, 2012, and is now available for the public
- Data is updated every 5 business days
- <http://apps.coloradodot.info/tops/>

CDOT Financial Information

NOTE: Lower the "Year" field box to enter all or part of a wider range to look for results.

ID	FUND SOURCE	FUND SOURCE	APPROPRIATION	AMOUNT
RV 101	STATE	STATE	STATE	STATE
RV 102	STATE	STATE	STATE	STATE
RV 103	STATE	STATE	STATE	STATE
RV 104	STATE	STATE	STATE	STATE
RV 105	STATE	STATE	STATE	STATE
RV 106	STATE	STATE	STATE	STATE
RV 107	STATE	STATE	STATE	STATE
RV 108	STATE	STATE	STATE	STATE
RV 109	STATE	STATE	STATE	STATE
RV 110	STATE	STATE	STATE	STATE
RV 111	STATE	STATE	STATE	STATE
RV 112	STATE	STATE	STATE	STATE
RV 113	STATE	STATE	STATE	STATE
RV 114	STATE	STATE	STATE	STATE
RV 115	STATE	STATE	STATE	STATE
RV 116	STATE	STATE	STATE	STATE
RV 117	STATE	STATE	STATE	STATE
RV 118	STATE	STATE	STATE	STATE
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RV 120	STATE	STATE	STATE	STATE
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RV 124	STATE	STATE	STATE	STATE
RV 125	STATE	STATE	STATE	STATE
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RV 196	STATE	STATE	STATE	STATE
RV 197	STATE	STATE	STATE	STATE
RV 198	STATE	STATE	STATE	STATE
RV 199	STATE	STATE	STATE	STATE
RV 200	STATE	STATE	STATE	STATE



Division of Transit and Rail

FY 2012 Accomplishments

- Transit Grant Process Improvement
- Completed the Colorado Passenger & Freight Rail Plan
- Initiated the Interregional Connectivity Study
 - Passenger rail along the Front Range – Ft Collins to Pueblo
- Initiated I-70 Mountain Corridor Advanced Guideway System (AGS) Feasibility Study
 - Required by the Record of Decision

Grant Administration

Federal Transit Authority

\$13.5 M/yr apx.

FASTER Transit
\$15M/yr

2012:

68 grantees
(transit providers and local governments)



FY 2013 Focus/Goals

- Develop new Transit grant module
 - Efficient and effective grantee service
 - Open, transparent processes
 - Easily managed, monitored and tracked
- Respond to new federal MAP-21 changes
- Initiate State Transit Plan
 - As input for the Statewide Long Range Transportation Plan
 - State Transit Plan elements
 - Interregional Connectivity Study

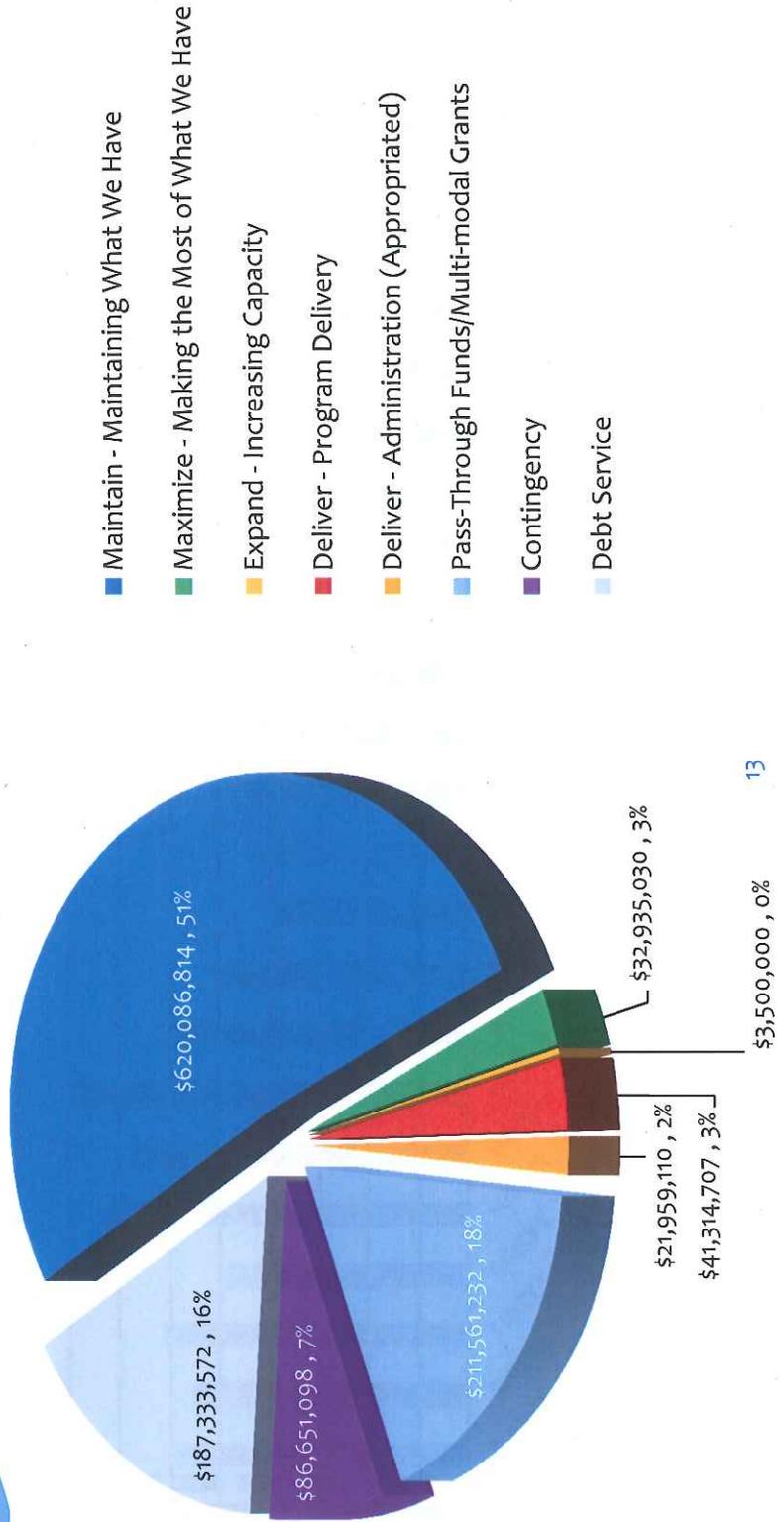


Funding: Year-to-Year Funding



Uses of Transportation Funding

- \$1.2 billion
- No plan for \$ for capacity/mobility
- FY 2013 Adopted Budget

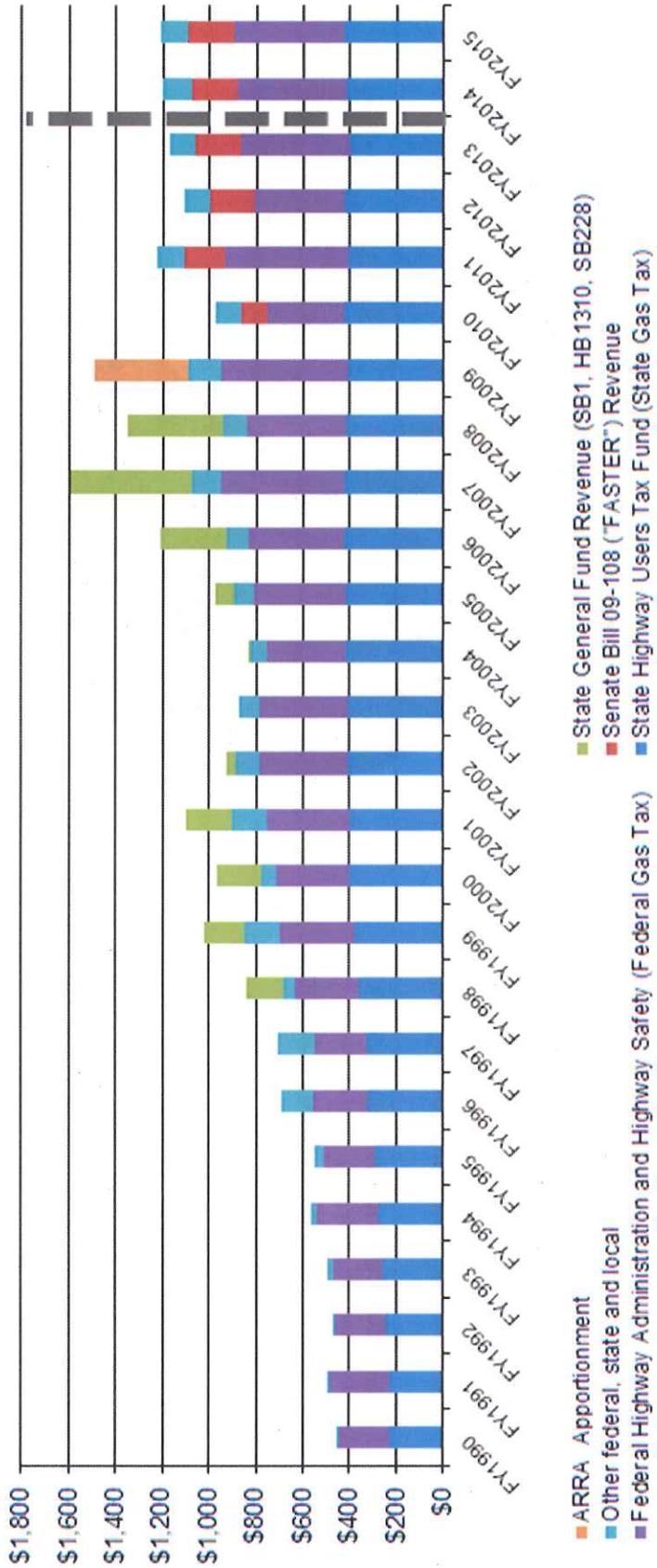




Funding: Year-to-Year

Actual and Projected

CDOT Funding Sources by Fiscal Year, Actual and Projected: 1990-2015



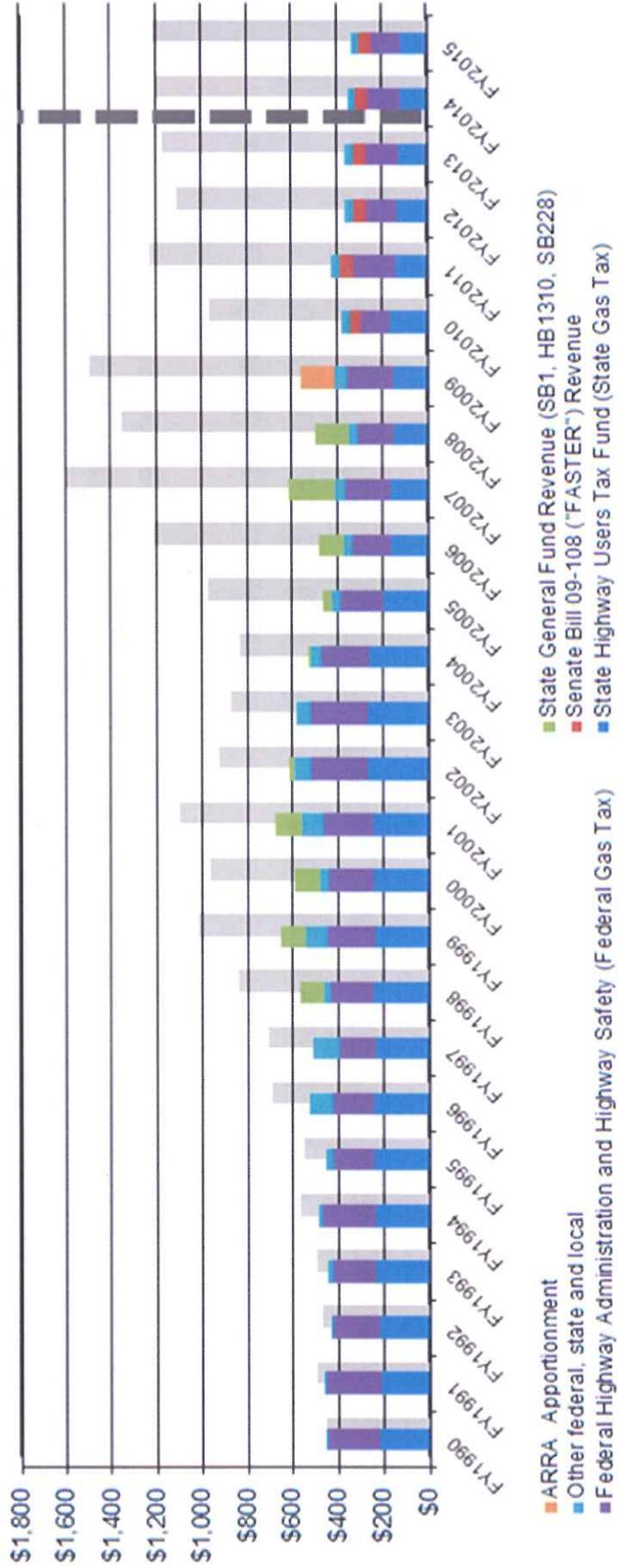


Funding: Inflation Effect

Actual and Projected

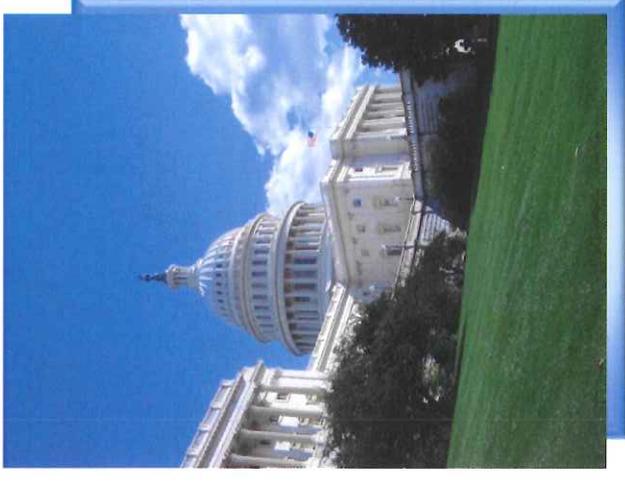
- Inflation Adjusted -

Inflation-adjusted CDOT Funding Sources by Fiscal Year, Actual and Projected: FY1990-2015
 Revenues Deflated by CDOT Colorado Construction Cost Index



MAP- 21

Moving Ahead for Progress in the 21st Century



Fuel Tax

- Continues the federal gas tax through September 2016

Federal Apportionments

- Retains current spending levels through 2 fiscal years

Increased flexibility for states

- Consolidates 87 U.S. DOT programs to less than 30
- More dollars to formula funding (due to earmarks being eliminated)

Accelerated Project Delivery

- Reduce project delivery while protecting environment

Planning

- Performance targets to aid decision making

Questions?



Colorado
Legislative
Council
Staff

Representative Vaad
Attachment C

Room 029 State Capitol, Denver, CO 80203-1784
(303) 866-3521 FAX: 866-3855 TDD: 866-3472

MEMORANDUM

February 7, 2012

TO: Members of the House Transportation Committee
FROM: Kelli Kelty, Legislative Council Staff
SUBJECT: Colorado Department of Transportation Strategic Plan

In preparation for committee approval of the strategic plan of the Colorado Department of Transportation on **Wednesday, February 8, at 1:30 PM**, please find below a table summarizing the department's strategic plan objectives.

SAFETY	SYSTEM QUALITY	MOBILITY	PROGRAM DELIVERY
<i>Services, programs, and projects that reduce fatalities, injuries, and property damage for all users and providers of the system</i>	<i>Activities, programs, and projects that maintain the physical function and aesthetics of the existing transportation system</i>	<i>Programs, services, and projects that provide for the movement of people, goods, and information</i>	<i>Functions that enable the delivery of CDOT's programs, projects, and services</i>
Objective #1 Maintain federal goals for vehicle crash fatalities.	Objective #1 Maintain or improve upon the system-wide pavement condition forecast for 2017 of roughly 39 percent good or fair condition.	Objective #1 Reduce the growth rate in minutes of delay per traveler in congested corridors by 1.5 percent below the forecast for 2017 of 21.6 minutes of delay.	Objective #1 Advertised projects within 30 days of the target advertisement date established on July 1, of the fiscal year
Objective #2 Reduce the annual workplace accident rate by 10 percent per year.	Objective #2 Maintain or improve upon the system-wide major vehicular bridge deck area condition forecast for 2017 of roughly 94 percent good or fair condition.	Objective #2 Maintain the snow and ice maintenance level of service grade at the adopted annual grade.	Objective #2 Meet or exceed the department's annual Disadvantaged Business Enterprise (DBE) goals.
	Objective #3 Meet or exceed the adopted annual maintenance level of service grade.		Objective #3 Have no environmental compliance violations.

Got Chains?

Winter is here and on the I-70 corridor through the Colorado mountains that means snow and ice-packed roadways. Because of these difficult highway conditions, Colorado law requires truckers to carry chains or other traction devices and to use them if the chain law is in place. Failure to comply could cost as much as \$1000.

So remember, before you set out and travel on I-70 through Colorado, make sure you've "GOT CHAINS" and use them!

What are the Peak Travel Times?

Saturdays: WB I-70 from 6am — 10am

Sundays: EB I-70 from 1pm — 8pm

Where is the most Congestion?

I-70 between Morrison (MP 259) and Vail (MP 170)



Additional Resources:

*511

CB Wizard

www.cotrip.org

www.cmca.com

Tire Chain Requirements

Colorado's CHAIN LAW REQUIRES Commercial Vehicles with a gross combination weight rating of 26,000lbs. or more to have 4 or more drive wheels covered with an appropriate traction device. (Except Busses)

Straight Trucks

Are allowed to use 4 tire cables as long as they are 0.415" in diameter or greater; 4 tire chains; 4 Autosocks; auto chains or sanders, covering 4 drive tires.

Single Drive Axle Combinations

Are allowed to use 4 tire chains; 4 Autosocks; auto chains or sanders covering 4 drive tires. NO CABLES ALLOWED!

Tandem Drive Axle Combinations

Are allowed to use 4 tire chains; 4 Autosocks; auto chains or sanders covering 4 drive tires.

*Tire Cables are allowed IF there are chains on the 2 outside tires of one of the drive axles, any type of tire cable may be used to cover the other 2 tires. Autosocks may also be used to cover the other 2 tires. Autosocks and tire cables CANNOT be used together.

Single Drive Axle Busses

Are Only Required to Cover 2 Tires.

Are allowed to use 2 tire cables as long as they are 0.415" diameter or greater; 2 tire chains; 2 Autosocks; auto chain or sanders

Tandem Drive Axle Busses

Are Only Required to Cover 2 Tires

Are required to use 2 tire chains.

Autosocks or Tire cables may be used as additional traction.



Must I Carry Chains?

Commercial Vehicles operating on I-70 in either direction between mileposts 133 (Dotsero) and 259 (Morrison) from Sept. 1 to May 31, must carry sufficient chains at all times to be in compliance with the Colorado chain law.

I-70 Mountain Chain Stations

- EB I-70 Milepost 178 EB I-70 Milepost 183
- EB I-70 Milepost 184 EB I-70 Milepost 187
- EB I-70 Milepost 195 EB I-70 Milepost 203
- EB I-70 Milepost 205 EB I-70 Milepost 219
- EB I-70 Milepost 228 EB I-70 Milepost 241
- EB I-70 Milepost 251
- WB I-70 Milepost 263 WB I-70 Milepost 260
- WB I-70 Milepost 254 WB I-70 Milepost 228
- WB I-70 Milepost 223 WB I-70 Milepost 221
- WB I-70 Milepost 219 WB I-70 Milepost 213
- WB I-70 Milepost 197 WB I-70 Milepost 179

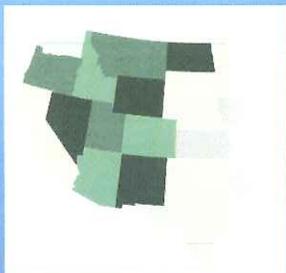
Penalties for Violating Chain Laws

Not chaining up when chain law is in effect \$500 fine plus \$157 surcharge

Not chaining up when chain law is in effect and subsequently blocking the highway \$1000 fine plus \$313 surcharge

Got Chains?

7/19/12



**Western States
Transportation Alliance**

WSTA Presentation to Colorado General Assembly
Transportation Legislative Review Committee

WSTA Mission

- + Bring legislators- state agencies-industry together to address highway transportation issues.
- + Seek to create regional solutions to transportation issues and develop uniformity in laws and regulations in the west addressing highway transportation.
- + Seek to be an organization that stimulates necessary dialogue on transportation issues and brings separate interests to the table,
- + Working to create a regional vision and regional support for needed transportation issues.
- + WSTA believes best investment needed in transportation system- jobs and future.



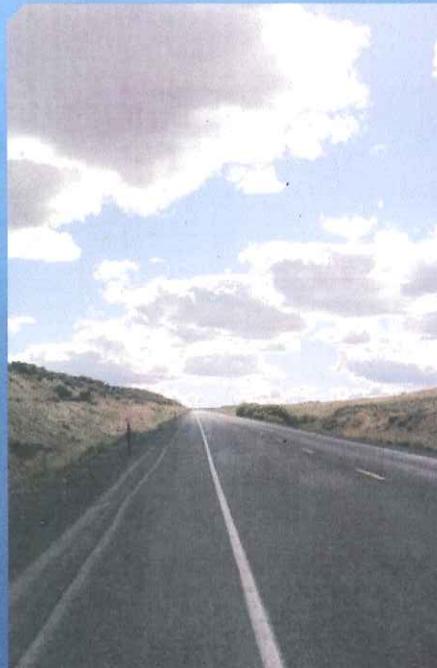
What groups does WSTA interact with

- + State legislators
- + WGA, ALEC, NCSL, AASHTO, WASHTO, ATA, CVSA
- + State DOT's
- + State Trucking groups
- + National Chamber of Commerce
- + National Warehouse/Logistics
- + Western energy groups, Western AG groups & Western fuel suppliers
- + Canadian Govt Agencies
- + Transportation Manufacturers, Transportation Corridor Groups
- + FMCSA
- + National shipping associations & Private transportation companies



Major transportation Issues in the West

- Funding of system both Federally and States...
- Uniformity and viability in regulations and laws.
- Opportunities and directions for future.
- Highway safety



Transportation Funding

- + New Federal Transportation Funding Act- MAP-21- Issues –
- + Funding levels near current program revenues. Long term funding issues.
- + Need for state flexibility in spending.
- + Reduce federal oversight cost and red tape in projects. Allow states to maximize funding.
- + Long term trust fund fix needed at federal level.



Funding at State level

- + Each of our members have debated how to fund transportation.
- + Options have included- raise gas taxes- increase fees- build new tax system- utilize toll roads/PPP.
- + No one has raised gas taxes.
- + Other ideas have been enacted- utilize percentage of state sales tax on transportation related sales- close HUTF loop holes- reduce non-transportation funding issues.



Policy Stances by WSTA

- + Strongly supports both federal/state funding of system.
- + Has found transportation industry would support gas tax hike.
- + New tax system is needed but the overall fix needs to be a national system to deal with issues.
- + Supports PPP projects and tolls for new capacity.
- + Strongly supports state flexibility in spending revenues for roads.
- + Reduce federal red tape and oversight to increase efficiency.
- + Supports new efficiency measures such as transformational vehicle use in western states.



2012 WSTA efforts

1. Oilfield Hours of Service Rule Making Process.
2. Support of western permitted transformational vehicle use by USDOT.
3. Develop regional model legislation dealing with Independent Contractors in Transportation industry.



RESOLUTION 2012-01

Concerning the Federal Motor Carrier Administration's Proposed Regulatory Guidance for the Oilfield Exception for Driver Hours of Service

WHEREAS: The development of domestic oil and gas resources is critical to our nation's economy and the goal of energy independence that has been identified as a priority by our nation's leaders;

WHEREAS: The timely transportation of equipment and materials to oil and natural gas well-sites is an important and crucial step in the development of these resources; interstate motor carrier industry is made up overwhelmingly of small businesses; and

WHEREAS: The federal government recognized in 1962, the unique needs and demands of the oil and gas industry and specifically created an exception to the hours of service rules that balanced these needs with safety;

WHEREAS: The proposed regulatory guidance represents a significant change from the prevailing interpretation for this exception by many western states;

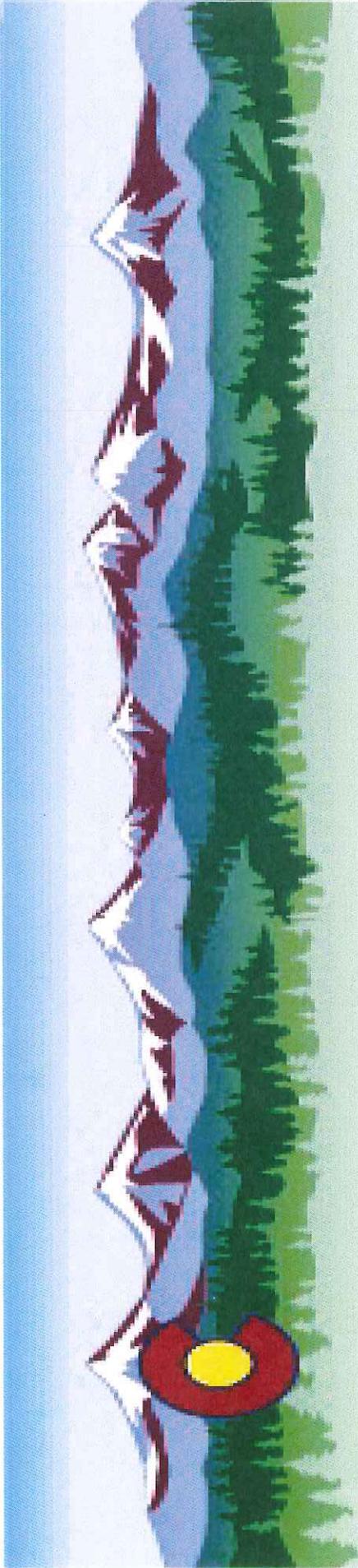
WHEREAS: The proposed regulatory guidance would significantly affect the growth and development of oil and natural gas within our country by increasing costs for development which will negatively impact business and job growth

WHEREAS: No information or data has been provided to support the proposed change

WHEREAS: The federal government did not engage the affected industries and companies nor seek their input prior to the issuance of this proposed regulatory guidance.

Be it resolved by the Cooperating Committee of the Western States Transportation Association, upon this date,
That WSTA formally requests the Federal Motor Carrier Safety Administration do the following:

1. Withdraw the current proposal relating to the Hours of Service of Drivers of Commercial Motor Vehicles; Regulatory Guidance for Oilfield Exception.
2. Conduct meetings and listening sessions with the trucking and oil and gas

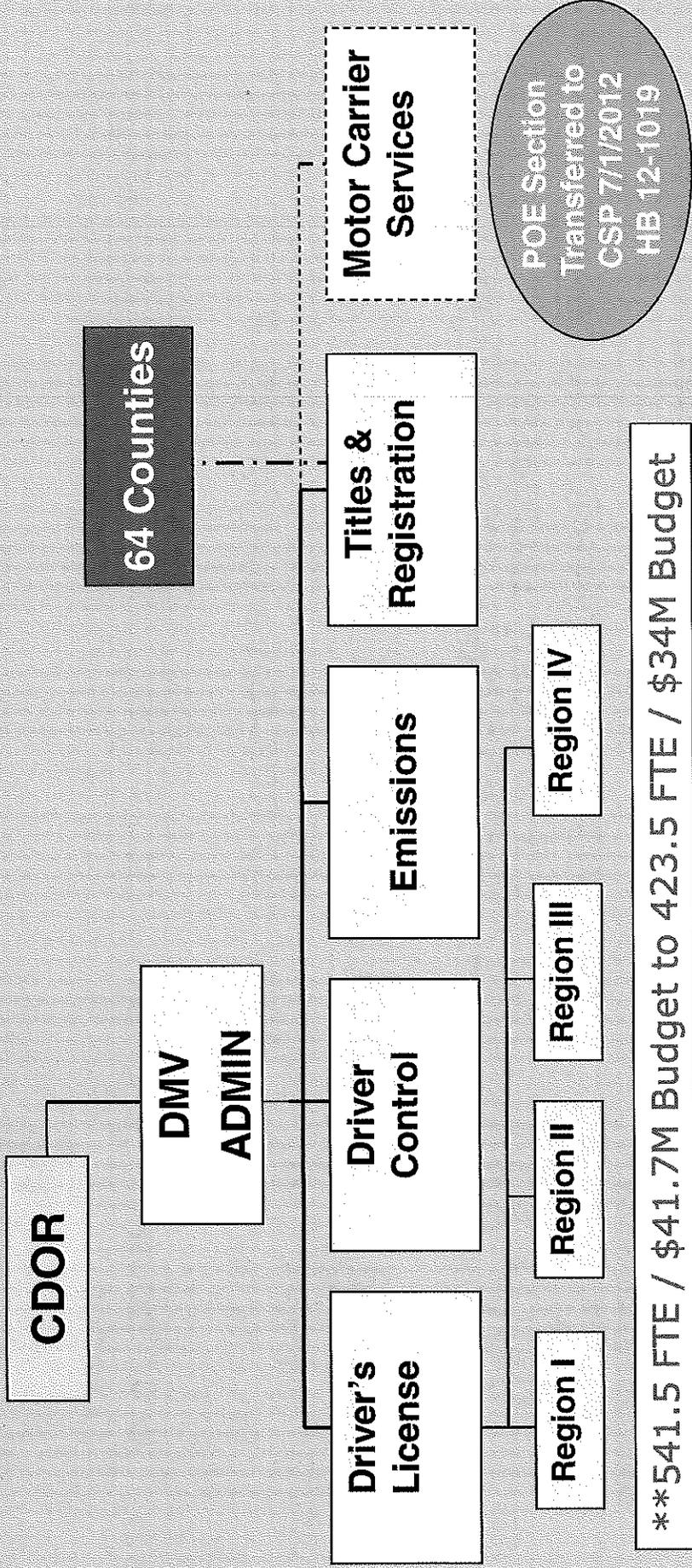


**Colorado Department of Revenue
Division of Motor Vehicles
Update for the
Transportation Legislation
Review Committee**

July 20, 2012

COLORADO

DMV Organizational Changes

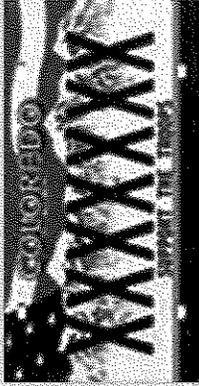


POE Section
Transferred to
CSP 7/1/2012
HB 12-1019

**541.5 FTE / \$41.7M Budget to 423.5 FTE / \$34M Budget

CDOR Cost of Administration as % of Collections: 1.13% FY11

Titles and Registrations



Currently 5.3 Million Registered Vehicles

- 1,492,693 Title Applications Received
 - 1.5 % Titling Increase
 - 363,826 Online Renewal (FY 11)

105 County and 1 State Office

Positive
Results with
HB11 -
Legislation
changes

\$937,167,806 Revenue for HUTF

Colorado Department of Revenue - Division of Motor Vehicles

Motor Vehicle Emissions

- 1.1 Million Initial Vehicle Emissions Inspections
- 20% Increase due to addition of Larimer and Weld counties (SB 09-003)
 - 88% Permanent Facilities (Envirotest)
 - 22% Clean Screen (Rapid Screen)

Oversight of 83 Testing Stations (18 Envirotest)

648 Licenses and Renewals with \$331,578 collected

\$208,825 in Penalty Assessments

\$ 7.9 Million Revenue HUTF Air Account

FY 13 Program Enhancements

Scheduled audit frequencies aligned with federal regulations and increases ability to perform more effective risk-based audits (Senate Bill 12-012)

Driver's License



3.6 Million Valid Documents (DL/ID/Permits)

1,332,547 Documents Issued in FY 12

- 15 % Increase
- 12 % Issued via Internet Renewal

56 Offices – 20 County Operated

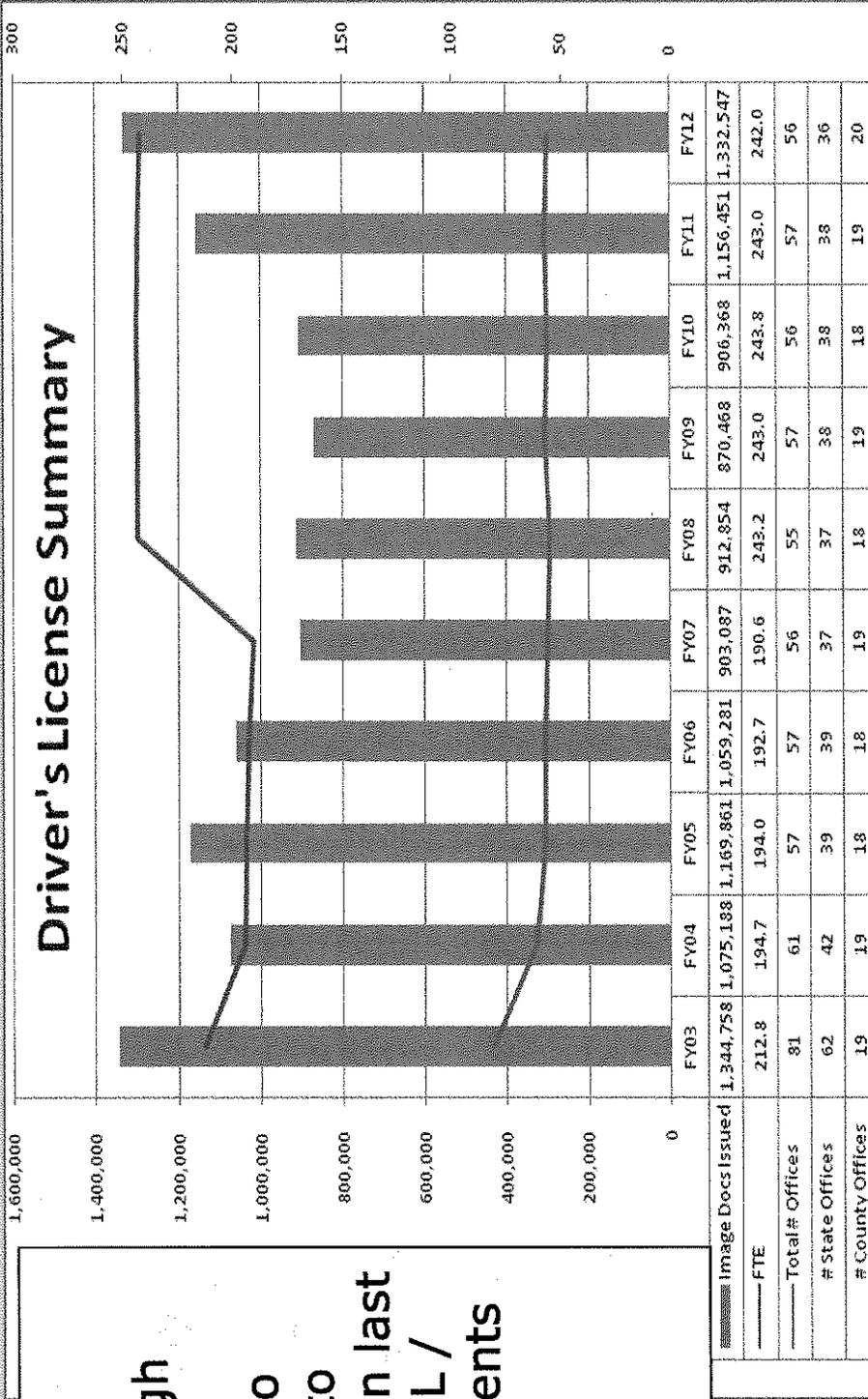
\$23,810,406 Revenue to Licensing Services
Cash Fund

Number of documents not seen since 2004

Colorado Department of Revenue – Division of Motor Vehicles

Driver's License Production Trends

Expect high customer volumes to continue to 2015 when last 10 year DL / ID documents expire.



2010 Census for Colorado 5,029,196 – 16.92% Increase from 2000

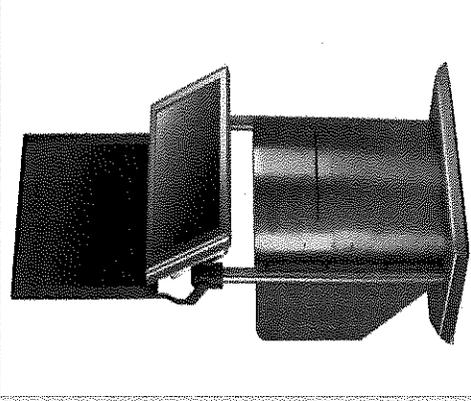
Colorado Department of Revenue – Division of Motor Vehicles

Strategy to Improve

- **Online Renewals - Increase Participation**
- **Improve Internal Management Processes - Continuous**
- **Upgrade Driver's License Network Equipment - Complete October 2012**
- **Upgrade Driver's License Office Equipment - Completed June 2012**
- **Waitless Project - Complete December 2012**
- **Cost Accounting / Feasibility Study - Complete March 2013**
- **DMV LEAN Project - Initiate August 2012**
- **Upgrade Obsolete Systems – Initiate August 2012**
- **Replacement for DLS (& CSTARS) – Initiate FY 16**

Colorado Department of Revenue – Division of Motor Vehicles

Waitless Project



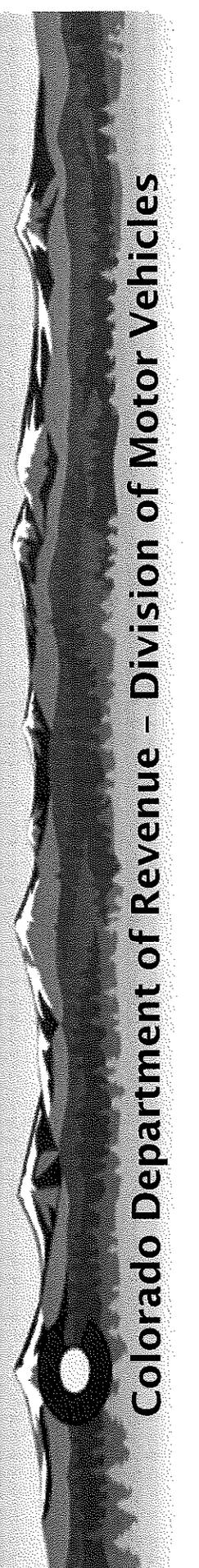
- ✓ Installed improved queuing system (Q-Flow) in 2 offices
- ✓ On-line appointment scheduling at the 2 offices
- ✓ Q-Flow collects vital data regarding wait times and transaction times
- ✓ Provides statistical information used by management to improve office procedures
- ✓ 11 more offices will receive Q-Flow by December 31, 2012

FUTURE ENHANCEMENTS

- Text Capability
- Dynamic Wait Times
- Expand to More Offices

Other Significant Accomplishments

- ✓ Upgrade Driver's License Office Equipment - *Completed June 2012*
- ✓ National Motor Vehicle Title Information System (NMVTIS) – *Completed June 2012*
- ✓ Commercial Driver's License Information System Modernization – *Completed July 2012*
- ✓ Joint Offender ID LEAN Project with Department of Corrections -
- ✓ Guy VROOM Media Campaign Awards (Donor Alliance & Colorado Interactive) – *Initiated August 2011*
- ✓ Joint Investigations with DHS/FBI protecting public from fraudulent testers at two Commercial Driving Schools – *Summer / Fall 2011*

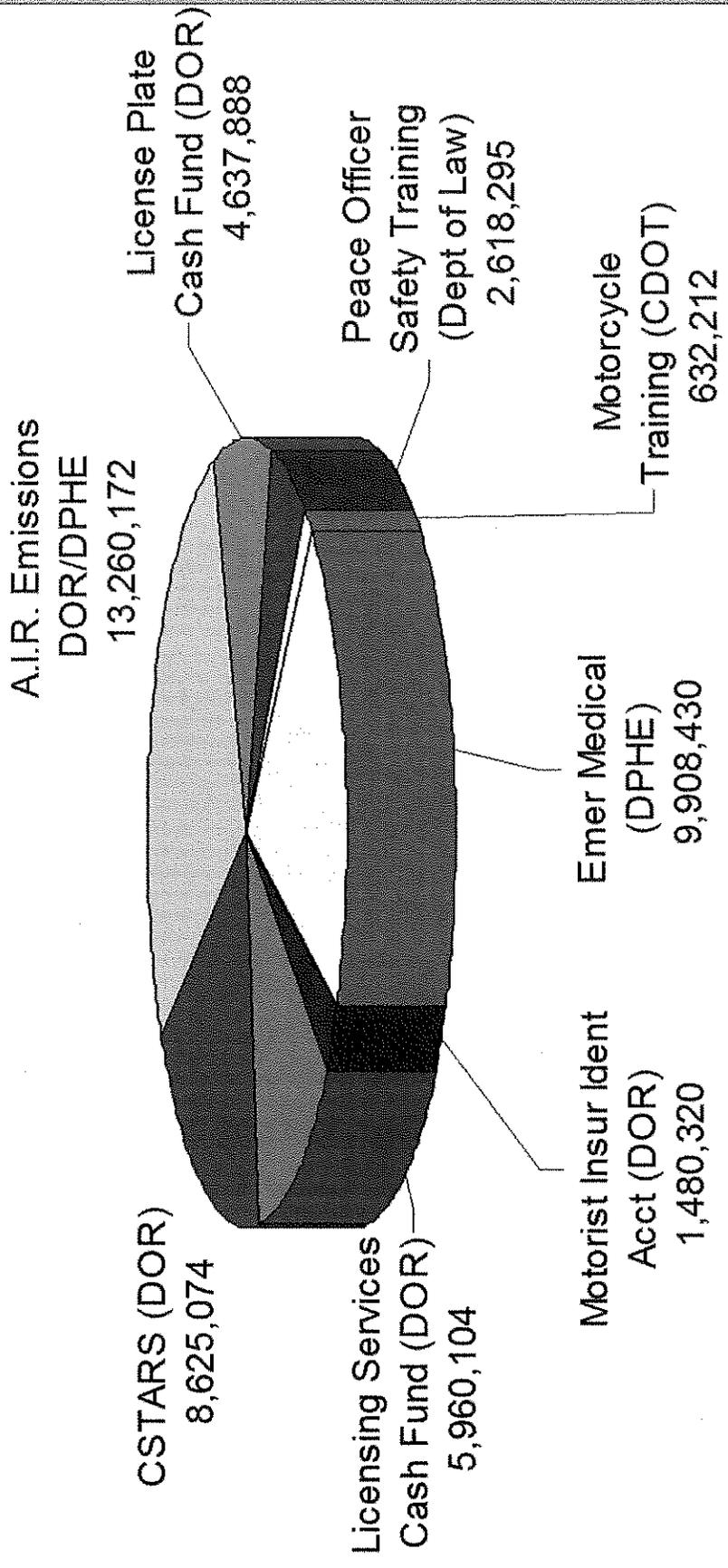


Colorado Department of Revenue – Division of Motor Vehicles

A black and white photograph of a large, craggy rock formation, possibly a mountain peak or a large rock outcrop. The rock surface is highly textured with many cracks and ledges. A person is standing on the top edge of the rock formation, providing a sense of scale. The person is wearing a light-colored shirt and dark pants. The background is a clear, light sky.

Questions?

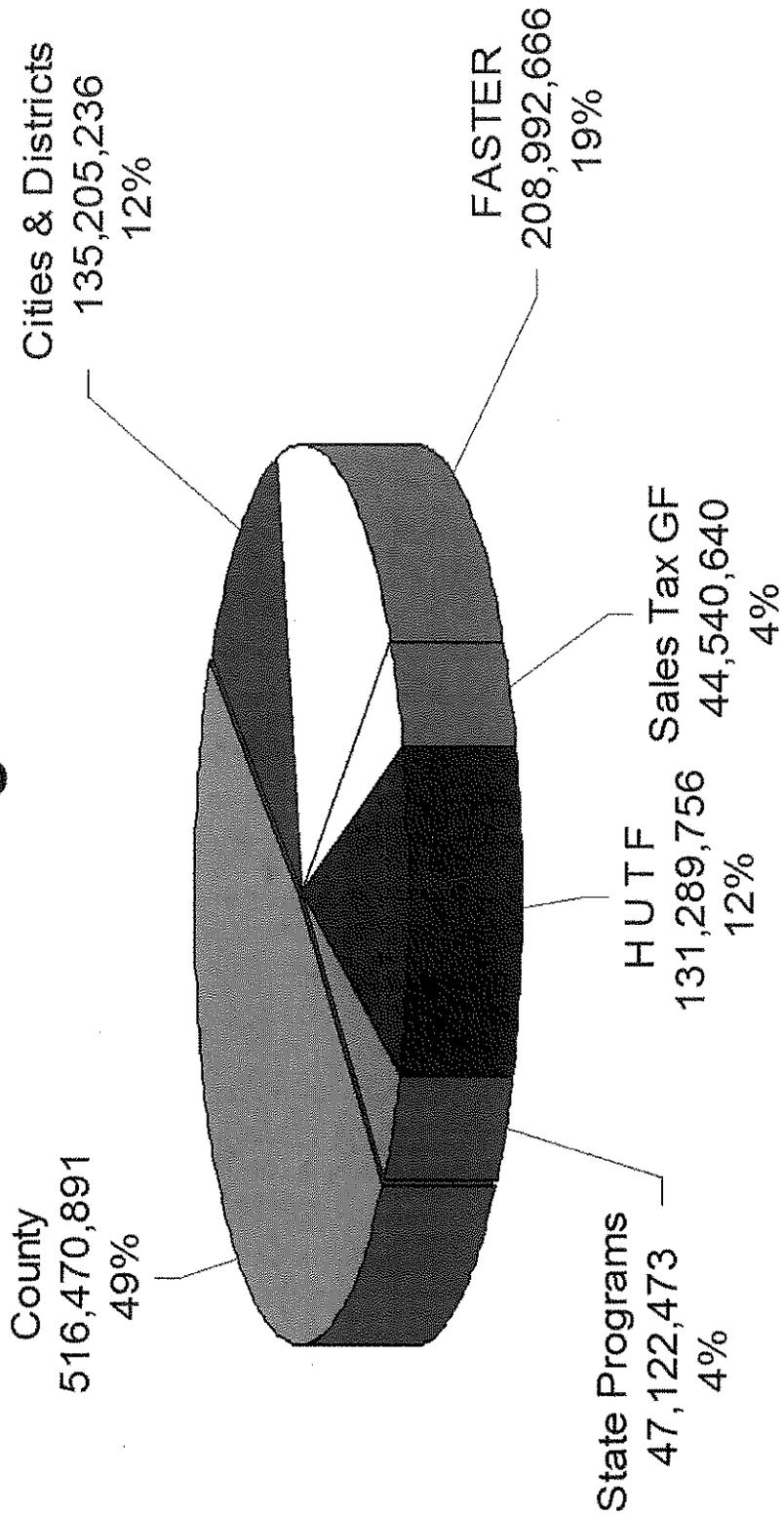
Calendar 2011 Revenue Distribution to State Programs



Colo Dept of Revenue Vehicle Registration Fees \$47,122,473

Colorado Department of Revenue - Division of Motor Vehicles

State of Colorado Calendar 2011 Vehicle Registration Fees



Total \$1,083,621,659



Colorado License Plates*

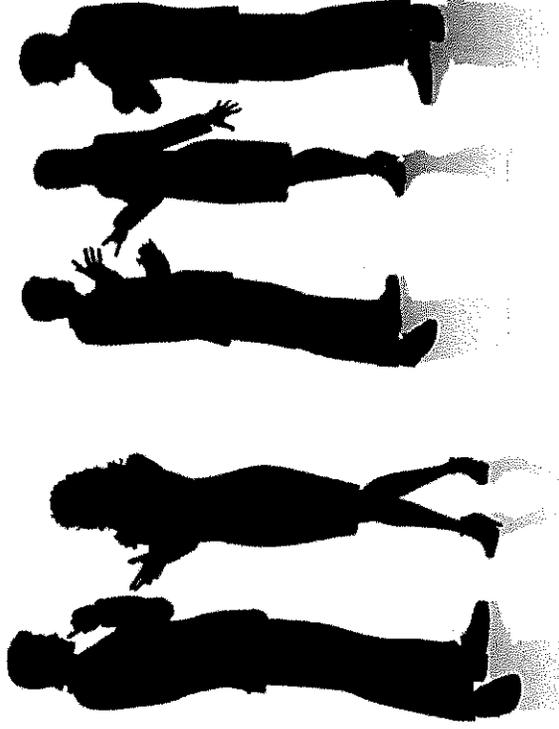
(*includes plates created during the 2012 legislative session)





Presentation Summary

- Special license plates update
- Year over Year Comparisons
- Revenue
- Alternative Fuel Vehicles
- Slides 15 -56 Updated License Plate information
- Questions





Special License Plates

Year Over Year Summary

- The following slides summarize the changes with special license plates with 2012 legislation which created the below special license plates and from the TLRC presentation from October 5, 2011 to today, July 20, 2012:



Distinguished Flying
Cross
Design Pending
Eff. Jan 1, 2013

Operations Desert
Shield/Storm
Design Pending
Eff. Jan 1, 2013



Child Loss Awareness
Design Pending
Eff. Jan 1, 2013

Colorado Rockies
Design Pending
Eff. Jan 1, 2013

Fallen Heroes
Design Pending
Eff. Jan 1, 2013

Flight for Life Colorado
Design Pending
Eff. Jan 1, 2013

Wildlife Sporting
Design Pending
Eff. Jan 1, 2013



Special License Plates Year Over Year Summary

Special License Plate	Special License Plate Types	
	2011	2012
Military	32	34 (26% of all plate types)
Alumni	13	13 (10% of all plate types)
Designer	1	1 (1% of all plate types)
Group Special	29	34 (26% of all plate types)

Special License Plate	Special License Plate Inventory Types	
	2011	2012
Military	63	67 (24% of all plate types)
Alumni	26	26 (9% of all plate types)
Designer	2	2 (1% of all plate types)
Group Special	95	115 (41% of all plate types)

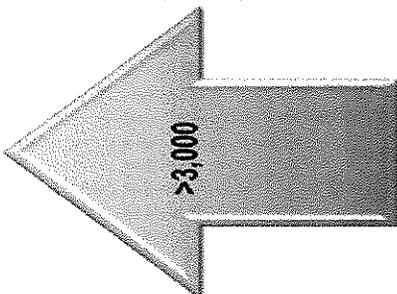
Special License Plate	Registered Special License Plate	
	2011	2012
Military	120,126 (2.35%)	123,439 (2.38%)
Alumni	22,152 (0.43%)	23,041 (0.44%)
Designer	181,934 (3.56%)	173,976 (3.35%)
Group Special	273,592 (5.35%)	282,938 (5.44%)



Special License Plates Year Over Year Summary

Minimum Registered Motor Vehicle

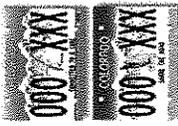
Only one group special license plate has achieved 3,000 registered to motor vehicles for this time period. 19 others have not achieved 3,000 registered with the oldest being issued for over 64-months.



Only 6 GSLP have reached 3,000 minimum since their creation

All 6 have reached the 3,000 within 19-months of their effective date

6 plates are the Breast Cancer, Broncos Charities, Support the Troops, Share the Road, Ski County USA, and Adopt a Shelter Pet



19 GSLP have not reached the 3,000 minimum since their creation

6 of these 19 have received retirement date extension amendments two different times

- SB09-175 extended the retirement to July 1, 2011
- HB11-1236 extended the retirement to July 1, 2016

The 19 plates, number currently registered, and months they have been issuing plates are.....

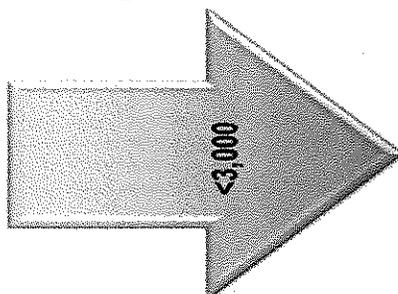


Plate	Name	# Registered	# of Months Available
	Support Education	711	64
	Kid's 1st	1,610	58
	Italian American	2,532	53
	Carbon Fund	943	45
	Support the Horse	1,775	41
	Boy Scouts	1,036	35
	Alive at 25	51	29
	Denate Life	2,849	29
	State Parks	574	17
	Juvenile Diabetes	239	5
	Craig Hospital	143	5
	Colorado Avalance	564	5
	Denver Nuggets	187	5
	Girl Scouts	101	5
	Child Loss Awareness	0	Eff. Jan 1, 2013
	Flight for Life Colorado	0	Eff. Jan 1, 2013
	Fallen Heroes	0	Eff. Jan 1, 2013
	Colorado Rockies	0	Eff. Jan 1, 2013
	Wildlife Sporting	0	Eff. Jan 1, 2013



Special License Plates



Inventory Management

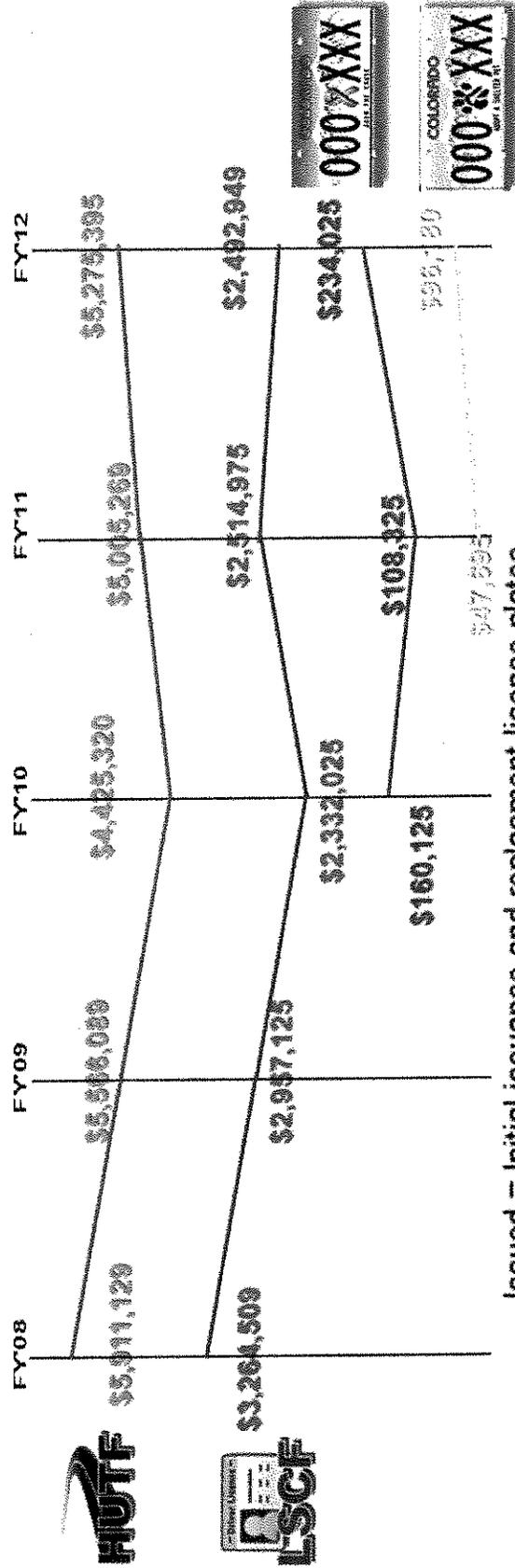
- A “print on demand” license plate model is in the development stage. The department is collaborating with County Clerks, the Department of Corrections, and OIT.
- Objective – reduce the investment in license plate inventory
 - Certain license plates would not be held in inventory in county offices. These plates would be manufactured by DOC upon request – meaning that at the time a registration transaction was completed for these specific plate types, DOC would manufacturer the plate, and provide it via mail to the customer.



Special License Plates Year Over Year Summary

Special Plate Fees Revenue

- Special plate fees revenue changes are captured below.



Issued = Initial issuance and replacement license plates

- HUTF = Highway Users Tax Fund
- LSCF = Licensing Services Cash Fund
- BCCPTF = Breast and Cervical Cancer Prevention Treatment Fund
- PET = Pet Overpopulation Fund



Alternative Fuel Vehicles

- The Department titles and registers motor vehicles capturing 18 fuel types. 9 fuel types are single fuel types and 9 are dual fuel types. Of the 18 fuel types, 16 may be considered alternative fuel vehicles with 5 being electric or electric and another fuel type.

Single Fuel Types		
Fuel Type	July 2011	July 2012
B = Bio-Diesel*	80	68
D = Diesel*	224,491	232,424
E = Electric	1,127	1,260
G = Gas*	4,068,551	4,101,881
M = Methanol*	28	24
N = Natural Gas*	443	526
O = Other	605	607
P = Propane*	458	413
T = Ethanol*	291	275
Dual Fuel Types		
Q = Propane/Gas*	198	189
R = Natural Gas/Gas*	138	167
S = Methanol/Gas*	112	107
U = Ethanol/Gas* & Corn/Gas*	4,514	6,700
V = Natural Gas/Diesel*	29	25
W = Electric/Natural Gas	20	23
X = Electric/Propane	24	35
Y = Electric/Diesel	359	302
Z = Electric/Gas	35,287	39,300

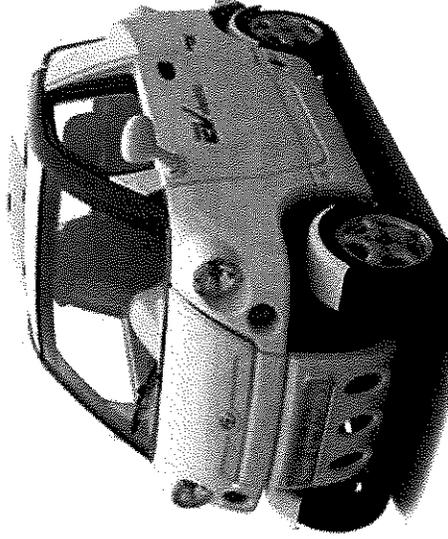
*Requires emissions testing in AIR Program areas



Alternative Fuel Vehicles

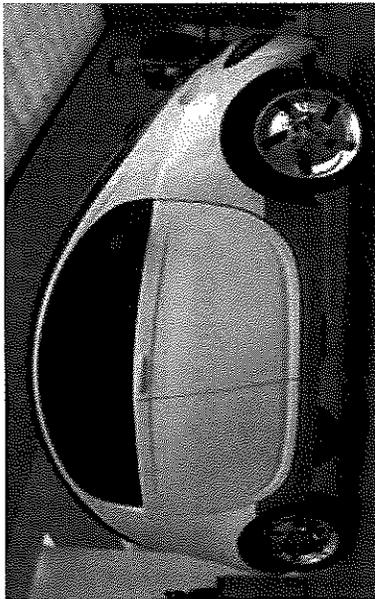
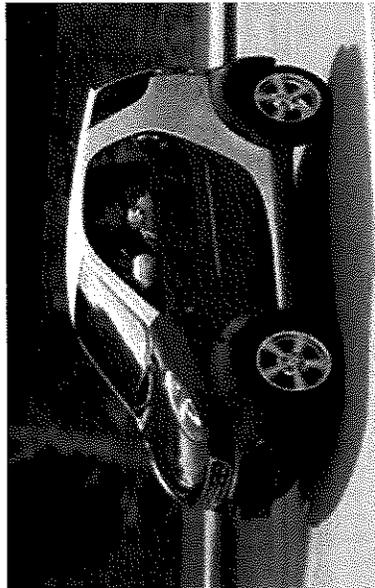
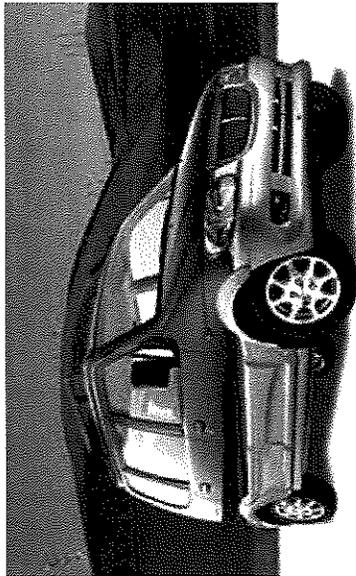
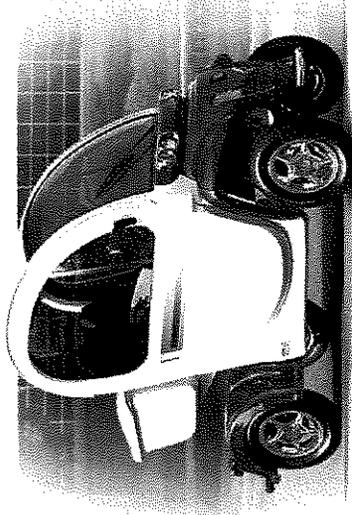
Low-Speed Electric Vehicles

42-1-102(48.6), C.R.S., "Low-Speed Electric Vehicle" means a vehicle that:
Is self-propelled utilizing electricity as its primary propulsion method;
Has at least three wheels in contact with the ground;
Does not use handlebars to steer; and
Exhibits the manufacturer's compliance with 49 CFR 565 or displays a seventeen-character vehicle identification number as provided in 49 CFR 565.





Low Speed Electric Vehicles





DOR Suggestions (1 of 2)

- Clean up 42-3-215 to remove retired United States Olympic Committee license plate. License plate was retired prior to 2001.
- Clean up 42-3-216 to remove retired Colorado Foundation for Agriculture and Natural Resources license plate. License plate was retired May 2008
- Clean up 42-3-113(2)(e) by replacing outdated "thirty-day" language with "one-month" to coincide with 42-3-114



DOR Suggestions (2 of 2)

- Clean up CRS 42-3-113(2) and (3) by replacing outdated language:
 - 42-3-113(2)(e) replace “thirty-day” with “one-month” language to coincide with 42-3-114
 - 43-3-113(2)(d)(III) and (3) replace “one-hundred dollar” with “five-hundred dollar” language to coincide with 42-3-105(2)
 - 42-3-113(2)(d)(IV) and (3) replace “one year’s” with “eighteen months” language to coincide with the class B traffic infraction in 42-3-114
 - 42-3-113(2)(d)(IV) and (3) replace “one-thousand-dollar” with “five-thousand-dollar” language to coincide with the class B traffic infraction in 42-3-114

Motor vehicle insurance is compulsory in Colorado. Non-compliance is a ~~misdemeanor traffic offense~~. The minimum penalty for such offense is a ~~five-hundred dollar fine~~. The maximum penalty for such offense is ~~one-year imprisonment and one thousand-dollar fine~~.

THE FOLLOWING AFFIRMATION MUST BE SIGNED BY THE OWNER:
 I swear or affirm in accordance with section 24-12-102, C.R.S., under penalty of perjury that I now have in effect a complying policy of motor vehicle insurance including an operator's policy pursuant to part 6 of article 4 of Title 10, C.R.S., or a certificate of self-insurance to cover the vehicle or operator of the vehicle for which this registration is issued. I understand that such insurance must be renewed so that coverage is continuous.
 Failure to sign this affirmation is a Class B Traffic Infraction and is punishable pursuant to 42-4-1701(3)(a)C.R.S.
 SIGNATURE: _____ DATE: _____
 Note: Colorado law provides for a one-month grace period after a registration is due for renewal, excluding SMM tabs, handicap placards, and permits.



Contact Information

- Final Questions?
- For more information, please contact the Department's Legislative Liaison Mark Couch at mcouch@dor.state.co.us





Taxes and Fees

- Taxes and fees are assessed based on:

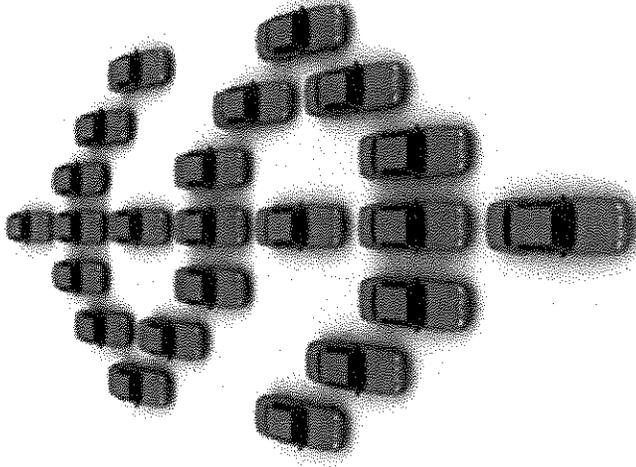
**Vehicle Type
& Model Year**

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.
- The focus today will be differences in fees generated to HUTF and LSCF as well as “rule” differences

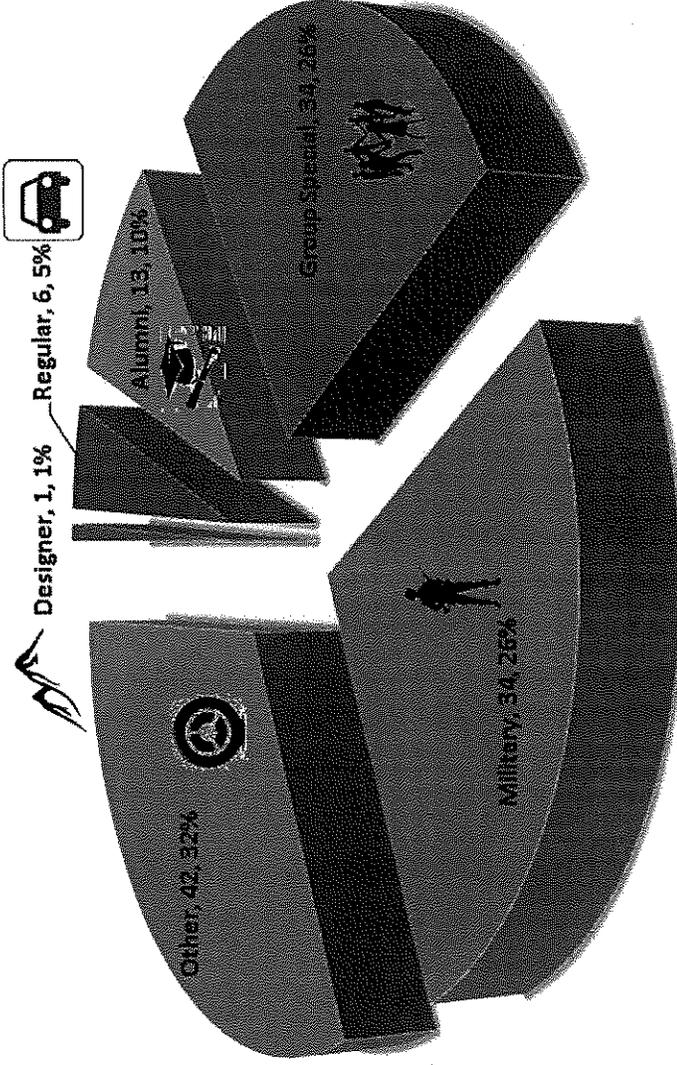




Colorado License Plate Types by Plate Category

Colorado License Plate Types by Plate Category

(130 Total License Plate Types by Category)*



*as of 2012 legislation

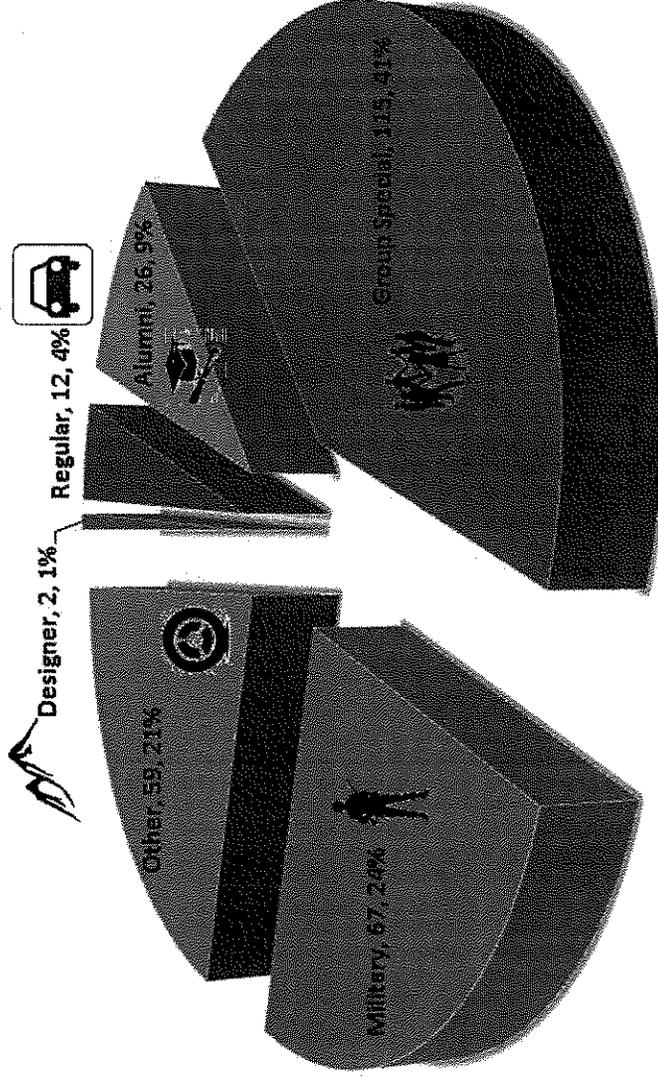
Plate Types = Support the Troops, U.S. Marine Corps, Trailer etc...



Colorado License Plate Types by Plate Category

Colorado License Plate Inventory Types by Plate Category

(261 Total License Plate Inventory Types by Category)*



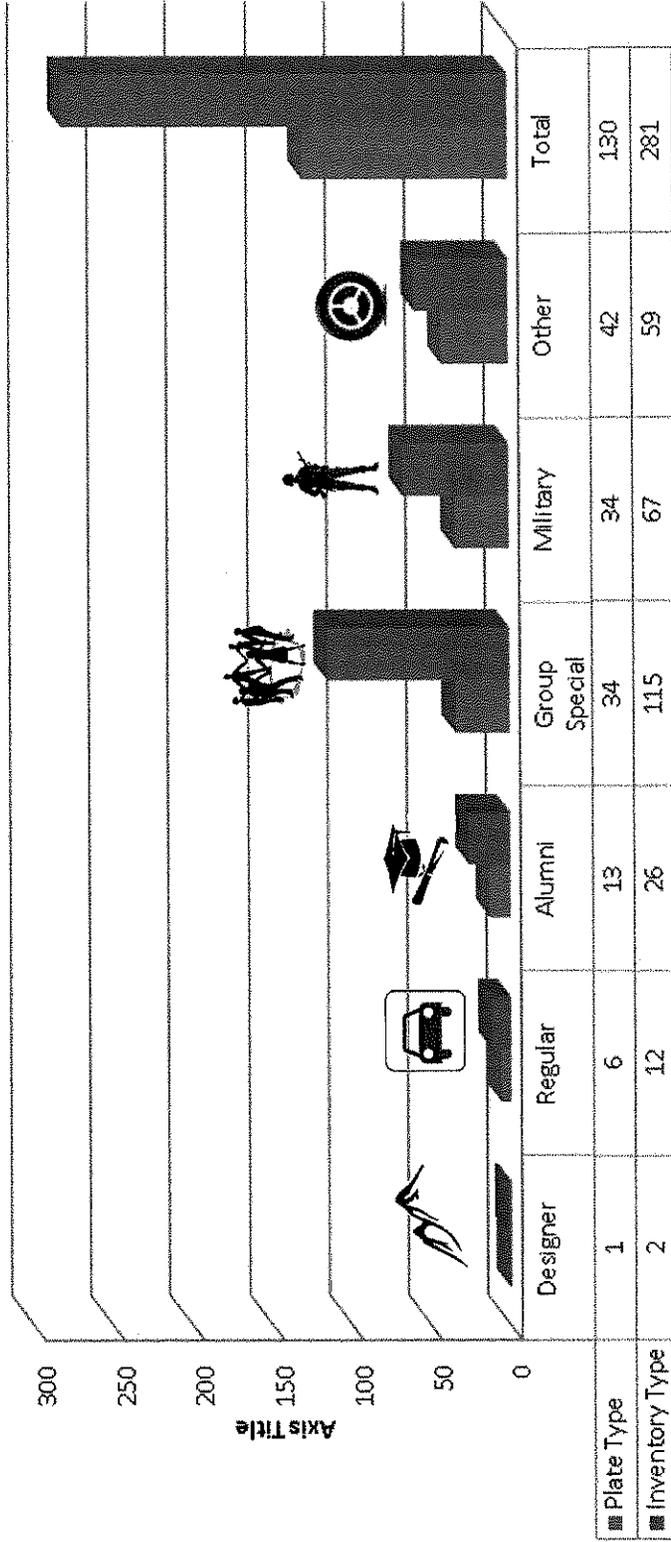
*as of 2012 legislation

Inventory Types = Passenger, Motorcycle, Personalized Passenger, Personalized Motorcycle, Trailer etc... (e.g., Passenger State Parks GSLP, Motorcycle State Parks GSLP, Personalized Passenger State Parks GSLP, Personalized Motorcycle State Parks GSLP)



Plate Types Versus Inventory Types (Current)

Colorado License Plates
Plate Type vs. Inventory Type*

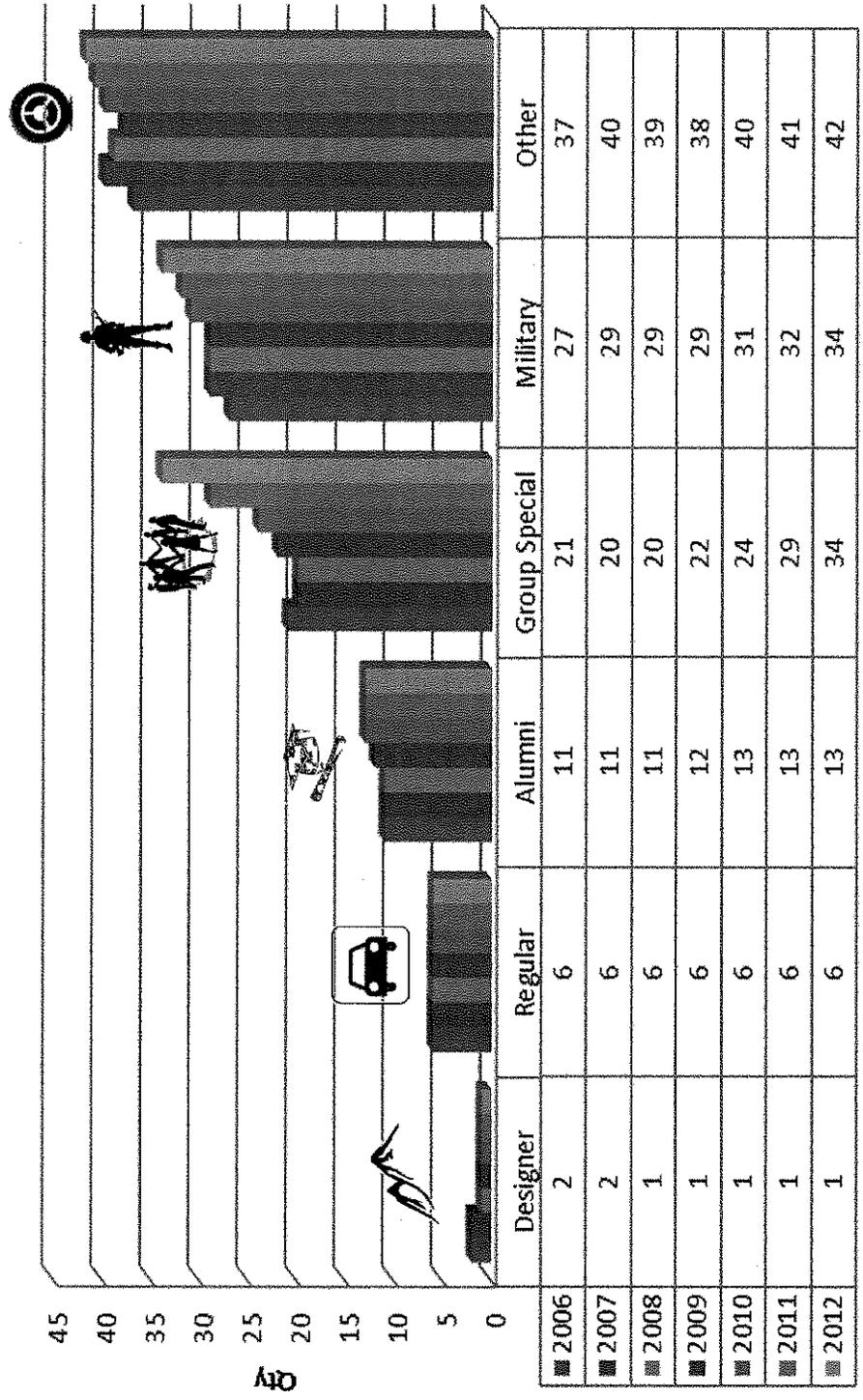


*as of 2012 legislation



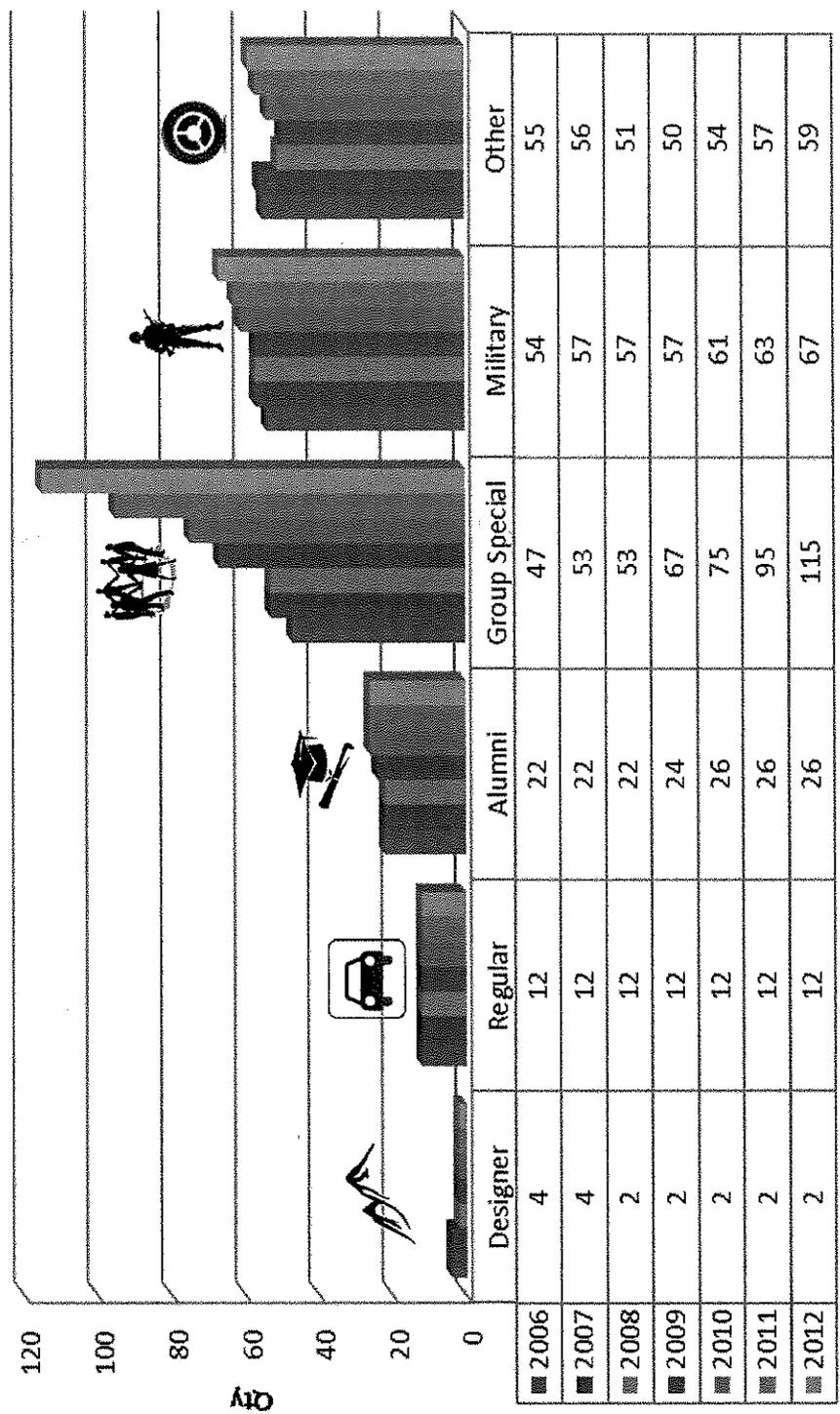
Plate Types – Year Over Year

Colorado License Plate Types (Year over Year)



Inventory Types – Year Over Year

Colorado License Plate Inventory Types (Year over Year)

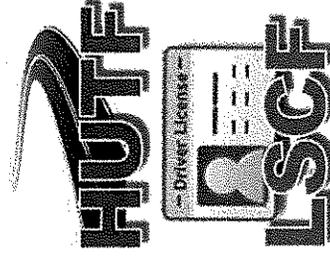
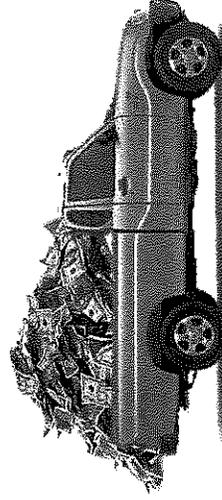
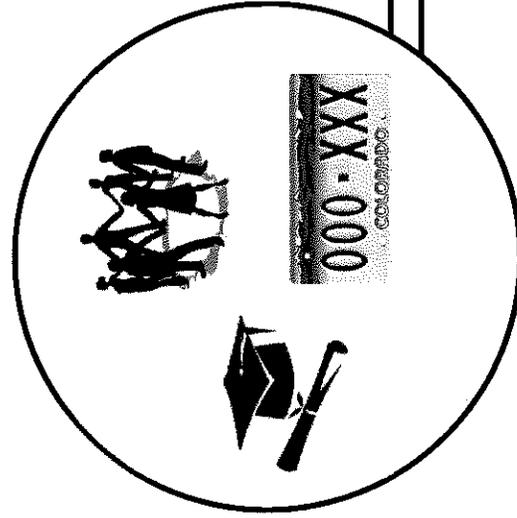




Types of Special License Plates

Is anything the same?

- **All** Group Special, Alumni, and Designer license plates drive revenue to HUTF and LSCF



- Not all Military license plates drive revenue to HUTF and or LSCF



Legend

Military License Plates (34)

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



- (2)  - Available to anyone
- (16)  - Qualifier
- (10)  - First set free
- (6)  - HUTF waived first set

Alumni License Plates (13)

C.R.S. 42-3-214



- (2)  - Available to anyone
- (11)  - Qualifier

Group Special License Plates (34)

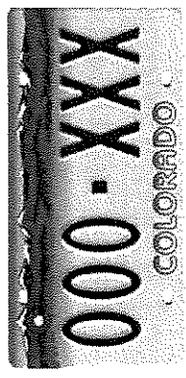
C.R.S. 42-1-102(41.5)



- (12)  - Available to anyone
- (1)  - Qualifier
- (12)  - Qualifier with C.R.S. donation
- (5)  - Qualifier with non-profit determined donation
- (4)  - Qualifier with state collected C.R.S donation

Designer (Optional) License Plate (1)

C.R.S. 42-3-212





Legend Continued

Other License Plates (42)

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



- Owner qualifier
(not registered to a vehicle)



- Vehicle qualifier



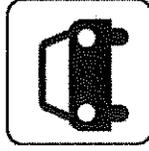
- Owner & Vehicle qualifier

Regular License Plates (6)

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



- Available to anyone



- Vehicle qualifier



- Owner qualifier

Registered Vehicle %

5.2 Million Vehicles Registered Annually



-2.38%



-3.38%



-0.44%



-7.75%



-5.44%



-80.61%

Annual Issued Plates %

1.1 Million License Plates Issued Annually



-2.73%



-1.60%



-0.45%



-5.40%



-5.57%



-84.25%



Military License Plates (34)

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



(2)

- Available to anyone



(16)

- Qualifier



(10)

- First set free



(6)

- HUTF waived first set



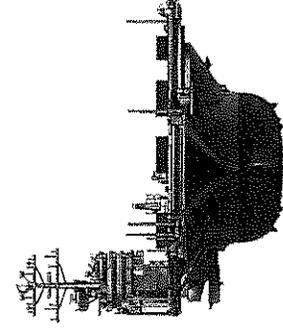
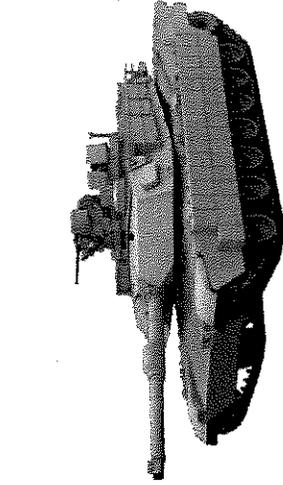
(e)

- HUTF waived first set



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

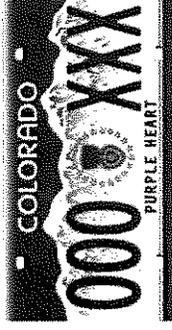
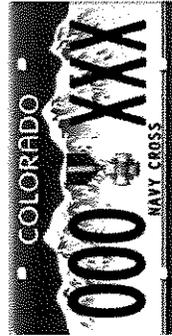
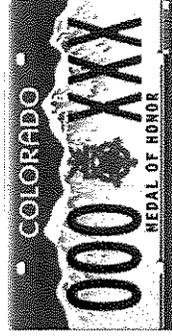
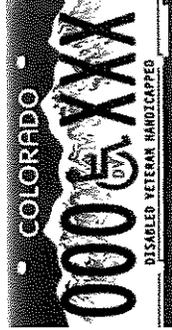




Military License Plates (10)



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



Military License Plates (6)



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



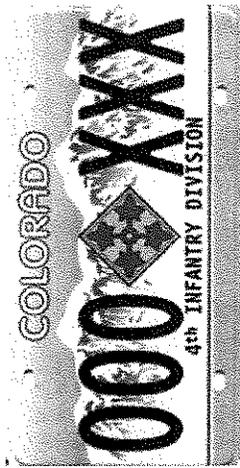
Pre-Qualifiers					
	C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION	
	✓	✗	✗	✗	✗
May be Personalized 	✗	✗	✗	✗	✗
\$25 License 	✓	✗	✗	✗	✗
\$25 	✗/✓	✗	✗	✗	✗



Military License Plates (2)



- 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				
	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



(2)

- Available to anyone



(11)

- Qualifier





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.
CRS 42-3-214





Alumni License Plates (2)

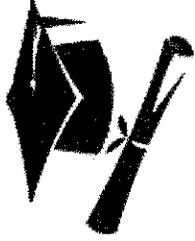


- Alumni Plates – No pre-qualification or special donations required

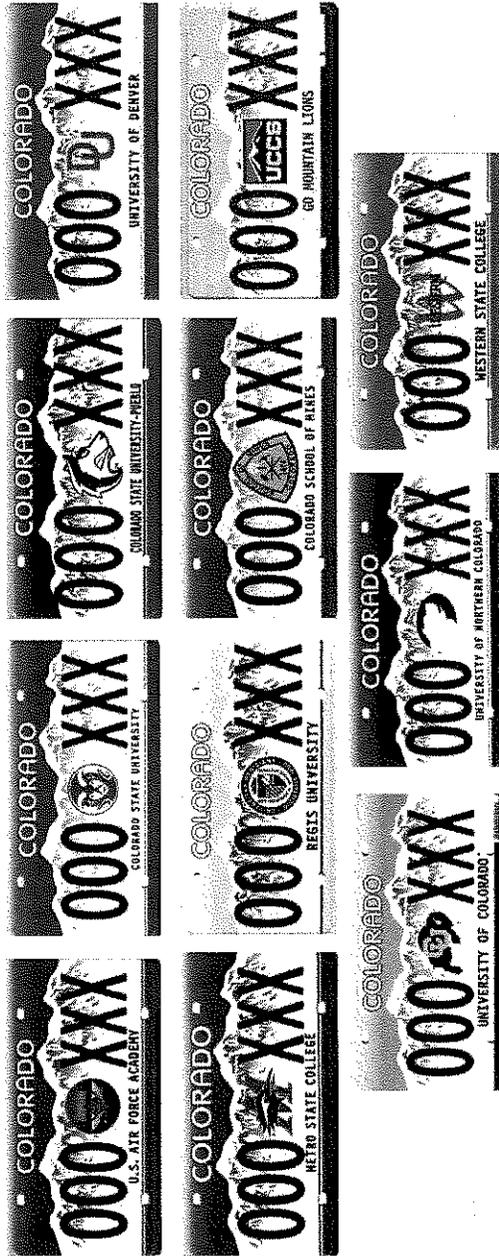


Pre-Qualifiers				
	C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION

Alumni License Plates (11)



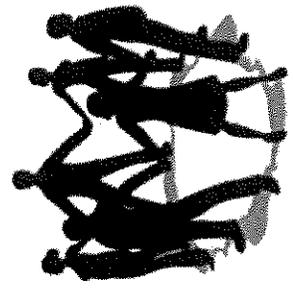
- Alumni Plates – Requires proof of prequalification from a the Colorado college, university, or alumni association before license plate can be issued



Pre-Qualifiers				
	C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Group Special License Plates (34)



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

- (12)  - Available to anyone
- (1)  - Qualifier
- (12)  - Qualifier with C.R.S. donation
- (5)  - Qualifier with non-profit determined donation
- (4)  - Qualifier with state collected C.R.S donation

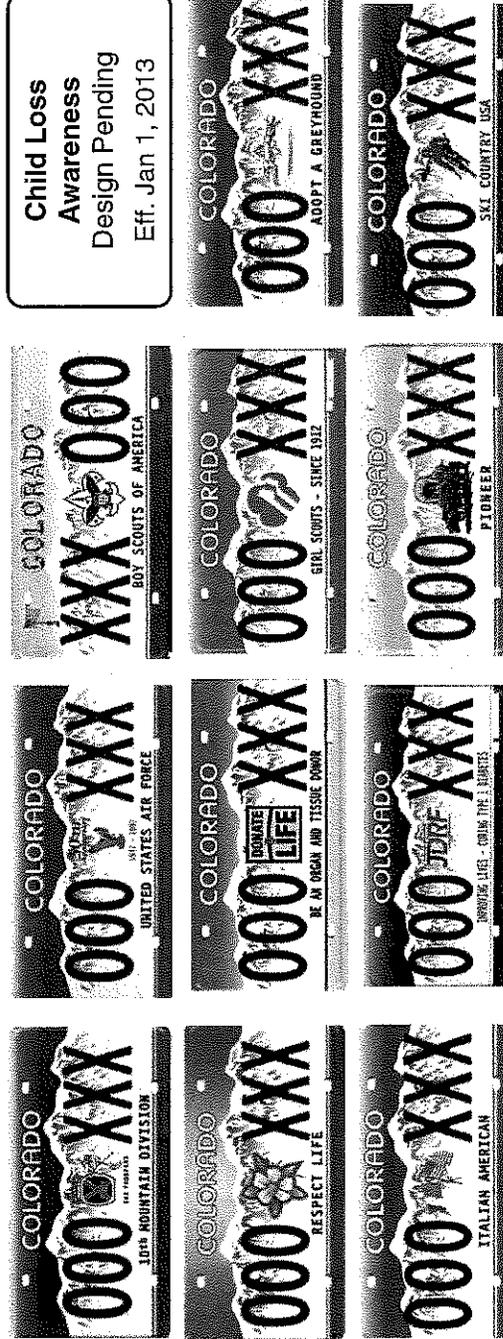
- (4)  - Qualifier with state collected C.R.S donation
- (2)  - Qualifier with state collected C.R.S donation



Group Special License Plates (12)



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



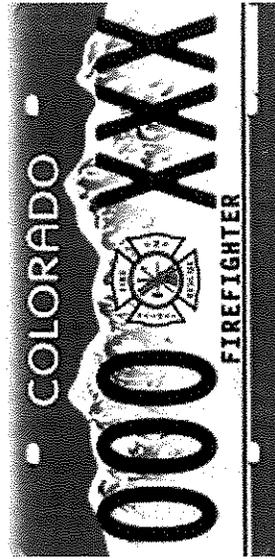
Pre-Qualifiers			
C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
 May be Personalized PRSNLZD COLORADO	 SOME	 SOME	
 \$25 LICENSE LSCF			
 \$25 HIUTF			



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
May be Personalized 				
\$25 License 				
\$25 				



Group Special License Plates (12)



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



\$52.80

Colorado Rockies
Design Pending
Eff. Jan 1, 2013



Flight for Life
Colorado
Design Pending
Eff. Jan 1, 2013



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

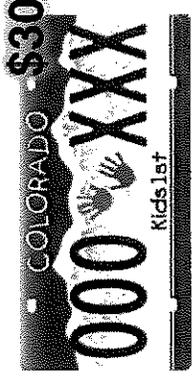
Pre-Qualifiers				
	C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
\$25 HUTTF	✓	✓	⊘	⊘
\$25 LICENSE LSCF	✓	✓	⊘	⊘
May be Personalized PRSNLZD COLORADO	✓	✓	⊘	⊘
	✓	✓	⊘	⊘
SOME	SOME	SOME	SOME	SOME



Group Special License Plates (5)



- Group Special – Requires a 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

1 CCR 204-10 Rule 16. Group Special License Plates

		Pre-Qualifiers			
		C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
\$25 HUTTF	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
May be Personalized PRSNLZD COLORADO	SOME	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
\$25 LSCF	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	SOME	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Group Special License Plates (4)



- Group Special – Requires a pre-qualification pursuant to the plate's creating statutes and a 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

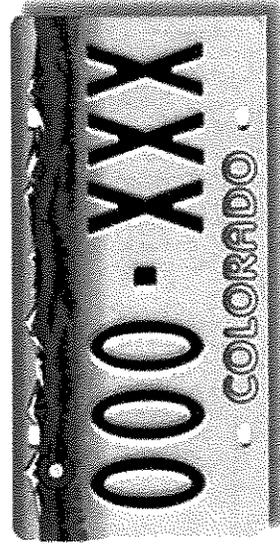
Pre-Qualifiers				
	C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
\$25 HIUTF 				
\$25 LSCF 				
May be Personalized 				



Designer (Optional) License Plate (1)

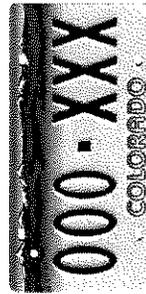
C.R.S. 42-3-212

DR





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

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 (42)

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



(13)

- Owner qualifier
(not registered to a vehicle)



(17)

- Vehicle qualifier



(12)

- Owner & Vehicle qualifier



(15)

- Owner & Vehicle driver



Other License Plates (13)



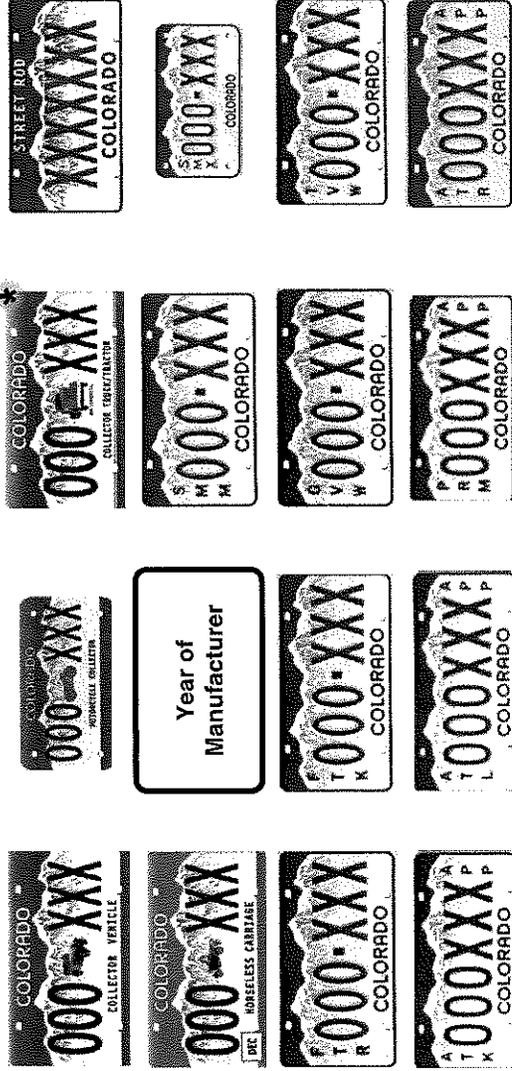
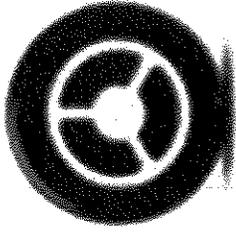
- Other – Owner qualification, license plate is registered to a person not a vehicle



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 					
\$25 License 					
\$25 					

Other License Plates (17)

- Other – Vehicle qualification, vehicle must meet specific qualifications

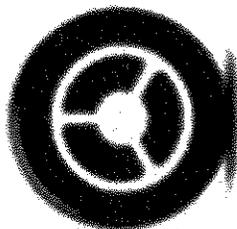


* Plate manufactured/issued as a set for trucks and singles for tractor trailers

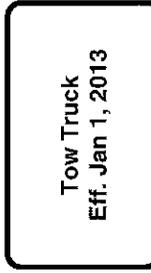
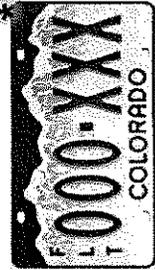
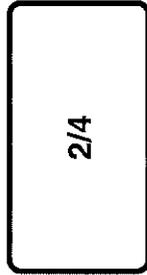
Pre-Qualifiers			
C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
May be Personalized 	SOME		



Other License Plates (12)



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



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

		Pre-Qualifiers			
		C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	SOME	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	SOME	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
May be Personalized 	SOME	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

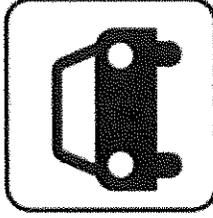


Regular License Plates (6)

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



- Available to anyone



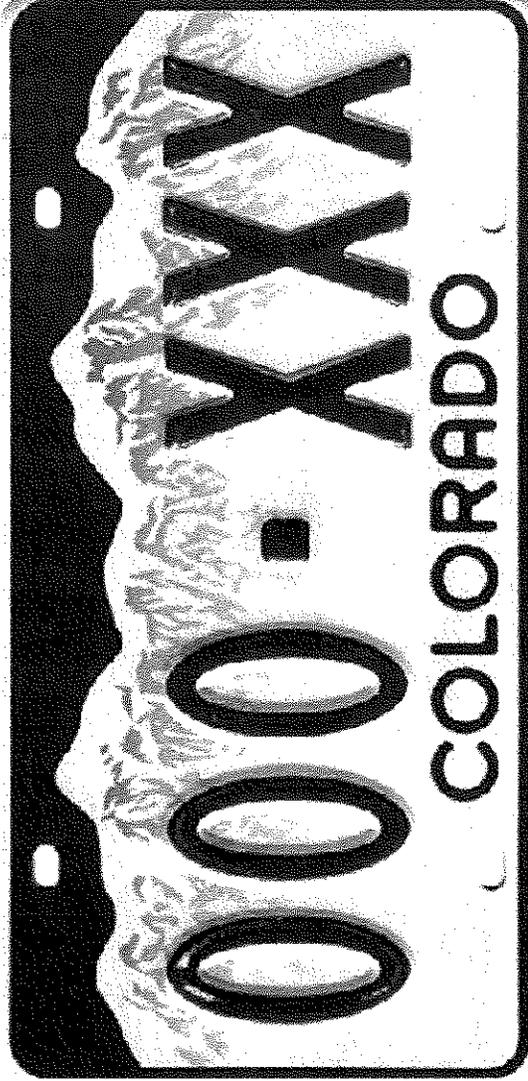
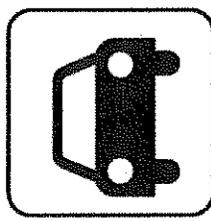
- Vehicle qualifier



- Owner qualifier

Regular License Plates (1)

- Regular – Available to anyone



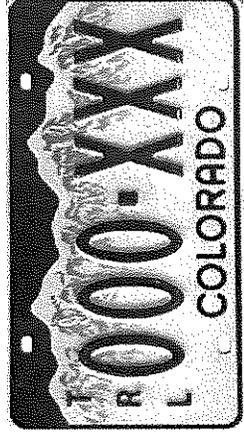
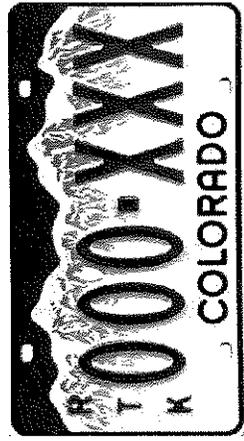
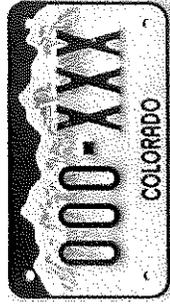
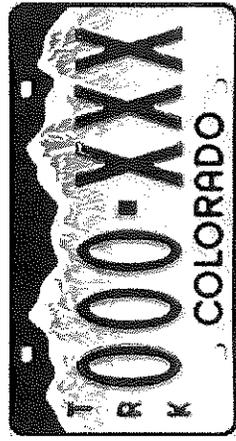
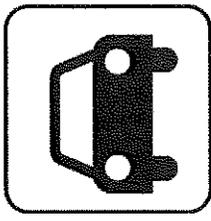
Pre-Qualifiers				
	C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
May be Personalized PRSNLZD COLORADO	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
\$25 LICENSE LSCF	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
\$25 HUTF	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Regular License Plates (4)



- Regular – Vehicle must meet specific qualifier

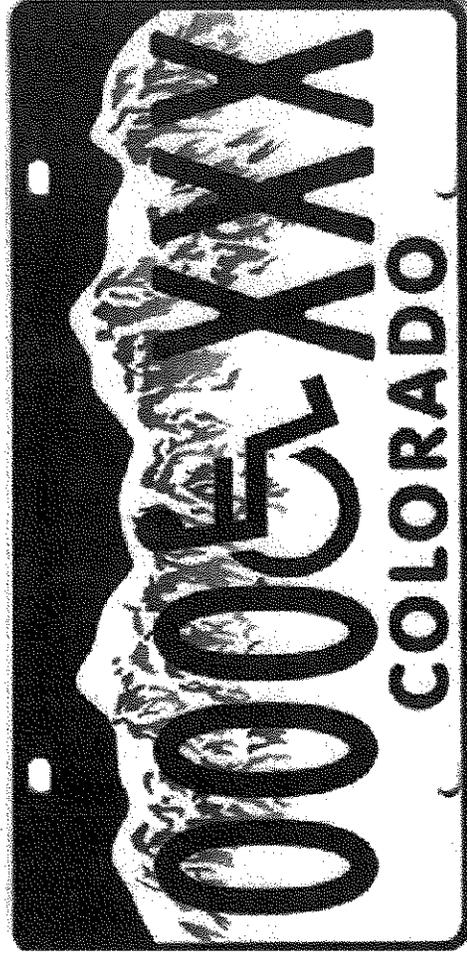
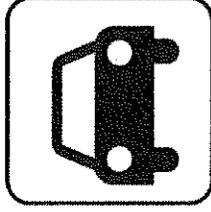


Pre-Qualifiers				
	C.R.S. SPECIFIED QUALIFIER	C.R.S. DONATION REQUIRED	C.R.S. STATE COLLECTED DONATION	NON-PROFIT DEFINED DONATION
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
May be Personalized 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SOME	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 HUTTF	\$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:

\$33 HUTF	\$25 LSCF	\$2 County Retained Fee	\$25 HUTF Annual Renewal

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

Transfer: \$13



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

\$58 HUTF	\$25 LSCF	\$2 County Retained Fee	\$50 HUTF Annual Renewal

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

Transfer: \$13



GSLP Application Process

STATE OF COLORADO



DIVISION OF MOTOR VEHICLES
Department of Revenue

Title and Registration Sections
Marisa Robinson
Operations Director

Business Location
1011 Payne Street Lakewood, Colorado
Phone: 303-792-5900

Mailing Address
Denver, CO 80201-0016

John W. Hochstetler
Commissioner

Richard J. Smith
Executive Director

Mika Drown
Senior MSP Director

September 19, 2011
[Non-Profit Organization]
123 AnyStreet
Suite 123
Anytown, CO 99999

Attn: Mr. John Smith

Re: "NAMEY" Proposed Group Special License Plate

Dear John Smith:

Your application for creation and implementation of the "NAMEY" group special license plate has been reviewed and determined to meet the statutory requirements of 42-3-207, Colorado Revised Statutes, and the Code of Colorado Regulations 1 CCR 204-14. As the applicant for the "NAMEY" 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 Public Relations Manager, 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 "NAMEY" 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 Registration Section 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) 705-8353.

Sincerely,

Barbara J. Brohl
Executive Director

Cc: Kyle Boyd, DMV



GSLP Retirement History

