

Transportation Legislation Review Committee

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Committee Charge

Pursuant to Section 43-2-145, C.R.S., the Transportation Legislation Review Committee (TLRC) is authorized to give guidance and direction to:

- the Colorado Department of Transportation (CDOT) in the development of the state transportation system and to provide legislative oversight of that development;
- the Colorado Department of Revenue (DOR) in the licensing of drivers and registration and titling of motor vehicles; and
- any state agency or political subdivision of the state that regulates motor vehicles or traffic, including those that impose penalties for violating traffic statutes and rules.

The committee must meet at least once each year to propose and review transportation, traffic, and motor vehicle legislation. It is permitted to review any phase of operations of CDOT, a public highway authority, or a regional transportation authority, and may require these entities to prepare and adopt long-range plans and complete financial or performance audits. The committee may also conduct a post-operation review of any project completed by these entities to determine whether it was completed in the most cost-effective and efficient manner.

Committee Activities

The TLRC toured the southwest, northeast, south-central, and northwest regions of the state to visit infrastructure projects, tour transportation facilities, and meet with stakeholders. In addition, the committee held two meetings at the State Capitol during the 2017 interim. The following subsections discuss the TLRC's activities during the 2017 interim.

Southwest Colorado tour. The committee traveled to southwest Colorado and visited the following projects and sites:

- CDOT's US 24 Buena Vista Enhancement Project, which updated intersections, curbs, gutters, and sidewalks in Buena Vista, Colorado;
- CDOT's US 50 Blue Creek Project, which includes efforts to mitigate rock landslides and widen sections of US 50;
- CDOT's CO 82 Grand Avenue Bridge Project in Glenwood Springs, which is a 30-month project to replace the road and pedestrian bridges that connect I-70 with downtown Glenwood Springs; and
- the Eisenhower-Johnson Memorial Tunnels, to learn about the operation and maintenance of the world's highest vehicular tunnel.

Northeast Colorado tour. The committee traveled to northeast Colorado and undertook the following activities:

- a transportation stakeholder meeting at the CDOT Region 4 Headquarters in Greeley;
- a presentation from CDOT's engineers on the US 85 Eaton to Ault resurfacing project;
- an en route tour of State Highway 392, State Highway 14, US 6, and US 138;
- a transportation stakeholder meeting at Sterling Public Library in Sterling; and

- a meeting with Fort Morgan and Morgan County officials in Fort Morgan.

South-central and northwest tour. The committee traveled to south-central and northwest Colorado and undertook the following activities:

- transportation stakeholder meetings in Colorado Springs and Craig;
- a tour of the Transportation Technology Center, Inc., facilities in Pueblo;
- an en route tour of the Flat Tops Scenic Byway between Yampa and Meeker;
- a tour of a CDOT Maintenance Facility in Meeker;
- an en route tour of State Highway 13 north of Craig; and
- a visit to the Northwest Transportation Planning Region meeting in Steamboat Springs.

Large transportation projects and mitigation measures. The committee heard presentations from CDOT and concerned citizens regarding large transportation projects and mitigation measures. CDOT discussed the department's National Environmental Protection Act process and updated the committee on several major corridor projects, including C-470, North I-25, South I-25, Central I-70, and the I-70 mountain corridor. In addition, the committee heard public testimony on the impact of other large transportation projects.

Central I-70. The committee also heard from a panel of citizens concerned about CDOT's Central I-70 project. The panelists discussed issues including, but not limited to: the environmental and health issues associated with the project; the impact of the project on neighborhoods; and a proposed alternative reroute of I-70.

Division of Motor Vehicles. A representative from the Division of Motor Vehicles (DMV) within DOR provided an overview of the DMV organization; driver license office wait times and other performance metrics; the new driver license, implemented in April 2016; DMV office queueing; the new temporary vehicle tag; and other topics related to state's registration and titling system. The DMV representative also discussed the DMV's veterans services, its technology project (DRIVES) that is replacing the legacy DMV computing system, and online services.

Truckers Against Trafficking. A representative from Truckers Against Trafficking provided information to the committee about the organization's work to provide education and training to truckers and the trucking industry to help prevent and combat human trafficking. The representative discussed how five states currently require human trafficking education as part of the training program to qualify for a commercial driver license, with numerous states considering similar legislation this year. The representative also discussed how the organization works with public safety officials, law enforcement, and truck stop owners and operators. This discussion resulted in Bill A.

Colorado Motor Carriers Association. A representative of the Colorado Motor Carriers Association (CMCA) gave the committee an update on the trucking industry in Colorado. CMCA, founded in 1939, represents the trucking industry in Colorado. The representative highlighted the organization's economic impact in Colorado and discussed trucking safety. The organization's key concerns for the future include: traffic congestion, a critical shortage of drivers, truck parking, local regulations and restrictions, greater access to and streamlining of the credentialing process, and truck productivity and efficiency. This discussion resulted in Bill A and Bill B.

Southwest Chief and Front Range Passenger Rail Commission. The Southwest Chief and Front Range Passenger Rail Commission, formally the Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance Commission, presented an update on the commission and recent legislation. The commission coordinates with state and

local governments and cooperates with Kansas, New Mexico, Amtrak, and the Burlington Northern and Santa Fe railway to continue Southwest Chief rail line service in Colorado. Under Senate Bill 17-153, the commission is also charged with facilitating the future of Front Range passenger rail and with developing draft legislation for facilitating passenger rail service in and along the Interstate 25 corridor. The presentation provided an overview of the Southwest Chief rail line, including the commission's purpose and concerns for the railroad, as well as successes and next steps. Commission members also provided information regarding future proposed legislation regarding Front Range passenger rail.

Regional Transportation District (RTD). Representatives from the RTD briefed the committee on recent developments, including: the 2016 openings of the Flatiron Flyer, the University of Colorado A Line to the airport, and the B Line to Westminster; the 2017 opening of the R Line in Aurora; and the status of the G Line to Arvada and Golden. The representatives also discussed at-grade crossing issues face by RTD and gave an update on RTD's nonprofit program. In addition, representatives provided an update on the Access-a-Ride program. Finally, representatives updated the committee on the Civic Center Station revitalization, other 16th Street Mall projects, and new technology products offered by RTD, such as Smartcards and a mobile application. Representatives responded to questions from the committee about issues related RTD's budget and grade crossing issues.

Public highway authorities. Representatives from the E-470 and the Northwest Parkway Public Highway Authorities (PHAs) provided overviews of their agencies.

E-470. The E-470 PHA is a 47-mile corridor that serves as a beltway for Denver's east side. The highway was completed in 2003, and rolled out all-electronic tolling in 2009. The E-470 representative discussed several capital improvement projects underway on the toll road and the authority's bond debt. It also discussed a recent level of service study and the authority's plan to accommodate growth along the corridor. The E-470 representative discussed the authority's work as the state's electronic toll provider and the increase in the usage of managed lanes.

Northwest Parkway. Representatives from the Northwest Parkway PHA provided an overview of their authority, which was established in 1999 to connect E-470 to US 36 over nine miles. They provided a timeline, an overview of the concession agreement, expansion possibilities, traffic history, and toll revenue statistics. Representatives noted that concession was transferred in March 2017. Representatives responded to questions regarding the status of the Jefferson County Parkway and commercial traffic on the parkway.

Denver International Airport. Representatives from the Denver International Airport (DEN) updated the committee on developments at the airport. The City and County of Denver owns and operates DEN. Denver's Department of Aviation is responsible for the management, operation, and control of the airport, which is managed by mayoral appointee and is advised by an Airport Management Advisory Committee, composed of industry, business, and government members. Representatives highlighted the current and new domestic and international service offered. Representatives discussed DEN's future plans, including gate and concourse expansions, a remodel of the great hall, and development of real estate around the airport.

Committee Recommendations

As a result of committee discussion and deliberation, the TLRC committee recommends the following two bills for consideration in the 2018 legislative session.

Bill A – Human Trafficking Commercial Driver’s License. Bill A requires DOR to promulgate rules requiring commercial driver schools to include training on the recognition, prevention, and reporting of human trafficking. DOR must collaborate with organizations that specialize in the recognition and prevention of human trafficking and other state agencies when promulgating these rules. DOR must also publish information about human trafficking in a manner that is likely to be read by licensed commercial drivers or people training to obtain such licenses.

Bill B – Private Interstate Commercial Vehicle Registration. Bill B requires the Department of Revenue to promulgate rules in order to allow a private provider to perform expedited vehicle registration for Class A commercial vehicles. The provider may retain a service fee, but will collect and remit the registration taxes and fees to the department.

Private providers of expedited Class A vehicle registrations must:

- be approved by the department;
- utilize department-approved software that will calculate taxes and fees and be updated regularly to account for any rate changes;
- file evidence of a surety bond or an alternative to a surety bond; and
- provide for reimbursement of any damages caused to the state, local governments, or owners of Class A vehicles through its acts or omissions.

The department is required to ensure that the expedited registration program:

- operates efficiently;
- provides additional services or increases the speed or quality of services at an overall cost savings to the state; and
- complies with state law.

The department may deny, suspend, or revoke approval of a private provider who violates a contract, makes a material misstatement, fails to comply with state law or rules, or fails to provide expedited service.

The department may also accept financial assistance from a private party to implement the expedited registration program to the extent permitted, credited to the Colorado State Titling and Registration System (CSTARS) Account or the Colorado Driver License, Record, Identification and Vehicle Enterprise Solution (DRIVES) Vehicle Services Account.