



COLORADO
Department of Revenue
Division of Motor Vehicles

Title and Registration Section – IRP
Revision Date 11/4/16

International Registration Plan Manual



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Introduction

The purpose of this Department of Revenue, Title and Registration Sections – International Registration Plan (IRP) Apportioned Registration Manual is to assist you in obtaining apportioned registration with the base state of Colorado. This is an informational registration manual only. Every effort has been made to ensure information is accurate and current. Information may change without notice.

If you need information that is not covered in this manual, please contact the Title and Registration Customer Service Center at 303.205.5608.

What Is IRP?

The International Registration Plan or IRP is a cooperative agreement authorizing proportional registration of commercial vehicles and providing for the recognition of such registration in participating member jurisdictions. IRP allows a motor carrier to register their fleet of vehicles in one base jurisdiction for travel in all jurisdictions. Each carrier is required to pay registration fees for the states or provinces they traveled through and are doing business in during the reporting period. The base jurisdiction collects the appropriate registration fees and distributes them to the appropriate jurisdictions. IRP allows the carrier to conveniently submit a single application to a single base state for all jurisdictions. Without IRP, a carrier would have to submit multiple registration applications; one for each jurisdiction they travel through or do business in.

The registration fees are billed from the current month through the end of the set registration period, except in the case of continuous registration.

Why Do We Need IRP?

Under IRP, you can register in a single base state such as Colorado or a Canadian province for operations in two or more jurisdictions. Your cab card will list all jurisdictions at the desired GVW. If the GVW listed between jurisdictions varies by 10% or more in weight, you must provide a business explanation for the difference and the base jurisdiction must approve this reason before working the registration.

How Are Fees Calculated?

The registration fees are calculated for each apportioned jurisdiction based on the apportionment percentage and the Gross Vehicle Weight (GVW) selected for each jurisdiction. Some jurisdictions also include an ad-valorem type fee based on other criteria.

For example, a company operates in Colorado, Wyoming and Nebraska. On their renewal they would report actual fleet mileage in Colorado, Wyoming and Nebraska from the reporting period, and the example percentage of miles is 50%, 25% and 25% respectively, the total 100% will be apportioned as follows:

Colorado fee = 50% x CO apportioned fees

Wyoming fee = 25% x WY apportioned fees

Nebraska fee = 25% x NE apportioned fees.

The total amount due for registration would be the Colorado non-apportioned fees (plate, tabs, etc.) + 50% of total apportioned Colorado fees + 25% of total apportioned Wyoming fees + 25% of total apportioned Nebraska fees.

Important: Fees are **NOT** a flat rate fee per jurisdiction, but set by each jurisdiction’s legislators and passed on to the base jurisdiction for calculation.

Jurisdictions Participating In IRP

The following table lists the participating 59 member jurisdictions in IRP.

1 Alabama	16 Kentucky	31 New Mexico	46 Washington
2 Arkansas	17 Louisiana	32 Nevada	47 Wisconsin
3 Arizona	18 Massachusetts	33 New York	48 West Virginia
4 California	19 Maryland	34 Ohio	49 Wyoming
5 Colorado	20 Maine	35 Oklahoma	50 Alberta
6 Connecticut	21 Michigan	36 Oregon	51 British Columbia
7 District of Columbia	22 Minnesota	37 Pennsylvania	52 Manitoba
8 Delaware	23 Missouri	38 Rhode Island	53 New Brunswick
9 Florida	24 Mississippi	39 South Carolina	54 Newfoundland
10 Georgia	25 Montana	40 South Dakota	55 Nova Scotia
11 Iowa	26 North Carolina	41 Tennessee	56 Ontario
12 Idaho	27 North Dakota	42 Texas	57 Prince Edward Island
13 Illinois	28 Nebraska	43 Utah	58 Quebec
14 Indiana	29 New Hampshire	44 Virginia	59 Saskatchewan
15 Kansas	30 New Jersey	45 Vermont	

What Is An Apportionable Vehicle?

Under the IRP, an eligible or “apportionable vehicle” means any vehicle **used or intended for use in two or more member jurisdictions** (one of which is the base jurisdiction) that allocate or proportionally register vehicles and is used for the transportation of persons for hire or designed, used or maintained primarily for the transportation of property, and:

- ◆ Is a power unit having two axles and a gross vehicle weight in excess of 26,000 lbs.; or
- ◆ Is a power unit having three or more axles regardless of weight; or
- ◆ Is used in combination, when the GVW of such combination exceeds 26,000 lbs.

Trucks and truck tractors, and combinations of vehicles having a gross vehicle weight rating of 26,000 lbs. or less and buses used in transportation of chartered parties may be proportionally registered at the option of the registrant.

What are the vehicle exemptions?

The following vehicles are exemptions from apportionment.

- **Farm Registered Vehicles** - owned by an individual engaged in farming and used by such owner to transport agricultural products produced by the owner, or property purchased by the owner for use on his farm.
- **Commercial Vehicles** - traveling entirely intrastate (within a state) such as those used for city pick up and delivery.
- **Commercial Vehicles Restrictive Plates** – used for restrictive geographic area, time, mileage or commodity restrictions such as natural resources.
- **Recreational Vehicles** - used for personal pleasure or travel by an individual or their family and not used in connection with any business endeavor.
- **Government Owned/Leased Vehicles**

Colorado Base Plate Requirements

Under IRP, a license plate issued by the base jurisdiction is a base plate. It is the only registration identification plate issued for a vehicle by any member jurisdiction. To base-plate register a vehicle in Colorado, you must meet the following criteria:

1. Requires a physical address in Colorado.
2. Demonstrates an established place of business or residency at the physical address.
3. Fleet must accrue mileage in Colorado.
4. Where operational records of the fleet are maintained or made available.

If you do not meet all of the above criteria, you cannot base plate in Colorado per IRP plan.

USDOT Requirement

The Federal government requires that you have a registrant USDOT number and/or provide a USDOT number and TIN for the Motor Carrier Responsible for Safety. For more information and to apply for a USDOT number, visit the www.safer.fmcsa.dot.gov website.

The Federal government also requires Federal Operating Authority, referred to as “MC,” “FF,” or “MX” number, depending on the type of authority that is granted. Companies that operate as “For Hire” carriers that transport passengers or federally regulated commodities, or arrange for their transport, in interstate commerce are also required to have interstate operating authority. For more information and to apply for a number, visit the www.safer.fmcsa.dot.gov website.

What is PRISM?

The Performance and Registration Information Systems Management (PRISM) program was developed to meet the challenge of reducing the number of commercial vehicle crashes of a rapidly expanding interstate carrier population. It has increased the efficiency and effectiveness of federal and state safety efforts through a more accurate process for targeting the highest-risk carriers, which allows for a more efficient allocation of scarce resources for compliance reviews and roadside inspections. The PRISM program requires that motor carriers improve their identified safety deficiencies or face progressively more stringent sanctions up to the ultimate sanction of a Federal out-of-service order (OOSO) and concurrent State registration suspensions. The PRISM program has proven to be an effective means of getting motor carriers to improve their compliance and performance deficiencies.

PRISM links the commercial vehicle registration process to motor carrier safety to achieve two purposes. One is to determine the safety fitness of the motor carrier prior to issuing license plates,

and two is to influence the carrier to improve its safety performance through an improvement process and, where necessary, the application of registration sanctions.

The PRISM program includes two major processes - the Commercial Vehicle Registration, and the Enforcement processes. The performance of unsafe carriers is improved through a comprehensive system of identification, education, awareness, data gathering, safety monitoring and treatment.

Registration

The International Registration Plan (IRP) commercial vehicle registration process provides the framework for the PRISM program. It serves two vital functions. First, it establishes a system of accountability by ensuring that no vehicle is plated without identifying the carrier responsible for the safety of the vehicle during the registration year. This provides for safety events (such as inspection, accident, driver moving violations) affecting a PRISM registered vehicle to be more accurately tied back to the responsible motor carrier. Second, the use of registration sanctions provides powerful incentive for unsafe carriers to improve their safety performance.

The vehicle registration process ensures that all carriers engaged in interstate commerce are uniquely identified through a USDOT number when they register their vehicles. PRISM provides a one stop shopping opportunity for carriers to obtain a USDOT Number. The safety fitness of each carrier can then be checked prior to issuing vehicle registrations. Those motor carriers that have been prohibited from operating in interstate commerce by the Federal Motor Carrier Safety Administration may have their ability to register vehicles denied by the State. This collection of updated information also improves the current census and operational data on interstate motor carriers nation-wide.

PRISM Enforcement

The Motor Carrier Safety Improvement Process (MCSIP) is the means by which carrier safety is systematically tracked and improved. MCSIP is a data-driven process that uses current safety event information such as crashes, inspections, driver violations, compliance review data and other data to assess and monitor motor carrier safety performance. Safety events are assigned to the motor carrier responsible for safety of the motor vehicle and are weighted according to severity, frequency and time since the occurrence.

The process is designed to improve the safety performance of carriers with demonstrated poor safety performance through accurate identification, performance monitoring and treatment.

Once the carrier exceeds the bounds of the established safety threshold, the motor carrier enters MCSIP. MCSIP includes several stages of progressively stronger warnings to motor carriers and provides opportunities for the motor carriers to improve operations and return to a safe condition. Within MCSIP, carriers with potential safety problems are identified and prioritized for an on-site review using the data-driven, performance-based tool Motor Carrier Safety Status (SafeStat) prioritization methodology developed for the PRISM program. Under SafeStat a carrier's safety performance is assessed based on all available data (roadside inspection, compliance reviews (CRs), crashes, enforcement history). New safety information is added to this data source on a continuous basis, and SafeStat uses this information to provide current safety indicators for all carriers for which there is sufficient data.

How does PRISM affect IRP Registration?

IRP serves as the framework for the PRISM program. The USDOT number of the motor carrier responsible for the safety of every vehicle registered must be identified during the registration process as well as the USDOT Number of the registrant. Additionally, updated MCS-150 form information for each identified motor carrier responsible for safety on an IRP account and for the registrant is required unless the motor carrier and the registrant have each updated this information every two years (biennial updates). Failure to comply with the biennial update requirements will result in penalties and USDOT number deactivation.

In many of the IRP accounts, the registrant that maintains the IRP account and the motor carrier that is responsible for safety are the same. In some instances though, the IRP account registrant and the motor carrier responsible for the safety of individual vehicles on the account may be different. The following outlines USDOT Number and MCS-150 update requirements associated with PRISM and IRP registration in these instances.

To File Your Biennial Update

- Go to www.fmcsa.dot.gov/BiennialUpdate, sign in using the PIN provide in your warning notice from FMCSA, and complete the biennial update process.
- You may also complete the biennial update process by mail or fax. Go to www.fmcsa.dot.gov/BiennialUpdate and request or download the MC-150 form. Complete the form and follow the provided instructions for mailing or faxing it to FMCSA.
- For more information you can also call FMCSA at (800) 832-5660.

Biennial Update Filing Schedule

The filing schedule is determined by your USDOT number. If you USDOT number ends in:

- 1 You must file by last day of January
- 2 You must file by last day of February
- 3 You must file by last day of March
- 4 You must file by last day of April
- 5 You must file by last day of May
- 6 You must file by last day of June
- 7 You must file by last day of July
- 8 You must file by last day of August
- 9 You must file by last day of September
- 0 You must file by last day of October

If the next-to-last digit of your USDOT number is odd, file your update every odd-numbered calendar year.

If the next-to-last digit of your USDOT number is even, file your update every even-numbered calendar year.

Company vehicles registered in the company name and the company is responsible for safety.

Companies other than Rental and Leasing who only register their own vehicles need only provide the company's USDOT Number to the state registration office. The USDOT Number should be recorded in the registrant information section of the IRP Schedule A. In column 19 of the vehicle section, enter the same number and indicate in column 20 if carrier responsible for safety will change with "no". Obtaining a USDOT Number and updating the MCS-150 information can be done directly online by the registrant/motor carrier.

Leased vehicles registered in the name of the lessee who is responsible for safety.

If some or all vehicles are leased from a rental/leasing company or from an owner/operator and are registered in the company name, then the same requirements stated above apply here.

Rental/leasing companies who register in the rental/leasing company name.

Rental/leasing companies who register in their own name may provide the USDOT Numbers and updated MCS-150 to the registration office for the rental/leasing company and also for all lessees who are responsible for safety for the vehicles. The USDOT Number for the rental/leasing company should be recorded in the registrant information section of the IRP Schedule A and the appropriate USDOT number and TIN for the lessee's must be recorded in column's 16 and 19, respectively in the vehicle section. In column 20 indicate if carrier responsible for safety will change with "no" to cover

the full registration year. If the motor carrier responsible for safety is unknown at the time of registration, the rental company USDOT Number will be used as the default motor carrier.

Note: If the rental/leasing company registers its vehicles in the name of the lessee, then the requirements under company vehicles above apply.

Owner/Operators registering in their own name.

Owner/operators who register in their own names may obtain a USDOT Number for themselves. If the owner/operators do have a USDOT number, it may not provide the owner/operator with his/her own operating authority. The owner/operator must provide the USDOT Number and TIN for the company to whom he/she leases. Updated copies of the MCS-150 must be submitted for the owner/operator and all companies responsible for safety (the lessees). The MCS-150 forms for the companies must be completed by the companies. The owner/operator must record his/her USDOT Number in the registrant information section of the IRP Schedule A. Column's 16 and 19 in the vehicle section must be completed with the company's TIN and USDOT Numbers, respectively. Column 20 should indicate whether the term of the lease is as long as the registration year.

- Companies who use all leased vehicles registered in the name of the lessors.

Companies who use all leased vehicles registered in the name of the lessors (rental/leasing or owner/operators) must provide the lessor with an updated copy of the MCS-150 or update the information directly online to the federal system.

How does PRISM affect Inspections?

Motor carriers in the PRISM MCSIP process are recommended for inspection at the roadside. Once a motor carrier improves its safety status sufficient to exit the MCSIP, it will no longer be recommended for inspection.

File insurance with the Public Utility Commission (PUC)

You will need to file your insurance with the Colorado PUC. For more information and forms, visit the www.dora.state.co.us/puc website.

Credential Enforcement

Credentials for the current registration year fleet expire on the same day for the entire fleet. Colorado is a staggered registration state meaning that you can start an original application registration in any month of the year. Your cab card lists expire date and Colorado allows a one month grace period for renewing the registration. Enforcement is the first day following the end of the grace period month. If your fleet expires and you have not completed the renewal process before the end of your grace period month, a late fee will be applied per vehicle and the registration start month does not change from your original start month.

Unified Carrier Registration (UCR)

UCR is the organization of State, Federal, and Industry representatives responsible for developing, implementing, and administering the UCR Agreement. Log onto www.ucr.in.gov to register and obtain more information.

Sample Reporting Period

The reporting period is a set standard period used to report actual mileage traveled by your fleet. The reporting period is defined as the period of twelve consecutive months immediately prior to July 1 of the calendar year immediately preceding the beginning of the registration year for

which apportioned registration is sought. If the registration year begins on any date in July, August, or September, the reporting period shall be the previous such twelve-month period.

If the first month of Registration year is:	The reporting Period is:
January, 2014	July 1, 2012 – June 30, 2013
February, 2014	July 1, 2012 – June 30, 2013
March, 2014	July 1, 2012 – June 30, 2013
April, 2014	July 1, 2012 – June 30, 2013
May, 2014	July 1, 2012 – June 30, 2013
June, 2014	July 1, 2012 – June 30, 2013
July, 2014	July 1, 2012 – June 30, 2013
August, 2014	July 1, 2012 – June 30, 2013
September, 2014	July 1, 2012 – June 30, 2013
October, 2014	July 1, 2013 – June 30, 2014
November, 2014	July 1, 2013 – June 30, 2014
December, 2014	July 1, 2013 – June 30, 2014

Why Is It Important To Provide Exact Actual Miles?

You are paying the privilege to use highway and infrastructures in the United States and Canada. The more accurate that you are when providing your miles in each jurisdiction makes your payment for usage more accurate to each jurisdiction.

Full Reciprocity Plan (FRP)

Starting on January 1st, 2015 all original and renewal applications with an effective date of January 1, 2015 will use FRP guidelines to establish where you are registered. If your original or renewal application has an effective date before January 1, 2015, all supplements will remain on the old plan through your current registration expire and your cab card will only show jurisdictions that you are currently registered for and payment made. These accounts will all convert to the FRP at their first renewal after January 1, 2015.

What Is The “Grace Period” On A Renewal?

The grace period offered by Colorado allows the carrier the entire month following their expiration month to renew their registration. For example, if your expiration date is July 31, 2014, you have the month of August 2014 to renew, make payment and pick up or receive by mail your permanent credentials. We DO NOT recommend that a carrier wait until the grace period to renew their fleet(s) as supporting documents are often required and may not allow enough time for you to obtain these documents.

What Kind Of Information Should Be Kept On File For Future Reference Or Audits?

You should keep mileage records for the current registration and the prior three years on file. You may obtain these records from various sources. It is up to the carrier as to how they document miles traveled.

Colorado Department Of Revenue Office Locations And Contact Information

TITLE AND REGISTRATION SECTIONS

IRP

1881 Pierce Street, Room 146
Lakewood, CO 80214
Phone: 303.205.5608
Fax: 303.205.5981
Hours: 8:00 AM–5:00 PM Monday–Friday
www.colorado.gov/revenueonline/

CDL Compliance Section

1881 Pierce St., Room 114
Lakewood, CO 80214
Phone: 303-205-5879
FAX: 303-205-5981

EMISSIONS

1881 Pierce Street, Room 142
Lakewood, CO 80214
Phone: 303.205.5603

IFTA (International Fuel Tax Agreement)

1375 Sherman St., Room 200
Denver, CO 80261
Phone: 303.205.8205
Fax: 303.205.8215

TAX PAYER SERVICES

(Sales tax information)
1375 Sherman St
Denver, Co 80261
Phone: 303.232.2416

OTHER AGENCY’S CONTACT INFORMATION

Public Utilities Commission

1560 Broadway #250
Denver, CO 80203
Phone: 303.894.2000 x2868 or x2867

Overweight/Oversized Permits

Colorado Dept. of Transportation
4201 East Arkansas Avenue, Room 290
Denver, CO 80222
Phone: 303.757.9539
www.dot.state.co.us/truckpermits/lcvfyis.pdf

USDOT

Federal Motor Carrier Safety Administration Information
400 7th Street. SW H1A-10
Washington, DC 20590

Phone: 1.800.832.5660 (auto response system)

Heavy Vehicle Use Tax (Form 2290)

Payment of HVUT
Internal Revenue Service
1999 Broadway
Denver, CO 80202
Phone: 1-866-699-4096 X2533

Questions about HVUT

Phone: 606.292.5733 (Cincinnati)

Hazardous Material (Haz-Mat) & Safety/VIN/Vehicle Inspection

State Patrol
15200 South Golden Road
Golden, CO 80401
Phone: 303.273.1875
www.cdphe.state.co.us/hm/pnchom.htm

State Road Conditions/Chain Law

Phone: 303.639.1111

Commercial Driver License

Phone: 303.205.5613

Colorado State Patrol - Port of Entry

152000 South Golden Road
Golden, CO 80401
Phone: 303.273.1875
www.csp.state.co.us

Truckers Against Trafficking

Human trafficking is modern day slavery. Traffickers use force, fraud and coercion to control their victims. Any minor engaged in commercial sex is a victim of human trafficking. Trafficking can occur in many locations, including truck stops, restaurants, rest areas, brothels, strip clubs, private homes, etc. Truckers are the eyes and the ears of our nation's highways. If you see a minor working any of those areas or suspect that the person selling sex is under someone else's control in order to make a quota, call the National Hotline and report your tip:

1-888-3737-888 (US), 1-800-222-TIPS (Canada), or Text INFO or HELP to BeFree (233733).

What documents are required for IRP apportioned registration?

The following documents are required for IRP apportioned registration. To aid in keeping track you can check the box as you complete each document for Vehicle Services Unit. Please send or fax the documents with IRP account number written on each one to Vehicle Services Unit, 1881 Pierce Street, Room 146, Lakewood, CO, 80214, or fax to 303-205-5981. The following documents are required for IRP apportioned registration:

- IRP Colorado application form schedule A, B and C (DR 7553) – document is required if VSU staff enters your application into IRP. You must sign the document and send or fax it to VSU. If you are entering your own data into Revenue Online IRP Registration System, this completed application can assist you during data entry, but is not required by VSU.

IRP application (DR7553) form and instructions are located at <http://www.colorado.gov/cs/Satellite?c=Page&cid=1201542101201&pagename=Revenue-MV%2FRMVLAYOUT> or can be requested at 303-205-5608.

- Secure and Verifiable Identification (SVID) form.
- IRP Letter of Authorization. This letter written on company letterhead gives permission to the person (driver, relative or courier) to act as registrant and make a change to the fleet or pick up credentials.
- IRP Established Place of Business or Residency Proof for new and renewal applications. In order to register vehicle(s) with Colorado as the base jurisdiction, under the International Registration Plan, the following **MUST** be provided:
 - To prove established place of business, you will need to provide a business license and a utility bill with the name and CO address that match Registrant name and address on your account.
 - OR**
 - If you **do not** have an established place of business, you will need to prove residency. **Please provide at least three of the following nine items:**
 - (i) if the Applicant is an individual, that his or her driver's license is issued by that Jurisdiction,
 - (ii) if the Applicant is a corporation, that it is incorporated or registered to conduct business as a foreign corporation in that Jurisdiction,
 - (iii) if the Applicant is a corporation, that the principal owner is a resident of that Jurisdiction,
 - (iv) that the Applicant's federal income tax returns have been filed from an address in that Jurisdiction,
 - (v) that the Applicant has paid personal income taxes to that Jurisdiction,
 - (vi) that the Applicant has paid real estate or personal property taxes to that Jurisdiction,
 - (vii) that the Applicant receives utility bills in that Jurisdiction in its name,
 - (viii) that the Applicant has a Vehicle titled in that Jurisdiction in its name, or
 - (ix) that other factors clearly evidence the Applicant's legal Residence in that Jurisdiction.
- Current Colorado Registration/Ownership Tax Receipt
If not previously titled in owner's name, supporting documents must be presented at Motor Vehicle's county office to obtain the Colorado Registration/ Ownership Tax Receipt prior to registration with IRP. This tax receipt contains information that will assist you when entering your vehicle data. A copy of this tax receipt or a copy of the Title and the Bill of Sale for each vehicle must be sent to VSU before you will receive your permanent credentials.
- If the registrant is not the owner, send a copy of the lease agreement to VSU.
- Proof of Federal Heavy Vehicle Use Tax (HVUT) for vehicles 55,000 GVW or higher, if applicable. (This document is obtained through any manned Internal Revenue Service office.) A copy of receipted IRS Form 2290, or copy of IRS Schedule 1 and copy of the front & back of your canceled check is required by VSU. Website: <http://www.irs.gov>
- Proof of emission testing - if applicable must be sent to VSU.
(Emission Counties: Adams, Arapahoe, Boulder, Denver, Douglas, El Paso, Jefferson,

Larimer and Weld (Zip codes 80231 & 80234)). Emissions requirements include both Gas and Diesel vehicles. If you are not sure if your business is in an emission area, call your local county office and request an address locate for emissions.

- USDOT application, Motor Carrier MC150

Website:

- <https://www.fmcsa.dot.gov/online> registration OR
- <https://www.fmcsa.dot.gov/r-l-forms> (Printable form)
- 1-800-832-5660

NOTE: Additional documentation or information may be required to complete the application for registration.

Maximum Operating and Cab Card Weight

updated 8/18/2016

<u>Jurisdiction</u>	<u>Maximum Operating Weight</u>	<u>Maximum Cab Card Weight (in lbs.)</u>
Alabama	80000	
Alberta	139992	139992
Arizona	80000	80000
Arkansas	80000	80000
British Columbia	139994	139994
California	80000	80000
		80000
		82000 if vehicle contains an alternative fuel system and operates on alternative fuel or both alternative fuel and conventional fuel
Colorado	85000	
Connecticut	No Limit	No Limit
Delaware	80000	80000
District of Columbia	80000	80000
Florida	80000	80000
Georgia	80000	80000
Idaho	129000	129000
Illinois	80000	80000
Indiana	80000	80000
Iowa	No Limit	No Limit
Kansas	85500	85500
Kentucky	80000	80000
Louisiana	88000	88000
Maine	100000	100000
Manitoba	139994	139994
Maryland	80000	80000
Massachusetts	No Limit	No Limit
Michigan	160001	160001
Minnesota	80000	No Limit
Mississippi	80000	80000
Missouri	80000	80000
Montana	138000	138000
Nebraska	94000	94000
Nevada	129000	80000
New Brunswick	No Limit	No Limit
New Hampshire	80000	80000
New Jersey	80000	80000
New Mexico	86400	80000
New York	80000	No Limit
Newfoundland and Labrador	No Limit	No Limit
North Carolina	80000	80000
North Dakota	105500	105500

Maximum Operating and Cab Card Weight
updated 8/18/2016

Ohio	80000	80000
Oklahoma	90000	90000
Ontario	139992	139992
Oregon	105500	105500
Pennsylvania	80000	80000
Prince Edward Is.	137788	137788
Rhode Island	80000	80000
Saskatchewan	139994	139994
Nova Scotia	137788	137788
Quebec	No Limit	No Limit
South Carolina	80000	80000
South Dakota	No Limit	No Limit
Tennessee	80000	80000
Texas	80000	80000
Utah	129000	80000
Vermont	80000	80000
Virginia	80000	80000
Washington	105500	105500
West Virginia	80000	80000
Wisconsin	80000	80000
Wyoming	117000	117000

NOTE: Colorado carriers traveling to other jurisdictions should know, understand and comply with the weight requirements of each jurisdiction before entering them.

IRP Enforcement

Enforcement personnel review the original cab card for verification that vehicles are properly registered and registration fees are paid to the base jurisdiction, as well as other jurisdictions listed.

The most current cab card should always be carried in the vehicle described, signed and must not be mutilated or altered in any way.

Apportioned vehicles not displaying a current license plate and cab card, or temporary operating authority, are in violation, and the driver is subject to fines, fees and permits.

Apportioned registration does not exempt a carrier from fuel tax requirements.

IFTA

An International Fuel Tax Agreement (IFTA) is an agreement among the states and Canadian provinces to simplify the licensing, credentialing, and reporting of fuel use taxes by interstate motor carriers. A carrier may apply through the base jurisdiction if one or more “qualified motor vehicles” are being operated in two or more member jurisdictions. The advantages of IFTA include:

- A single fuel tax license,
- A single quarterly tax return, which is submitted to the carriers’ base jurisdiction,
- Fuel tax audits are generally performed only by the base jurisdiction.

The license period is Jan 1 – Dec 31, with a grace period through February 28.

Clearance Requirements

The following vehicles are required to obtain clearance at a Colorado Port of Entry location and or Colorado State Patrol locations throughout the State:

- ◆ All power units (tractors, truck-tractors, buses, etc.)
- ◆ Trucks with an empty weight exceeding 16,000 lbs.
- ◆ Trucks with an empty weight between 10,000 – 16,000 lbs. that are utilized in conjunction with a trailer and the combination of tractor and trailer exceed 16,000 lbs.
- ◆ A motor vehicle or combination of vehicles having a manufacturer’s gross vehicle weight rating or gross combination weight rating of 26,001 lbs or more.

Port Of Entry Automation Requirements

To comply with port of entry automation requirements, you must properly mark your vehicle by:

- ◆ Affix company name or logo to both sides of power unit.
- ◆ Affix the USDOT number and the last eight characters of the VIN on the passenger side of the cab using a contrasting color with characters at least 2 inches high.

Unladen Vehicle Registration (Hunter's Permit)

The IRP provides that an owner-operator may obtain a Hunter's Permit when 'hunting' for a carrier with whom he may obtain a lease agreement. A Colorado Hunter's Permit authorizes the operation of an unloaded vehicle for a maximum period of 30 days for a fee.

In lieu of IRP registration, a vehicle owner may apply to the DMV for an Unladen Weight Registration which allows the operation of a vehicle(s) at the unladen (empty) weight for a period of thirty (30) days. Permits are available upon request by contacting the Title and Registration IRP section and under the following conditions:

- Valid only when the vehicle(s) is operating at the unladen (empty) weight (no load).
- Valid for thirty (30) days; not renewable.
- Fee is \$5 per power unit, \$3 per trailer.

Definitions

Applicant – Means a person, firm or corporation in whose name the application is filed for registration, with a base jurisdiction, to apportion a fleet of vehicles, under the Plan.

Apportionable Fee – Means any periodic recurring fee or tax required for registering Vehicles, such as registration, license, or weight fees.

Apportionable Vehicle – Means (except as provided below) an Power unit that is used or intended for use in two or more Member Jurisdictions and that is used for the transportation of persons for hire or designed, used, or maintained primarily for the transportation of property, and:

- has two axles and a gross Vehicle weight or registered gross Vehicle weight in excess of 26,000 lbs (11,793.401 kilograms), or
- has three or more axles regardless of weight; or
- Is used in combination, when the gross weight of such combination exceeds 26,000 lbs. (11,793.401 kilograms).

A Recreational Vehicle, a Vehicle displaying Restricted Plates, a bus used in the transportation of chartered parties or a government-owned Vehicle, is not an Apportionable vehicle; except that a Truck or Truck Tractor, or the Power Unit in a combination of vehicles have a gross vehicle weight of 26000 pounds (11,793.401 kilograms), or less, and a bus used in the transportation of chartered parties, nevertheless may be registered und the Plan at the option of the Registrant.

Apportionment Percentage – Means the ratio of the distance traveled in the Member Jurisdictions by a Fleet during the Reporting Period to the distance traveled in all Member Jurisdictions by the Fleet during the Reporting Period, calculated to six decimal places, rounded to five decimal places, and multiplied by one hundred.

Base Jurisdiction – Means the Member Jurisdiction, selected in accordance with Section 305*, to which an applicant applies for apportioned registration under the Plan or the Member jurisdiction that issues apportioned registration to a Registrant under the Plan.

Selection Of Base Jurisdiction

(a) An applicant may elect as its base jurisdiction any member jurisdiction (i) where the applicant has an established place of business, (ii) where the fleet the applicant seeks to register

under the Plan accrues distance, and (iii) where operational records of the fleet are maintained or can be made available.

(b) An applicant that does not have an established place of business in any jurisdiction may designate as a base jurisdiction any member jurisdiction (i) where the applicant can demonstrate residence, (ii) where the fleet the applicant seeks to register under the Plan accrues distance, and (iii) where operational records of the fleet are maintained or can be made available.

(c) To establish residence in a member jurisdiction, an applicant must demonstrate to the satisfaction of the member jurisdiction at least three of the following items:

- (i) if the applicant is an individual, that his or her driver's license is issued by that jurisdiction,
- (ii) if the applicant is a corporation, that it is incorporated or registered to conduct business as a foreign corporation in that jurisdiction,
- (iii) if the applicant is a corporation, that the principal owner is a resident of that jurisdiction,
- (iv) that the applicant's federal income tax returns have been filed from an address in that jurisdiction,
- (v) that the applicant has paid personal income taxes to that jurisdiction,
- (vi) that the applicant has paid real estate or personal property taxes to that jurisdiction,
- (vii) that the applicant receives utility bills in that jurisdiction in its name,
- (viii) that the applicant has a vehicle titled in that jurisdiction in its name, or
- (ix) that other factors clearly evidence the applicant's legal residence in that jurisdiction.

Base Plate – Means the license plate issued by the base jurisdiction, which shall be the only registration identification, issued for the vehicle by any member jurisdiction. Having the word "Apportioned" and the jurisdiction's name on the plate identifies base plates.

Bus – Means a motor vehicle designed for carrying more than 10 passengers and used for the transportation of persons. See article 11-B and Uniform Vehicle Code 1-106.

Cab Card – Means an evidence of registration, other than a plate, issued for an Apportioned Vehicle registration under the Plan by the Base Jurisdiction and carried in or on the identified vehicle.

Canadian Provincial Authority Number – Means a unique number assigned to a motor carrier authorized to conduct highway transportation operations within the boundary of the Canadian province issuing the number.

Charter Bus – Effective January 1, 2016 the International Registration Plan modified the definition of an apportionable vehicle so that qualified charter buses are subject to IRP registration requirements. Charter buses engaged in interjurisdictional operation are subject to requirements of the USDOT, International Fuel Tax Agreement (IFTA), and Unified Carrier Registration (UCR).

Chartered Party – Means a group of persons who, pursuant to common purpose and under a single contract and a fixed charge for the vehicle in accordance with carrier's tariff, lawfully on file with the Interstate Commerce Commission, have acquired the exclusive use of a passenger-carrying motor vehicle to travel together as a group to a specified destination or for a particular itinerary, either agreed upon in advance or modified by the chartered group after having left the place of origin.

Combination of Vehicles – Means a power unit used in combination with one or more trailers, semi-trailer, or auxiliary axles.

Common Carrier – Means any motor carrier that holds itself out to the general public to engage in the transportation by motor vehicle of passengers or property for compensation.

Contract Carrier – Means any motor carrier transporting persons or property for compensation or hire under contract to a particular person, firm or corporation.

Converter Gear – Means an axle that would be put under the front of a semi-trailer to make a full trailer. Colorado does not apportion converter gears.

Declared Gross Vehicle Weight – Means the total unladen weight of any vehicle PLUS the maximum load to be carried on that vehicle.

Declared Gross COMBINED Vehicle Weight – Means the total unladen weight of a combination of vehicles plus the weight of the maximum load carried on that combination of vehicles.

Declared Trailer Gross Weight – Means the weight on a trailer when it is loaded, as that part would weigh on a scale.

Enforcement Date – Means the date the base jurisdiction requires a registrant to display the new Registration year's credentials.

Established Place Of Business – Means a physical structure located within the Base Jurisdiction that is owned or leased by the Applicant or Registrant and whose street address shall be specified by the Applicant or Registrant. This physical structure shall be open for business and shall be staffed during regular business hours by one or more persons employed by the applicant or Registrant on a permanent basis (i.e., not an independent contractor) for the purpose of the general management of the Applicant's or Registrant's trucking-related business (i.e., not limited to credentialing, distance and fuel reporting, and answering telephone inquiries). The Applicant or Registrant need not have land line telephone service at this physical structure (unless such records are to be made available in accordance with the provision of Section 1020)*. The Base Jurisdiction may accept information it deems pertinent to verify that an Applicant or Registrant has an Established Place of Business within the Base Jurisdiction.

Records Not Maintained In Base Jurisdiction -- If a registrant's operational records are not provided in its base jurisdiction and the base jurisdiction sends auditors beyond its borders to conduct the audit, the base jurisdiction may require the registrant to reimburse the base jurisdiction for the per diem and travel expenses that the auditors incur in conducting the examination.

Estimated Distance – Estimated distance is removed by FRP.

Average Per Vehicle Distance

(a) When the application is for a fleet that DID NOT accrue any actual distance during the reporting period, the base jurisdiction shall assess registration fees for the fleet based on the average per-vehicle distance in each member jurisdiction, as provided below.

(b) In calculating average per vehicle distance, the base jurisdiction shall use its own data and the method prescribed in subsection (d) to determine the average per vehicle distance per member jurisdiction.

(c) By March 31 each year, each member jurisdiction shall update its average per vehicle distance per member jurisdiction.

(d) The Base Jurisdiction shall calculate its average per vehicle distance per Member Jurisdiction by:

(i) determining the total actual distances reported to the base jurisdiction as having been operated in each member jurisdiction by fleets for which the base jurisdiction served as the base jurisdiction during the previous registration year;

(ii) determining the number of apportioned vehicles for which the base jurisdiction served as base jurisdiction during the previous registration year that accrued distance in each respective member jurisdiction; and

(iii) for each member jurisdiction, dividing the distance determined under clause (i) by the number of apportioned vehicles determined under clause (ii).

Exempt Carrier – Means hauling of unprocessed farm/agriculture products.

Fleet – Means one or more apportionable vehicles designated by a registrant for distance reporting under the Plan.

for hire carrier – Means any person who engages in transportation by motor vehicle of passenger or property for compensation.

Full Trailer – Means every vehicle without motive power, designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that no part of its weight rests upon the towing vehicle.

Grace Period – Means a period of time from the expiration of apportioned registration until the enforcement date for new credentials.

Gross Combined Vehicle Weight – Means the total unladen weight of a combination of vehicles plus the weight of the load to be carried on that combination of vehicles.

Gross Vehicle Weight Rating – Means the total weight of a vehicle or combination of vehicles and load.

Group – Means vehicles grouped by vehicle type and weight.

Heavy Vehicle Use Tax (HVUT 2290) – Means a federal form used to pay for all vehicles over 54,999 lbs gross or combined gross weight.

Household Goods Carrier – Means a carrier handling (i) personal effects and property used or to be used in a dwelling, or (ii) furniture, fixtures, equipment, and the property of stores, offices, museums, institutions, hospitals, or other establishments, when a part of the stock, equipment, or supply of such stores, offices, museums, institutions, including objects of art, displays, and exhibits, which, because of their unusual nature or value, requires the specialized handling and equipment commonly employed in moving household goods.

In-Jurisdiction Miles – Means all of the distance operated in a jurisdiction during the reporting period or distance estimated to be operated by a fleet in a particular member jurisdiction for the registration year.

Interstate Operations - Means vehicle movement between or through two or more jurisdictions.

Intrastate Operations – Means vehicle movement from one point within a jurisdiction to another point within the same jurisdiction.

IRP Account – Means a number to identify a registrant in State’s system. IRP account is the same as registrant and fleet ID number.

Jurisdiction – Means a country or a state, province, territory, possession, or federal district of a country.

Lease – Means a transaction evidenced by a written document in which a lessor vests exclusive possession, control of and responsibility over the operation of the vehicle in a lessee for a specific term. A long-term lease is for a period of 30 calendar day or more. A short-term lease is for a period of less than 30 calendar days.

Long-Term LEASE - Means a lease of thirty (30) days or more.

Operational Records – Means source documents that evidence distance traveled by a fleet in each member jurisdiction, such as fuel reports, trip sheets and driver logs, including those which may be generated through on-board recording devices and maintained electronically, as required by the APM.

Private – Means a vehicle used by a person in his/her own operation or business and are not for hire.

Reciprocity Miles – Means miles generated by an owner or operator in jurisdictions that grant reciprocity.

Registrant – means a person in whose name a property registered vehicle is registered.

Registration Year – Means a 12-month period during which, under the laws of the base jurisdiction, the registration to a registrant by the base jurisdiction.

Rental Owner - Means someone who rents vehicles to others with or without drivers.

Rental Fleet – Means vehicles the rental owner designates as a rental fleet and which are offered for rent with or without drivers.

Residence – Means the status of an applicant or a registrant as resident of a member jurisdiction.

Restricted Plate – Means a plate that has a restrictions of time (less than a registration year), geographic area, distance, or commodity restriction or a mass transit or other special plate issued for a bus leased or owned by a municipal government, a state or provincial transportation authority, or a private party, and operated as part of an urban mass transit system, as defined by the jurisdiction that issues the plate.

Road Tractor – Means every motor vehicle designed and used for drawing other vehicles and not so constructed as to carry any load thereon independently or any part of the weight of the vehicle or load so drawn. (mobile home toter)

Reporting Period – Means except as provided below, the period of twelve consecutive months immediately prior to July 1 of the calendar year immediately preceding the beginning of the registration year for which apportioned registration is sought. If the registration year begins on any date in July, August, or September, the reporting period shall be the previous such twelve-month period.

Semi Trailer – Means a vehicle without motive power that is designed to be drawn by a motor vehicle and is constructed so that a part of its weight rests upon or is carried by a towing vehicle.

Total Distance – Means all distance, including the accrued on trip Permits, operated by a fleet of apportioned vehicles in all member jurisdictions during the reporting period. Total distance includes the full distance traveled in all vehicle movements, both interjurisdictional and intrajurisdictional, and including loaded, empty, deadhead, and bobtail distance. Distance traveled by a vehicle while under a trip lease shall be considered to have been traveled by the Lessor's Fleet.

Truck Tractor – Means every designed and used primarily for drawing other vehicles but so constructed as to carry a load other than a part of the vehicle and load so drawn.

Tractor – Means every motor vehicle designed and used primarily for drawing other vehicles but not so constructed as to carry a load other than part of the weight of the load so drawn.

Trip Permit – Means a temporary permit issued by a member jurisdiction in lieu of regular registration.

Unladen Vehicle Weight – Means the weight of a vehicle fully equipped for service excluding the weight of any load.

Requirement for USDOT number – A USDOT number is required if a vehicle:

- Has a Gross Vehicle Weight Rating (GVWR) or combined gross vehicle weight rating or 10,001 pounds or more; or
- Is designed or used to transport more than 8 passengers, including the driver, for compensation; or
- Is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or
- Is used in transporting material found by the Secretary of Transportation to be hazardous and transported in a quantity requiring placarding.
- And is involved in interstate commerce.

Utility Trailer – Means any full- or semi-trailer constructed solely for the purpose of carrying property and not to exceed 6,000 lbs. declared gross vehicle weight.

Applications and Forms

Incomplete Forms

The applicant is responsible for properly completing all forms necessary to register vehicles under the apportioned registration. Incorrect or partial completion of an application will delay processing.

The registrant's signature attests to the accuracy of the application. Information on the application is subject to review and verification. The base jurisdiction acts for all jurisdictions in the collection and verification of such information.

New Registration Applications

Under IRP, when a registrant declares fleet operation with no actual mileage data from the reporting period, the carrier must use the average per vehicle mileage on the application Schedule B. Calculation of registration fees is based on this average per vehicle mileage. These mileages are determined by Colorado's base average per vehicle mileage of all vehicles registered in IRP for a registration year. These values cannot be changed, and are not dependant on existing or proposed contracts.

In addition to these completed forms, the applicant must provide proof of prior registration if the vehicle was registered in another state by the same owner.

Applications are processed in the order in which they are received. Once an application has been processed, a billing invoice will be provided to the carrier.

Renewal Applications

Colorado has staggered, one year expiration periods for apportioned fleets or vehicle registration. All vehicles in the fleet expire on the same date.

Renewals are printed and sent to your mailing address three months prior to your expire date. Any supplemental activity that takes place after the renewal packet is created will not appear on the renewal packet including additions/deletions, and other changes to fleet/vehicle data. Therefore, it is essential that the carrier review the renewal application for accuracy or omission of pertinent information.

Supplemental Applications

A supplemental application is submitted by the carrier after the original/renewal application has been filed, paid and finalized. A supplemental application is required for the following transactions:

- Adding a vehicle – Vehicles may be added to an existing fleet anytime during the registration year. Mileage information provided on the original/renewal application will be used to calculate the fees due.
- Delete a vehicle – Vehicles may be deleted from an existing fleet anytime during the registration year. The State of Colorado is not authorized by legislation to refund unexpired registration fees. A credit is retained on certain transferable fees and made available for future use on a vehicle added to the fleet.
- Delete transfers (Delete a vehicle and add a vehicle with same plate)
- Change weight in a jurisdiction – If GVW is increased; the carrier is billed for the difference in registration fees.
- Replace lost/stolen Credentials –

Please contact the State Title and Registration Section for more information:

1881 Pierce Street, Room 146
Lakewood, CO 80214
Phone: 303.205.5608
Fax: 303.205.5981
Hours: 8:00 AM–5:00 PM Monday–Friday
www.colorado.gov/revenueonline