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MEMORANDUM

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TO: Transportation Legislation Review Committee

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SUBJECT: Committee Statutory Authority and History

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

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

History of the TLRC

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

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

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

Committee Membership

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

Statutory Charge

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

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

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

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

Oversight Role and Statutory Authority

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

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

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

²Section 42-7-602, C.R.S.

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

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

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

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

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

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.⁴

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.⁵

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

Reporting Requirements

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

³Section 32-9-119.5, C.R.S.

⁴Section 2-3-121, C.R.S.

⁵Section 43-1-1308, C.R.S.

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

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

Source: Legislative Council Staff

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

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

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

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

Source: Legislative Council Staff

2014 Interim Activities

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

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

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

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

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

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

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

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

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

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

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

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

TLRC Proposed Legislation—2004 to 2014

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

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

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

Bill No./ Letter	Bill Title	Brief Description of Bill	Became Law
Drivers Licenses			
HB 13-1011 Bill F	Repeal Fee Veteran's Identifier Driver's License	The bill eliminates the \$15 fee to add a military identifier to show a service member's branch of service on an applicant's driver's license or state identification card.	Yes
HB 12-1035 Bill E	Repeal Veterans Identifier Fee	This bill would have eliminated the \$15 fee to add a military identifier on an applicant's driver's license. A bill that passed in 2010 allowed a military service member or veteran to add an identifier to his or her driver's license or state identification card for a \$15 fee. The identifier indicates the branch of service of the applicant.	No
SB 10-015 Bill D	Graduated Drivers Education Licensing	Prior to the bill's passage, if a minor, under age 18, qualified for his or her driving permit by taking the 30-hour driver's education course, he or she must complete the additional behind-the-wheel requirements to qualify for a driver's license. In certain cases, this behind-the-wheel requirement was more stringent than is required of the person's peers (who received their permits under less rigorous requirements). This bill eliminated any differences by making the age cut-off for the additional behind the wheel training 16 years and 6 months.	Yes
SB 05-036 Bill A	Minor Passengers Minor Drivers	<p>Senate Bill 05-036 prohibited a minor driver who has held a license less than six months from transporting a passenger who is under 21 years of age. The bill also prohibited a minor driver who has held a license for less than one year from transporting more than one person under 21 years of age, with the following exceptions:</p> <ul style="list-style-type: none"> • 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 prohibited a minor driver who has held a license for less than one year from driving between 12 midnight and 5 a.m., with the following exceptions:</p> <ul style="list-style-type: none"> • 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 imposed punishments for violating such prohibitions, including community service, fines, and license suspension points.</p>	Yes

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

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

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

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

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

Bill No./ Letter	Bill Title	Brief Description of Bill	Became Law
Traffic Fines, Violations, and Signage (Cont.)			
HB 08-1010 Bill F	Motor Vehicle Traffic Fines	<p>House Bill 08-1010 amended motor vehicle violation fines by:</p> <ul style="list-style-type: none"> • 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 (DWAI), 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
HB 04-1033 Bill J	Logo Signs on Interstate Highways	House Bill 04-1033 allowed CDOT to erect, maintain, and administer information signs within a populated area except in a federally defined "transportation management area." Such areas are designated by the U.S. Department of Transportation to establish comprehensive transportation programming and planning.	Yes
SB 05-009 Bill D	Increase Fine for Human Waste Dumping	Senate Bill 05-009 increased the fine for illicit disposal of containers of human waste upon or along a state highway from a fine of \$35 plus a \$2.50 surcharge to a flat fine of \$500.	Yes
HB 06-1039 Bill C	Roadside Advertising at Comprehensive Developments	<p>House Bill 06-1039 allowed a specified on-premise advertising device located within a comprehensive development to advertise any activity conducted in the comprehensive development. The bill defines a comprehensive development as a group of two or more lots used for commercial or industrial activities that:</p> <ul style="list-style-type: none"> • 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

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

Bill No./ Letter	Bill Title	Brief Description of Bill	Became Law
License Plates			
HB 15-1004 Bill A	Firefighter Motorcycle License Plates	The bill requires the DOR to issue the current Firefighter group special license plate to motorcyclists, upon receiving proof that the applicant is an active, volunteer, or retired firefighter.	Yes
SB 13-081 Bill C	Vehicle Registration Penalty Statement Repeal	The bill changes the stated penalty on the notice of motor vehicle registration for the act of failure to register a vehicle from \$100 to a minimum penalty of \$500. The bill also retires the U.S. Olympic Committee and Colorado Foundation for Agriculture and Natural Resources specialty license plates.	Yes
HB 13-1028 Bill G	Vehicle Special License Plate Limit	The bill would have limited the number of designer, alumni, group special, and military license plate types (collectively known as special license plates) to 96. As of 2015, the DOR currently issues 87 special license plates.	No
SB 12-007 Bill G	Group Special License Plate Procedure	<p>The bill altered the procedure for creating group special license plates. Specifically, the bill:</p> <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
HB 05-1247 Bill B	Breast Cancer Awareness License Plate	House Bill 05-1247 created the Breast Cancer Awareness special license plate, and set requirements for the issuance of the plate.	Yes
Alternative Fuel Vehicles			
HB 14-1027 Bill C	Plug-in Electric Motor Vehicle Definition	The bill amends and clarifies the definition of a "plug-in electric motor vehicle" for registration purposes. Under current law, a plug-in electric motor vehicle includes any vehicle that draws electricity from a battery that is capable of being charged from an external source. The bill changes the definition to clarify that a plug-in electric motor vehicle is one that can be recharged from any external source of electricity, and said electricity is stored in a rechargeable battery pack which propels or helps to propel the vehicle's drive wheels. The bill also expands the definition to include retrofitted vehicles that have been converted to a plug-in electric vehicle.	Yes
SB 13-070 Bill B	Alternative Fuel Fleet Vehicle	The bill requires the Department of Personnel and Administration (DPA) to report on the number of alternative fuel vehicles purchased, the availability of alternative fuel, and a plan for putting in place the infrastructure necessary to support the use of alternative fuel vehicles in the state's fleet, among other related criteria. The report is to be provided to the House and Senate transportation committees and the Joint Budget Committee on or before November 1, 2013, and each November 1 thereafter.	Yes

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

Bill No./ Letter	Bill Title	Brief Description of Bill	Became Law
Alternative Fuel Vehicles (Cont.)			
SB 12-013 Bill B	Low-speed Electric Vehicles	<p>Prior to the bill's passage, low-speed electric vehicles (LSEVs) were permitted to operate on roads with speed limits of 35 miles per hour (mph) or less, or on roads with speed limits greater than 35 miles per hour mph if crossing at grade with the road.</p> <p>This bill allows operation of LSEVs on roadways at speeds up to 35 miles per hour. The vehicles may be operated on a state highway or cross a roadway having a speed of 40 miles per hour under certain conditions. The bill also amends existing law to raise the age limit for driving golf cars on streets from age 14 to age 16.</p> <p>A LSEV is defined as:</p> <ul style="list-style-type: none"> • 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 09-1026 Bill D	Low-power Self-propelled Vehicles	<p>House Bill 09-1026 simplified Colorado's statutory definitions applicable to low-power self-propelled vehicles (scooters), created a category of speeding penalties specific to the vehicles, imposed a requirement for the purchase of liability insurance, and mandated the licensure of companies selling the vehicles. Specifically, the bill:</p> <ul style="list-style-type: none"> • replaced several categories of self-propelled vehicles in Colorado law, including "motor-driven cycle," "motor scooter," and "motorized bicycle" with the two categories "motorcycle" and "low-power scooter"; • 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; • put 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 DOR; 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

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

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

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

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

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

Bill No./ Letter	Bill Title	Brief Description of Bill	Became Law
Special Mobile Machinery (Cont.)			
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
Toll Evasion			
SB 10-016 Bill A	Modify Toll Evasion Notice Process	<p>The bill modified how civil penalty notices of camera-detected toll evasion are provided to the vehicle's registered owner. Prior to the bill's passage, if the first penalty notice of toll evasion was unpaid or not responded to within 20 days, a second penalty notice was generated and sent by certified mail, return receipt requested. If the registered owner failed to pay or respond to the second penalty notice within 20 days, the notice constituted a complaint to appear for adjudication of a toll evasion in a court or administrative toll enforcement proceeding. The bill:</p> <ul style="list-style-type: none"> • 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 3 (Cont.)
Transportation Legislation Review Committee
Bills Approved by the Legislative Council by Issue Area – Interim Sessions 2004 to 2014

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

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

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

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

Bill No./ Letter	Bill Title	Brief Description of Bill	Became Law
Work Zones			
HB 10-1014 Bill E	Work Zone Accident Reporting	<p>The bill directed the Colorado Department of Transportation (CDOT) and the CSP to present a joint annual report on fatal accidents in state highway work areas to the House and Senate transportation committees. The report is to be delivered on or before February 15 of each year beginning in 2011, and, at a minimum, must include:</p> <ul style="list-style-type: none"> • 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
HB 08-1036 Bill E	Charles Mather Safety Act	<p>House Bill 08-1036 allowed both the CDOT and local governments to designate areas as maintenance, repair, or construction zones where such activities are occurring. The bill also:</p> <ul style="list-style-type: none"> • repealed the \$40 maximum fine limit for violations occurring in these zones when an automated vehicle identification system, or "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

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

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

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

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

Source: Legislative Council Staff

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

Bill No./ Letter	Bill Title	Brief Description of Bill
Interim Session 2014		
All bills approved.		
Interim Session 2013		
All bills approved.		
Interim Session 2012		
Bill D	Penalty for DUI Involving Marijuana	The TLRC recommended Bill D to expand the definition of driving under the influence (DUI) to include driving when the driver's blood contains 5 nanograms or more of delta 9-tetrahydrocannabinol per milliliter in whole blood. The bill was not approved by Legislative Council as an interim committee bill; however, the bill was introduced as a regular bill and signed into law (HB 13-1325)
Interim Session 2011		
All bills approved.		
Interim Session 2010		
(Per Senate Bill 10-213: 2010 interim committees were suspended)		
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.

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

Bill No./ Letter	Bill Title	Brief Description of Bill
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.

Source: Legislative Council Staff