



## Legislative Council Staff

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## Memorandum

June 3, 2019

**TO:** Members of the Transportation Legislation Review Committee

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**SUBJECT:** Transportation Legislation Review Committee Statutory Authority and History

### Summary

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 2018 interim activities; and
- interim legislation proposed by the committee between 2012 and 2018.

### Contents

History of the Transportation Legislation Review Committee	1
Committee Membership	2
Statutory Charge	2
Oversight Role and Statutory Authority	2
Reporting Requirements	4
2018 Interim Activities	8
TLRC Proposed Legislation 2012-2018	11

### History of the Transportation Legislation Review Committee

In 1953, the General Assembly created the Highway Legislation Review Committee to review the implementation and impact of the state highway system and its relationship to county and municipal road 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 expanded to include oversight of regional transportation authorities.

In 2001, committee membership changed from 11 members appointed by the Governor, the Speaker of the House of Representatives, and the President of the Senate, to the members of the House and Senate Transportation Committees.

In 2007, the General Assembly expanded the committee's charge to include oversight over the Department of Revenue in the area of driver 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. The Senate Transportation and Energy Committee has seven members, and the House Transportation and Local Government Committee has 11 members; therefore, the TLRC is comprised of 18 total members. The TLRC is chaired by the House Transportation and Local Government Committee chair in odd-numbered years and by the Senate Transportation and Energy Committee chair in even-numbered years. The Legislative Council Staff provides staff support to the committee.<sup>1</sup>

## **Statutory Charge**

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

- provide guidance and direction to CDOT on the development of the state transportation system;
- provide legislative oversight of and input into such state transportation system development;
- provide guidance and direction to the Department of Revenue (DOR) or any other state agency or political subdivision of the state that regulates motor vehicles or traffic;
- examine the problem of uninsured motorists;<sup>2</sup> and
- review all transportation, traffic, and motor vehicle legislation, and make recommendations for additional legislation as necessary.

## **Oversight Role and Statutory Authority**

State law provides the TLRC with authority over CDOT, the driver licensing and vehicle registration functions of DOR, RTD, public highway authorities, regional transportation authorities, 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 public highway authority, and any regional transportation authority;

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

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

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

Upon completion of the TLRC's review of transportation law, the committee is authorized to make recommendations for legislation deemed necessary by the TLRC. Legislation recommended by the TLRC is treated as legislation recommended by an interim committee for purposes of introduction deadlines and bill limitations imposed by the General Assembly's joint 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 post-operation reviews to determine cost-effectiveness and efficiency of certain transportation projects;
- require CDOT to prepare and adopt five-, ten-, 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 RTD's implementation of competitive contracting for its vehicular services. State law authorizes RTD to contract with private businesses to provide up to 58 percent of its vehicular services.<sup>3</sup>

**Public highway authorities and regional transportation authorities.** The TLRC may review any phase of a public highway or regional transportation authority's operations. It may require these entities to prepare and adopt long-range plans, and to submit to financial or performance audits.<sup>4</sup>

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

**Other agencies.** The TLRC may require agencies to share information and coordinate efforts for phases of transit system development to avoid overlapping mass transit systems within the state. Such agencies include state, regional, and local authorities or organizations responsible for mass transit.

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

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

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

## Reporting Requirements

State law requires that various reports be submitted to the TLRC. Upon receipt of reports, copies are made available to TLRC members by the Legislative Council Staff. Table 1 provides a summary of each report due to the TLRC. Table 2 provides a summary of each report that is required to be submitted to the Senate and House Transportation Committees. Reports may be accessed online at <http://www.leg.state.co.us/library/reports.nsf/reports.xsp>.

**Table 1**  
**Statutorily Required Departmental Reports to the Transportation Legislation Review Committee**  
(As of June 1, 2019)

Department	Report Subject/Statute	Summary
<b>Department of Local Affairs (DOLA)</b>	Public Highway Authorities <i>Section 43-4-514 (4), C.R.S.</i>	Public highway authorities are required to report annually to TLRC on their actives during the past year and their proposed activities for the upcoming year.
	Proposed Public Highway Authority Boundaries <i>Section 43-4-514 (1)(c), C.R.S.</i>	The Division of Local Government in DOLA is required to provide copies to the TLRC of any notice containing proposed boundaries or financing of a public highway authority.
<b>Department of Transportation (CDOT)</b>	Automated Driving Systems Testing <i>Section 42-4-242 (4), C.R.S.</i>	Beginning September 1, 2018, CDOT is required to submit a report to the TLRC concerning the testing of automated driving systems in Colorado.
	Policy Amendments to the Statewide Transportation Improvement Plan <i>Section 43-1-123 (4), C.R.S.</i>	CDOT is required to submit a report to the TLRC regarding all policy amendments made to the Statewide Transportation Improvement Plan that were adopted during the most recently ended fiscal year and that added or deleted a project from the plan or modified the funding priority of any project included in the plan. The report must include an explanation of the reasons for each reported policy amendment. <i>Repeals July 2, 2019.</i>
	Potential Rail Line Acquisitions <i>Section 43-1-1303 (3), C.R.S.</i>	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.
	Traction Control Enforcement Options <i>Section 43-2-145 (11) (a), C.R.S.</i>	CDOT and the Colorado State Patrol will meet with stakeholders during the 2019 interim to discuss how to enforce traction control requirements. Discussion at meetings will include the legality and feasibility of physical inspection at checkpoints, as well as creating rules or additional legislation. Recommendations are due to the TLRC by September 1, 2019. <i>Repeals July 1, 2020.</i>
	Motor Vehicles Used for Commercial Purposes Stakeholder Group Report <i>Section 43-1-125 (7) (b), C.R.S.</i>	CDOT is required to present a final written report during the 2020 interim regarding the activities and policy recommendations of the stakeholder group. The report must include recommendations and rules created to mitigate the impacts of commercial transportation on transportation infrastructure, including fees for commercial motor vehicles.
<b>Regional Transportation District (RTD)</b>	RTD Annual Budget	RTD is required to provide copies of the RTD annual budget to the TLRC. State law also requires 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, 2019)

Department	Report Subject/Statute	Summary
<b>Governor's Office</b>	Climate Action Plan <i>Section 24-20-111 (3)(a), C.R.S.</i>	The Governor or his or her designee must annually submit a report to the House and Senate Transportation Committee regarding climate change issues generally, the current climate action plan, and specific ways in which climate change affects the state.
<b>Department of Personnel and Administration (DPA)</b>	Alternative Fuel Vehicles in the State Fleet <i>Section 24-30-1104 (2) (c) (II), C.R.S.</i>	DPA must submit an annual report including, but not limited to, the number of alternative fuel vehicles purchased, the availability of alternative fuel, and a plan for infrastructure necessary to support alternative fuel vehicles in the state fleet.
<b>Department of Public Safety (DPS)</b>	Motorcycle Operator Safety Training <i>Section 43-5-506, C.R.S.</i>	DPS 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.
<b>Regional Transportation District (RTD)</b>	District Area Description <i>Section 32-9-106.1 (2)(d) and (3)(c), C.R.S.</i>	RTD is required to provide a map and written description within 30 days of any additional area annexed or added to the district, or after any area is removed from the district for any reason. In addition, a separate map and description must be provided, depicting the district areas in each county.
<b>Department of Transportation (CDOT)</b>	Capital Construction Request <i>Section 2-3-1304 (1)(a.5), C.R.S.</i>	The Transportation Commission is required to submit its capital construction request annually, based on statewide transportation improvement programs, with a prioritized list of recommended state highway construction, repair, and maintenance projects.
	Efficiency and Accountability Committee Report <i>Section 43-1-106 (17)(b), C.R.S.</i>	CDOT's Efficiency and Accountability Committee must annually report its activities and recommendations, and any actions taken by CDOT or the Transportation Commission to implement the committee's recommendations. The report is made to either the TLRC or to the House and Senate standing committees that have oversight over transportation.
	Consulting Engineer Contracts, Efficiency and Accountability Committee Report <i>Section 43-1-106 (17)(b.5) (II), C.R.S.</i>	CDOT must report the committee findings and recommendations for consulting engineer contracts, including fixed bid procurement, quality control, retired employees as consultants, incentives, and project administration. The report will be presented at the annual SMART Act hearing.
	Proposed Budget Allocation Plan <i>Section 43-1-113 (2), C.R.S.</i>	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.
	Colorado High Performance Transportation Enterprise <i>Section 43-4-806 (10) C.R.S.</i>	The High Performance Transportation Enterprise is required to submit an annual report that includes the enterprise's activities for the previous year, status summary of any current surface transportation infrastructure projects, the enterprise's revenue and expenses statement, and any recommendations for statutory changes that the enterprise may deem necessary or desirable.
	Lease-Purchase Revenue and Proceeds Pursuant to Senate Bill 17-267 <i>Section 43-4-206 (2)(b), C.R.S.</i>	CDOT must describe the revenue and net proceeds expended under Senate Bill 17-267, the status of the projects using proceeds, the amounts of revenue and net proceeds CDOT expects to receive each fiscal year, and how the revenue and net proceeds expended relate to the strategic transportation project investment program.

**Table 2 (Cont.)**  
**Statutorily Required Departmental Reports to the House and Senate Transportation Committees**  
 (As of June 1, 2019)

<b>Department</b>	<b>Report Subject/Statute</b>	<b>Summary</b>
<b>Department of Transportation (CDOT) (cont.)</b>	Motor Vehicles Used for Commercial Purposes Stakeholder Group Report <i>Section 43-1-125 (6), C.R.S.</i>	CDOT is required to report on the activities and policy recommendations of the stakeholder group at their 2019 SMART Act hearing, occurring in the first two weeks of the 2020 legislative session. The report includes recommended rules or legislation to mitigate the impacts of commercial transportation on the transportation infrastructure, including fees for commercial motor vehicles.
	Transportation Revenue Anticipation <i>Section 43-4-713 (1), C.R.S.</i>	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.

*Source: Legislative Council Staff.*

## 2018 Interim Activities

During the 2018 interim, the TLRC toured the north-central and northwest regions of the state to visit infrastructure projects, tour facilities, and meet with stakeholders. In addition, the committee held two meetings at the State Capitol. Briefings and presentations were made by a variety of state departments, cities, counties, and outside entities on a wide range of subjects, including:

- public highway authorities;
- electricity transmission;
- right-of-way acquisitions;
- managed toll lanes;
- transportation of hazardous materials; and
- children in foster care and driver licenses.

The following sections discuss the committee's activities during the 2018 interim.

**Northern and Northwest Colorado tour.** The committee traveled to northern and northwest Colorado and visited the following projects and sites:

- discussion and tour of Weld County Road 49;
- discussion and tour of State Highway 402 and I-25 interchange;
- en route tour of US 34 and Trail Ridge Road;
- tour of the Eagle Valley Clean Energy Biomass Plant;
- tour of the new Grand Avenue Bridge in Glenwood Springs;
- tour of the Aspen-Pitkin County Airport; and
- discussion and tour with the Roaring Fork Regional Transportation Authority.

**Weld County Road 49.** The committee met with several Weld County Commissioners and Weld County Department of Public Works staff to discuss Weld County Road 49. Weld County Road 49 is a 24-mile county road that connects I-76 with US 34. Through [House Bill 16-1155](#), Weld County was permitted to operate the controlled-access highway like a county road. The road was designed to reduce travel time along the 24-mile stretch, accommodate increased truck traffic, and increase public safety.

**State Highway 402 and I-25 interchange.** Representatives from CDOT discussed the upcoming interchange project at State Highway 402 and I-25. The construction will shift traffic to relieve bottlenecks and create a safer intersection. The project started in fall 2018 and will finish in summer 2020.

**US 34 and Trail Ridge Road.** CDOT representatives discussed the recent construction and rebuilding of US 34 after the 2013 floods. The project included both emergency temporary repairs and longer term, permanent repairs. CDOT added extra resiliency measures to the corridor in order to reduce risk and become better prepared for future high-water natural disasters.

**Eagle Valley Clean Energy Biomass Plant.** Representatives from Holy Cross Energy, the Colorado Rural Electric Association, and Eagle Valley Clean Energy provided a tour of the Eagle Valley Clean Energy Biomass Plant in Gypsum. The 12-megawatt biomass plant uses wood chips collected from public land to generate electricity. Holy Cross Energy, a rural Colorado cooperative electric association, has a long-term purchase power agreement with the plant. The plant provides 8 percent of Holy Cross's renewable energy portfolio.

**Grand Avenue Bridge tour.** CDOT representatives led the committee on a tour of the new Grand Avenue Bridge in Glenwood Springs. The committee toured the bridge in 2017 prior to construction. The project replaced the functionally obsolete Grand Avenue Bridge and built a new pedestrian bridge. The project was fully complete in June 2018.

**Lake Christine Fire Command Center.** En route to Aspen, the committee stopped at the Lake Christine Fire Command Center in Basalt to hear an update on fire suppression efforts.

**Aspen-Pitkin County Airport.** Representatives from the Aspen-Pitkin County Airport and Pitkin County met with the committee to discuss current airport operations and future airport expansion projects.

**Roaring Fork Regional Transportation Authority.** Representatives from the Roaring Fork Regional Transportation Authority (RFTA) met with the committee to discuss RFTA operations. The committee toured a bus rapid transit bus stop and a transit underpass. RFTA encompasses Eagle, Garfield, and Pitkin Counties and provides over 5 million passenger trips annually on the I-70 and State Highway 82 corridor.

**CDOT right-of-way acquisitions.** CDOT representatives discussed how recent litigation has affected their right-of-way process. Representatives highlighted the changes between the prior process and the new acquisition process following the Colorado Supreme Court's decision in *Department of Transportation v. Amerco Real Estate Company and U-Haul of Colorado*. The state's chief engineer answered questions about the current CDOT condemnation process. This discussion resulted in Bill A.

**High Performance Transportation Enterprise managed toll lanes study.** [Senate Bill 18-001](#) required CDOT to conduct a data-driven study of the use of managed lanes throughout the state. Representatives of the High Performance Transportation Enterprise (HPTE) presented to the committee an overview of toll and express lanes in Colorado. Representatives discussed several results of the SB 18-001 study including, but not limited to: the number of managed lanes and lane miles; how express lanes are used to finance projects; findings related to transit, safety, and public perception; trips of managed lanes by different types of vehicles; corridor-specific impacts; and several key takeaways from the study. The discussion resulted in a recommendation that a bill on managed lanes be drafted, but the committee did not approve the draft bill.

**Division of Motor Vehicles.** A representative from the Division of Motor Vehicles (DMV) within DOR provided an overview of customer service improvements and the issues related to the implementation of the DRIVES project. The DRIVES project replaced the outdated Driver License System and Colorado State Titling and Registration System with a modern, web-based system. The committee discussed at length the issues facing the titling component of the project and the project's schedule to relieve current title backlogs. Representatives also provided the committee with information on a self-service kiosk pilot, license plates and the retirement of group special license plates, and other topics related to the state's registration and titling system.

**Colorado Motor Carriers Association.** A representative of the Colorado Motor Carriers Association (CMCA) gave the committee an update on 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 a critical shortage of drivers and reducing the age of qualification for a commercial driver license from 21 to 18. Additionally, along with the Colorado Wyoming Petroleum Marketers Association (CWPMA), representatives discussed their support of easier access to driver licenses for children in foster care. This discussion resulted in Bills B and C.

**Electricity Transmission.** The committee heard presentations from several panels about electricity generation and transmission in Colorado. A public utilities commissioner, in his personal capacity, gave the committee an overview and some contextual background information about electricity transmission in Colorado. The committee also heard from representatives of investor-owned utilities, generation and transmission utilities, municipal utilities, rural electric associations, and third-party interveners. The panels discussed numerous topics, including Colorado's potential participation in a regional transmission organization.

**Regional Transportation District (RTD).** Representatives from RTD briefed the committee on recent developments, including the University of Colorado A-Line to the airport, the status of the G-Line to Arvada and Golden, and the new 2019 fare policy. The representatives also discussed at-grade crossing issues faced by RTD and current litigation. Finally, representatives updated the committee on the Civic Center Station revitalization, other 16th Street Mall projects, and several new district-wide initiatives. Representatives responded to questions from the committee about issues related to RTD's services, collective bargaining agreements, the new fare program, and the at-grade crossing issues.

**Public highway authorities.** Representatives from the E-470, Northwest Parkway, and Jefferson 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. E-470 is financed from bonds, toll revenues, investment income, and other non-toll revenue. The highway was completed in 2003, and rolled out all-electronic tolling in 2009. The E-470 representatives discussed several capital improvement projects underway on the toll road and the authority's current bonded debt. Representatives highlighted the authority's plan to accommodate growth along the corridor and discussed the discontinuation of the PHA fee. An E-470 representative also discussed the authority's work as the state's electronic toll provider and the increase in the usage of managed lanes statewide.

**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. The concession agreement regulates toll rates.

**Jefferson Parkway.** The Jefferson Parkway PHA was established in 2003 to complete the last unbuilt portion of the 470 beltway in the northwest quadrant of the Denver metropolitan area. Representatives of the authority discussed the authority's history and the next steps the authority will undertake toward completion of the parkway. Representatives indicated that the authority is going through the approval process for state highway interchanges and preparing for the request for proposal process.

**Transportation of Hazardous Materials.** Representatives from the Colorado Wyoming Petroleum Marketers Association (CWPMA) and Colorado municipalities and counties provided overviews of their agencies.

**Colorado Wyoming Petroleum Marketers Association.** Representatives of the CWPMA discussed the transportation of hazardous materials with the committee. CWPMA, founded in 1934, represents petroleum marketers of wholesale and retailers of gasoline, special fuels, and lubricants. The representative highlighted several topics, including the transportation of hazardous materials through the Eisenhower- Edwin C. Johnson Memorial Tunnel, hazardous materials designated routes in cities and counties, and potential policy ideas.

**Colorado municipalities and counties.** Representatives of the Colorado Municipal League and Colorado Counties Inc., along with representatives of the town of Dillon, town of Silverthorne, Summit County, and the city of Aurora, presented to the committee on the transportation of hazardous materials through their communities. The committee recommended that a bill on the transportation of hazardous materials be drafted, but the committee did not approve the draft bill.

## **TLRC Proposed Legislation 2012 to 2018**

Legislation recommended by the TLRC is treated as legislation recommended by an interim committee for purposes of introduction deadlines and bill limitations imposed by the General Assembly's joint rules. From the 2012 interim to the 2018 interim, the TLRC proposed 35 bills that were approved by Legislative Council. Of the 35 bills, 26 became law, and nine were postponed indefinitely.

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

**Table 3**  
**Transportation Legislation Review Committee**  
**Bills Approved by the Legislative Council Committee by Issue Area – Interim Sessions 2012-2018**  
(As of June 1, 2019)

Bill Number and Letter	Bill Title	Brief Description of Bill	Became Law
<b>Driver Licenses</b>			
HB19-1023 Bill C	Foster Children Driver Licenses	House Bill 19-1023 allows a foster child to obtain a driver license with evidence of financial responsibility. Foster parents or a county may assist a foster child, 17 years of age or older, obtain an instruction permit. Minors at least 16 years of age may purchase auto insurance.	Yes
HB 18-1018 Bill A	Human Trafficking Commercial Driver's License	House Bill 18-1018 requires commercial driver schools to include training related to human trafficking.	Yes
HB 13-1011 Bill F	Repeal Fee Veteran's Identifier Driver's License	House Bill 13-1011 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	House Bill 12-1035 would have eliminated the \$15 fee to add a military identifier to show a service member's branch of service on an applicant's driver license or state identification card. A bill that passed in 2010 allowed a military service member or veteran to add an identifier to his or her driver license or state identification card for a \$15 fee. The fee was eliminated the following year by HB 13-1011.	No
<b>Traffic Fines, Violations, and Signage</b>			
HB 14-1021 Bill D	Highway Restriction Violation Penalties	House Bill 14-1021 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 CDOT to erect signs by October 1, 2014, on SH 82 giving notice of the enhanced penalties.	Yes
HB 16-1039 Bill A	Interstate 70 Motor Vehicle Traction Equipment	House Bill 16-1039, as introduced, would have required motor vehicles driving on Interstate 70 between milepost 133 (Dotsero) and milepost 259 (Morrison), when icy or snow-packed conditions are present, to be equipped with: <ul style="list-style-type: none"> <li>• tire chains or an equivalent traction control device (i.e. cable chains);</li> <li>• four-wheel drive or all-wheel drive, and tires with a tread depth of one-eighth of an inch; or</li> <li>• tires with any form of the mountain-snowflake symbol or "mud and snow" lettering (i.e. M/S and M+S) on the side wall of the tire and a tread depth of one-eighth of an inch.</li> </ul> The bill defined "equipped" to mean that a motor vehicle uses or carries the appropriate traction equipment if icy or snow-packed conditions are not present, and that motor vehicle uses the appropriate traction equipment if icy or snow-packed conditions are present.	No* A similar bill, House Bill 19-1207, passed in 2019.

**Table 3 (Cont.)**  
**Transportation Legislation Review Committee**  
**Bills Approved by the Legislative Council Committee by Issue Area – Interim Sessions 2012 to 2018**  
(As of June 1, 2019)

Bill Number and Letter	Bill Title	Brief Description of Bill	Became Law
<b>License Plates</b>			
HB 15-1004 Bill A	Firefighter Motorcycle License Plates	House Bill 15-1004 requires the Department of Revenue 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	Senate Bill 13-081 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 Registration Penalty Statement Repeal	House Bill 13-1028 would have limited the number of designer, alumni, group special, and military license plate types (collectively known as special license plates) to 96.	No
SB 12-007 Bill G	Group Special License Plate Procedure	Senate Bill 12-007 alters the procedure for creating special group license plates. The bill removes the requirement that an applicant certify that at least 3,000 plates 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
<b>Alternative Fuel Vehicles</b>			
HB 14-1027 Bill C	Plug-in Electric Motor Vehicle Definition	House Bill 14-1027 amends and clarifies the definition of a "plug-in electric motor vehicle" for registration purposes. Formerly, a plug-in electric motor vehicle included any vehicle that draws electricity from a battery 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 stored in a rechargeable battery pack that propels or helps to propel the vehicle. 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	Senate Bill 13-070 requires the Department of Personnel and Administration 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
SB 12-013 Bill B	Low-speed Electric Vehicles	Prior to Senate Bill 12-013's passage, low-speed electric vehicles were permitted to operate on roads with speed limits of 35 miles per hour or less, or on roads with speed limits greater than 35 miles per hour if crossing at grade with the road. The bill allows operation of low-speed electric vehicles on roadways at speeds up to 35 miles per hour. The vehicles may be operated on a state highway or cross a roadway having a speed of 40 miles per hour under certain conditions. The bill also raises the age limit for driving golf cars on streets from age 14 to age 16.	Yes

**Table 3 (Cont.)**  
**Transportation Legislation Review Committee**  
**Bills Approved by the Legislative Council Committee by Issue Area – Interim Sessions 2012 to 2018**  
(As of June 1, 2019)

Bill Number and Letter	Bill Title	Brief Description of Bill	Became Law
<b>Commercial Vehicles</b>			
SB19-018 Bill B	Commercial Motor Vehicle Driver Age	Senate Bill 19-018 authorizes licensing for persons between the ages of 18 years and 21 years to drive a commercial vehicle for interstate commerce, as long as the person is authorized by federal law to drive a commercial vehicle for interstate commerce.	Yes
HB 18-1042 Bill B	Private Interstate Commercial Vehicle	House Bill 18-1042 allows private parties to perform expedited vehicle registrations for commercial trucks.	Yes
HB 17-1061 Bill B	Modify Definition of a Commercial Vehicle	House Bill 17-1061 modifies the definition of a commercial vehicle by increasing the minimum weight for commercial vehicles from 10,001 pounds to 16,001 pounds, and allows the Colorado State Patrol to adopt rules for vehicles that would otherwise be considered commercial vehicles but for weighing between 10,001 and 16,000 pounds.	Yes
HB 16-1056 Bill E	Tow Operator Abandoned Vehicle Title Search	House Bill 16-1056 broadens the records search employed by the Department of Revenue (DOR) to locate owners and lienholders of abandoned motor vehicles. Under the bill, DOR must perform a national records search using a qualified entity that has a national database and that can retrieve records based, both, on the vehicle identification number and registration number. The qualified entity must also be able to provide appropriate owner and lienholder contact information. DOR may charge tow operators a fee for the national search not to exceed the lesser of \$5 or its direct and indirect costs. The bill also increases the notification deadline, from three to five days, in which tow operators must determine whether there is an owner or lienholder registered with DOR and send notice to those parties, and clarifies that the time spent by DOR conducting the national records search does not count against the tow operator's 10-day deadline to contact the motor vehicle's owner or lienholder.	Yes
<b>Public Utilities Commission</b>			
HB 13-1103 Bill H	Public Utilities Commission Oversight of Rail Fixed Guideway System	House Bill 13-1103 conforms Colorado law with federal requirements by prohibiting the Public Utilities Commission (PUC) from assessing administrative fees on any rail fixed guideway system that it regulates. The provision takes effect when federal grant moneys available under the Moving Ahead for Progress in the 21st Century Act are awarded to the state. 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 Department of Revenue.	Yes
<b>Special Mobile Machinery</b>			
HB 13-1153 Bill E	Ownership Tax Rental Mobile Machinery Electronic	House Bill 13-1153 allows certain owners of special mobile machinery fleets (which include vehicles commonly used in roadway construction and maintenance, well drilling, and ditch digging) to file specific ownership tax on rental equipment, using an electronic system, directly with the Department of Revenue. The bill applies to fleet owners who belong to the 2 percent program, which allows fleet owners to pay specific ownership tax monthly in each county where the rental vehicles are used, based on 2 percent of the rental income on special mobile machinery, rather than paying the tax annually based on the equipment's value.	Yes

**Table 3 (Cont.)**  
**Transportation Legislation Review Committee**  
**Bills Approved by the Legislative Council Committee by Issue Area – Interim Sessions 2012 to 2018**  
(As of June 1, 2019)

Bill Number and Letter	Bill Title	Brief Description of Bill	Became Law
<b>Transportation Commission</b>			
SB19-017 Bill A	Requirements for CDOT Property Acquisition	Senate Bill 19-017 exempts the Department of Transportation from the reporting and approval requirements of the Transportation Commission when acquiring land to build a highway or make changes to an existing highway in most circumstances. However, when the department is acquiring land through condemnation the reporting and approval requirements of the Transportation Commission must occur.	Yes
HB 17-1031 Bill A	Hearings on Transportation Commission Districts	House Bill 17-1031 would have required the TLRC to meet five times before November 15, 2017, to make available the House Bill 16-1031 research study and offer an opportunity for public input regarding the districts, the study, and whether the districts should be modified. Of the five meetings, four were to take place in each quadrant of the state and one in the Denver metropolitan area. However, the Legislative Council approved extra travel for the TLRC during the 2017 interim.	No
HB 16-1031 Bill C	Modify Transportation Commission Membership	House Bill 16-1031 requires that the Legislative Council Staff, with the cooperation of CDOT, submit a report to the TLRC, no later than August 1, 2016, that details changes since the last time the Transportation Commission districts were modified in 1991. The report must include changes in population, number of lane miles, and annual vehicle miles traveled for each district. The report must also consider existing county and municipal boundaries, regional transportation authorities and districts, and transportation planning regions.	Yes
HB 13-1030 Bill A	Transportation Commission Members	House Bill 13-1030 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 each year.	No
<b>Vehicle Specifications</b>			
HB 17-1044 Bill D	Autocycle Characteristics & Safety Requirements	House Bill 17-1044 redefines autocycles as motorcycles that do not use handlebars and have passengers riding in a fully or partially enclosed seating area. The bill also clarifies that child restraint and safety belt laws apply to autocycles.	Yes
HB 16-1029 Bill D	Kei Vehicle Roadway Registration For Use	House Bill 16-1029 would have allowed DOR to title, register, and issue a rear license plate to kei vehicles (or microtrucks). A person with a valid driver license and insurance would have been able to operate a registered kei vehicle on a roadway with a posted speed limit of 55 miles per hour or less, except on limited access highways.	No
HB 14-1160 Bill B	Divisible Loads Overweight Vehicle Permits	House Bill 14-1160 exempts wastewater vehicles operated by a city, county, municipality, or special district from wheel-and axle-load restrictions. 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

**Table 3 (Cont.)**  
**Legislation Review Committee**  
**Bills Approved by the Legislative Council Committee by Issue Area – Interim Sessions 2012 to 2019**  
(As of June 1, 2019)

Bill Number and Letter	Bill Title	Brief Description of Bill	Became Law
<b>Vehicle Specifications (Cont.)</b>			
HB 12-1038 Bill A	Multi-year Class A Trailer Registration	House Bill 12-1038 establishes a permanent registration for Class A trailers and semitrailers. In order to qualify for the permanent registration, an owner must be either based outside of Colorado, or based in Colorado and in possession of a trailer 10 years or older. The new registration is permanent, but expires when the trailer or semitrailer transfers ownership.	Yes
<b>Waste Tires</b>			
HB 12-1034 Bill D	Waste Tire Processor End User Fund	House Bill 12-1034 extended the Processors and End Users Cash Fund's 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.	Yes
<b>Disabled Parking</b>			
HB 14-1029 Bill A	Disabled Parking License Plates Placards	House Bill 14-1029 repeals and reenacts the laws governing the reserved parking for persons with disabilities program. The bill: <ul style="list-style-type: none"> <li>• changes the classification of several offenses, and heightens the penalty for some offenses, related to the reserved parking program;</li> <li>• makes personalized reserved parking license plates and an additional set of reserved parking license plates available to eligible persons;</li> <li>• requires the Department of Revenue to place a "C" on the license plate of a person who is a guardian of a disabled minor and who has a reserved parking placard;</li> <li>• requires reserved parking placards to be visible through the windshield or placed on a vehicle's dashboard;</li> <li>• requires reserved parking placard applicants to sign an affidavit affirming their eligibility; and</li> <li>• allows the Colorado Advisory Council for Persons with Disabilities to implement an education program.</li> </ul>	Yes
<b>Miscellaneous</b>			
SB 17-014 Bill E	Limits on Underground Storage Tank Regulation	Senate Bill 17-014 would have prohibited a local government from imposing inspection requirements or charging inspection fees for underground petroleum storage tanks.	No

**Table 3 (Cont.)**  
**Transportation Legislation Review Committee**  
**Bills Approved by the Legislative Council Committee by Issue Area – Interim Sessions 2012 to 2018**  
(As of June 1, 2019)

Bill Number and Letter	Bill Title	Brief Description of Bill	Became Law
<b>Miscellaneous (Cont.)</b>			
HB 16-1018 Bill B	Transportation Advisory Committee Procedures	House Bill 16-1018 requires the Statewide Transportation Advisory Council to provide advice, as well as review and comments, to both CDOT and the Transportation Commission, rather than only to CDOT as was previously authorized. The bill also specifies that the council will provide advice on transportation budgets, policy, programming, and planning.	Yes
HB 15-1003 Bill B	Safe Routes to School	House Bill 15-1003, as introduced, 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	House Bill 14-1031 creates the nine-member Towing Task Force within the Department of Regulatory Agencies and specifies its membership requirements. The task force is required to advise the Public Utilities Commission 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	House Bill 12-1019 designates the Colorado State Patrol (CSP) as the enforcement and permit authority for Colorado ports of entry. As of July 1, 2012, the Motor Carrier Services Division of the Division of Motor Vehicles in the Department of Revenue (DOR) is abolished and its powers, duties and functions are transferred to the CSP, to include: statutory authority, personnel, property, funding, budgeting, purchasing, and planning for all state ports of entry. The DOR retained the commercial driver's license and international registration plan functions. The bill also specifies that a port of entry officer has the authority of a peace officer to perform and enforce his or her duties, including restraining and detaining persons and/or vehicles and impounding vehicles under certain conditions. It also allows the CSP to set operating hours at ports of entry and all ports of entry officers to conduct safety inspections.	Yes
HB 12-1030 Bill F	Repeal Transportation-related Reporting Requirements	House Bill 12-1030 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 TLRC.	No

Source: Legislative Council Staff.

**Table 4**  
**Transportation Legislation Review Committee**  
**Bills Not Approved by Legislative Council – Interim Sessions 2012 to 2018**  
(As of June 1, 2019)

Bill Number and Letter	Bill Title	Brief Description of Bill
		<b>Interim Session 2018</b>
All bills approved		
		<b>Interim Session 2017</b>
All bills approved		
		<b>Interim Session 2016</b>
Bill C	Authorize New Transportation Revenue Anticipation Notes	The TLRC recommended Bill C to require the state Transportation Commission to submit a ballot question to voters in 2017 for approval of \$3.5 billion in Transportation Revenue Anticipation Notes (TRANS) once existing transportation bonds have been repaid. The bill also eliminated the final three years of Senate Bill 09-228 transfers and diverted 5 percent of state sales tax revenue to the Highway Users Tax Fund (HUTF) and 1 percent of state sales tax revenue to the Capital Construction Fund (CCF). The bill was not approved by Legislative Council as an interim committee bill.
		<b>Interim Session 2015</b>
All bills approved		
		<b>Interim Session 2014</b>
All bills approved		
		<b>Interim Session 2013</b>
All bills approved		
		<b>Interim Session 2012</b>
Bill D	Penalty for DUI Involving Marijuana	The TLRC recommended Bill D to expand the definition of driving under the influence (DUI) to include driving when the driver's blood contains 5 nanograms or more of delta 9-tetrahydrocannabinol per milliliter in whole blood. The bill was not approved by Legislative Council as an interim committee bill; however, the bill was introduced as a regular bill and signed into law (HB 13-1325).

Source: Legislative Council Staff