

# **Transportation Legislation Review Committee**

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*December 2013*



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December 2013

To Members of the Sixty-ninth General Assembly:

Submitted herewith is the final report of the Transportation Legislation Review Committee. This committee was created pursuant to Section 43-2-145, Colorado Revised Statutes. The primary purpose of this committee is to give guidance and direction to the state Department of Transportation in the development of the state transportation system, and to provide legislative overview of and input into such development.

At its meeting on November 14, 2013, the Legislative Council reviewed the report of this committee. A motion to forward this report and the bills therein for consideration in the 2014 session was approved.

Sincerely,

/s/      Senator Lucia Guzman  
   Chairman



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*This report is also available on line at:*

[www.state.co.us/gov\\_dir/leg\\_dir/lcsstaff/2013/TLRC](http://www.state.co.us/gov_dir/leg_dir/lcsstaff/2013/TLRC)



## Committee Charge

The Transportation Legislation Review Committee (TLRC) is comprised of the 18 members of the House Transportation Committee and the Senate Transportation Committee. The TLRC is granted statutory oversight responsibilities for certain activities of the Colorado Department of Transportation, regional transportation authorities, public highway authorities, and the Regional Transportation District. In addition, the TLRC monitors the activities of the Colorado Department of Revenue relating to the regulation of motor vehicles and driver control, the impact of Colorado's transportation system on air quality, and the effect of traffic law enforcement on transportation in the state.

**Colorado Department of Transportation.** Section 43-2-145 (1), C.R.S., authorizes the TLRC to:

- give guidance and direction to the Colorado Department of Transportation (CDOT) in the development of the state transportation system;
- provide legislative oversight of and input into such development;
- make recommendations concerning the financing of the state transportation system;
- review any phase of CDOT operations, including the planning and construction of highway projects;
- review such projects upon completion to determine whether a project was completed in the most cost-effective and efficient manner;
- require CDOT to conduct long-term planning efforts for the state transportation system and may require financial and performance audits to be conducted; and
- recommend legislation to the General Assembly and Governor resulting from these oversight responsibilities.

**Colorado Department of Revenue.** The oversight responsibilities of the TLRC include certain activities of the Colorado Department of Revenue (DOR), including driver licensing and registration and titling of motor vehicles. The TLRC's purview includes oversight of any state department or agency that administers laws related to traffic regulation or penalties imposed for traffic law violations.

**Regional transportation authorities.** The TLRC is granted the authority to review the operations of regional transportation authorities in Colorado, including the planning and construction of regional transportation systems (Section 43-2-145 (1.9), C.R.S.). The TLRC may review the authorities' projects to ensure completion in the most cost-effective and efficient manner. The TLRC is authorized to require long-range planning by regional transportation authorities, and may require financial and performance audits of these entities as well.

**Public highway authorities.** The TLRC is authorized to review the operations of public highway authorities in the state, including the planning and construction of public highway projects by these authorities (Section 43-2-145 (1.5), C.R.S.). The TLRC may review public highway authority projects upon completion to ensure that they were constructed in the most cost-effective and efficient manner. The TLRC may also require public highway authorities to develop long-range plans, and may require financial or performance audits of these entities.



**Regional Transportation District.** The Regional Transportation District (RTD) is authorized to contract up to 58 percent of its transportation services to private businesses through competitive bidding. RTD must ensure that these companies meet certain standards relating to experience, safety records, and financial responsibility. The TLRC is required to monitor RTD's implementation of this statutory requirement and recommend any necessary changes to the General Assembly (Section 32-9-119.5 (8)(a), C.R.S.). RTD is also required to ensure that at least 30 percent of its operating costs are funded by farebox revenues, and must prepare its annual budget based on this percentage (Section 32-9-119.7 (3), C.R.S.). In this regard, RTD is required to submit to the TLRC any information, data, testimony, or audits that the committee may request.

## Committee Activities

The TLRC held four meetings during the 2013 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:

- highway maintenance;
- Colorado's aviation industry;
- oversize/overweight vehicle permits;
- public transit and rail;
- public highway authorities; and
- regulation of motor carriers by the Public Utilities Commission (PUC).

The TLRC also toured different parts of the state to hear feedback from the Transportation Commission, representatives of CDOT, county commissioners, local elected officials, and constituents about transportation needs in their respective areas. The committee toured Northern Colorado, Southern Colorado, and the Western Slope, holding field hearings in a total of ten cities and towns.

The following sections discuss the TLRC's activities during the 2013 interim.

### **Highway Maintenance and Repair**

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**Colorado Department of Transportation.** Representatives of CDOT briefed the committee on the damage caused by the September 2013 flooding across the Front Range, and the recovery efforts that are underway to restore the region's roads and bridges. The extent of the flood damage was discussed, especially in relation to U.S. 34, and State Highways 7, 72, and 119. The panel noted that the flooding caused 27 closures of highways and bridges, and over \$400 million in damage to 200 miles of the state's highways. Committee members heard about the funding sources for the recovery efforts, including Federal Highway Administration emergency relief funds and Federal Emergency Management Agency funds, as well as CDOT's emergency funds, and how the money may be used. The committee members were also provided with a brief overview of CDOT's budget and discussed the Responsible Acceleration of Maintenance and Partnerships (RAMP) program.



**Colorado Contractors Association.** The committee received an update from a representative of the Colorado Contractors Association (CAA) on flood recovery efforts, which have created about 14,000 jobs in Colorado. The panelist noted that prior to the flood recovery, the contracting industry had an unemployment rate in Colorado of about 20 percent and that many workers left the industry altogether to pursue other work.

## **Colorado's Aviation Industry**

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The committee heard from representatives of Denver International Airport (DIA), Centennial Airport, the Fort Collins-Loveland Airport, and CDOT's Division of Aeronautics about operations and economic impacts, passenger traffic, and airspace capacity at Colorado's airports. Statewide aviation projects were also discussed, including DIA's South Terminal Redevelopment Program, which will open in 2015. The panel discussed the Airport City initiative, which will generate more than 30,000 jobs. CDOT's Division of Aeronautics provided information on the Colorado aviation tax revenue structure and noted that the division operates exclusively from aviation fuel tax revenues and receives no state General Fund dollars. The Fort Collins-Loveland Airport panel discussed the need for continuation of the aviation fuel tax program. Information was also presented on current projects that CDOT is working on, including the airport directory, a statewide system plan, and an economic impact update study.

## **Oversize and Overweight Vehicle Permits**

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Representatives of the Colorado Motor Carriers Association and the Western State Transportation Alliance presented information about oversize/overweight vehicle permits and divisible loads in Colorado. The committee also heard information on the safety of the trucking industry and careless driving laws. The organization Truckers for Common Sense presented information on truck productivity and legislative concerns in Colorado related to the weight limits established in House Bill 09-1318.

**Committee recommendations.** Following comments about oversize/overweight and divisible load vehicle permits, and truck safety, the committee recommends:

- Bill B, which creates an overweight permit for vehicles that haul sludge for wastewater purposes or other loads deemed by CDOT to be a public hazard, and authorizes issuing an annual fleet permit for two- or three-axle group vehicles with divisible loads; and
- Bill D, which raises the fine for the operator of a commercial vehicle that violates a road closure or restriction.

The committee considered, but did not approve, Draft Joint Resolution 1. The resolution would have created a work group to study the permit system for oversize and overweight vehicles. The committee also considered, but did not approve, Draft Bill 6. The bill would have reduced the maximum weight for five-axle overweight vehicle combinations for overweight vehicle permits.

## **Ports of Entry**

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The Colorado State Patrol (CSP) briefed the committee on the transfer of the ports of entry to the CSP pursuant to House Bill 12-1019, efforts to reduce impaired driving on the state's



highways through public education and strict enforcement, and the funding mechanisms for the agency. The panel noted that the CSP has 1,121 members as of September 2013 and discussed CSP's collaborative efforts with other state agencies and entities, including CDOT. The panel discussed the importance of proactive enforcement and driver's education courses and that in 2012, the CSP made more than 370,000 contacts, including nearly 39,000 assists to motorists. In 2012, on average, the CSP covered 69.5 crashes per day.

## **Public Transit and Rail**

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The committee heard testimony from the Regional Transportation District (RTD) on ridership, cost recoveries, and revenue. The panel noted that RTD provides transit service to about 2,400 square miles, which includes 40 municipalities and approximately 57 percent of the state's population. RTD is one of the largest transit systems in the nation and operates over 1,500 vehicles and had nearly 100 million passenger boardings in the year 2012. Information was also provided on the FasTracks plan, which will provide 122 miles of light rail and commuter rail, 18 miles of bus rapid transit (BRT) service, and 31 new Park-n-Rides, and will include the redevelopment of Denver Union Station. The expansion of the free mall ride service was discussed, which will provide additional transit capacity between Denver Union Station and the Civic Center area of downtown Denver. The panel described the BRT project that is currently underway along U.S. Highway 36 and how RTD vehicles will operate along the highway once the project is completed in 2016. The panel talked about the Northwest Area Mobility Study (NAMS), which is a 13-month study to determine the transit priorities for the region.

The committee also heard testimony from the Colorado Association of Transit Agencies and its members including: Southern Ute Community Action Program (SUCAP), Roaring Fork Transportation Authority (RFTA), and the Southwest Energy Efficiency Project (SWEEP).

## **Public Highway Authorities**

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**E-470 Authority.** The E-470 Public Highway Authority (PHA) provided the committee with an overview of the E-470 Parkway and its current operations. The panel noted that E-470 is 47 miles long from end to end, and costs two-axle vehicles between \$0.27 and \$0.34 per mile to travel the road. In 2012, the parkway had 54 million toll transactions, resulting in \$120 million in net operating revenue. The panel talked about the voting process among the PHA Board, toll increases set to occur each year, and the E-470 bond debt, which will be paid off in the year 2051. The panel discussed new developments in the parkway's electronic tolling system and how out-of-state residents are billed for tolls. A new system in which the state Department of Revenue's Motor Vehicles Division can withhold vehicle registrations if tolls are not paid was also discussed. The panel talked about revenues generated by E-470 and the methodology behind raising toll rates. The panel discussed E-470's recent initiatives including a solar program, which was created in cooperation with Xcel Energy, equipment manufacturers, and equipment installers; deer fencing installation; and new construction plans for connections to E-470 that are being completed by the High-Performance Transportation Enterprise.

**Northwest Parkway Public Highway Authority.** The committee was briefed by representatives of the Northwest Parkway Highway Authority, which was established in 1999 to build the 8.8 mile, 75 mile-per-hour, limited access highway that connects U.S. Highway 36 to Interstate 25 (I-25) and provides access to E-470, Broomfield, and U.S. Highway 287. The panel

discussed the PHA's four toll ramps and other structures which include 23 bridges, 3 interchanges, 1 maintenance yard, 1 administration building, and 7 solar sites. The panel discussed financing for the parkway and the concession lease agreement currently in place between the PHA and Brisa, the PHA's concessionaire. Toll rates and expansion plans were also discussed. During 2012, the Northwest Parkway collected over \$12.5 million in toll revenues.

**Jefferson Parkway Public Highway Authority.** A representative of the Jefferson Parkway PHA provided background information on the organization, and discussed recent efforts to obtain right-of-way for the construction of a 20-mile parkway to connect the Northwest Parkway to C-470. The representative noted that the acquisition of the right-of-way is nearly complete.

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## Statewide Transportation Planning

**Denver Regional Council of Governments.** Representatives of the Denver Regional Council of Governments (DRCOG) provided a general overview of the organization and its emphasis on regional collaboration. The representatives discussed how CDOT, RTD, and DRCOG convene and collaborate on transportation projects in the state. The committee heard about the new DRCOG regional plan called Metrovision 2040, which just began. The panel noted particular accommodations within this plan to address the projected regional population growth of 50 percent and said the metropolitan planning organization (MPO) is determining the demographics of this population growth, as well as how these people will commute to work. The panel said that much of this population is over 60, and this age group will have different transportation needs, such as a desire to transport mostly within their communities. The committee was briefed on the relationship between transportation and residential land use, which the representatives of DRCOG referred to as transit-oriented development, and further discussed the Metrovision plan.

**Action 22.** The committee heard from a representative of Action 22, a coalition of 22 counties in Southern Colorado that is dedicated to giving a voice to citizens of Southern Colorado, who provided background information on Action 22, Inc. and distributed a handout to the committee (Attachment B). The representative said that Action 22 works to identify extra money and funding that can be used by cities and counties for the transportation needs that are most pressing to them, such as bike paths, road shoulders, passing lanes, and snow plowing. Discussion ensued concerning how the expansion of State Highways 50 and 160 will bolster the economy in the communities surrounding those roads and how enhancing the highways by adding passing lanes will assist in moving traffic and preventing safety issues.

**MPACT 64.** The committee heard from representatives of MPACT 64, a collaboration of four regional organizations covering all 64 counties in Colorado. The panel discussed gas taxes and vehicle miles traveled (VMT) taxes. The representatives gave a brief overview of MPACT 64, including its structure and monthly meetings, and responded to questions from the committee concerning how to gain voter approval for a gas tax.

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## Motor Carrier Industry

Representatives of the PUC gave an overview of the organization and said that 2013 is the 100th year that the PUC has been regulating the transportation industry in Colorado. The panel commented on illegal motor carrier operators throughout the state and how the PUC is addressing the issue, including warnings and penalties. The panel said that in FY 2012-13, the PUC issued



111 civil penalties, compared to 95 issued in the previous fiscal year. Of the penalties issued in FY 2012-13, the PUC issued 32 civil penalties to limited regulation carriers, 43 to fully regulated carriers, 11 to household goods carriers, and 25 to towing carriers.

**Committee recommendation.** As a result of the discussion, the committee recommends Bill E, which concerns the weight of motor vehicles that are subject to rate regulation when being towed without the owner's consent.

## **Parking and Driver's Licenses**

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**Parking.** The committee heard from representatives of the Colorado Advisory Council for Persons with Disabilities about the enforcement of Colorado's laws concerning disabled parking. The panel noted that current state law concerning disabled parking does not conform to federal law, is poorly organized and difficult to follow, and is susceptible to abuse. The discussion also focused on educating the public, medical personnel, and local governments about the proper use of handicap parking tags.

**Driver's licenses.** The committee received an update from the Department of Revenue (DOR) about the department's Division of Motor Vehicles' (DMV) and the division's strategic plan. The panel discussed the online driver's license renewal process, issuance of identification cards to inmates and non-citizens, exceptions processing, and wait times at DMV locations. The panel also discussed the state's emissions testing program, mobile emissions testing vehicles, and the results of the most recent audit of the emissions program. Challenges facing the DMV, especially in relation to finances, were also discussed.

**Committee recommendation.** As a result of the testimony and committee discussion, the committee recommends Bill A, which reorganizes and recodifies the disabled parking statutes.

## **Other Policy Areas**

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The committee heard testimony on a number of other topics, including the Waste Tire Recycling Program, increasing the transparency of the High-Performance Transportation Enterprise, and definitions for alternative fuel vehicles.

**Waste Tire Recycling Program.** The Colorado Department of Public Health and Environment (CDPHE) briefed the committee on the waste tire program and provided information on the Colorado Waste Tire Market Development Plan, which includes an independent third-party analysis of end-user markets, storage, and grant programs that are managed by the state. The panel discussed the environmental impacts of burying waste tires and the impact of cement plants on waste tires. The fee and reimbursement structure of the program was also discussed.

**High-Performance Transportation Enterprise.** The committee heard from representatives of the High-Performance Transportation Enterprise (HPTE) about transportation funding in the state and the creation of the HPTE under the Funding Advancements for Surface Transportation and Economic Recovery (FASTER) legislation. The panel discussed the new High Occupancy Vehicle (HOV) requirements which will increase the current HOV requirement per vehicle from two persons to three on certain stretches of the state's highways, and the enforcement method of the new requirement. The panel also discussed managed lanes as a way to improve

traffic congestion and increase capacity on the state's highways, noting that every major city across the country is considering the use of managed lanes to help alleviate traffic flow issues.

**Alternative fuel vehicles.** The committee discussed the need to clarify the definition of a plug-in electric motor vehicle as defined in House Bill 13-1110. Members of the committee discussed confusion on the part of constituents about which vehicles fall under the definition of alternative fuel vehicle and said that there is a need for a clear understanding of plug-in electric motor vehicle.

**Committee recommendation.** As a result of the discussion on alternative fuel vehicles, the committee recommends Bill C, which clarifies the definition of a plug-in electric motor vehicle.

## Field Hearings

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The TLRC toured different parts of the state to hear feedback from the Transportation Commission, representatives of CDOT, county commissioners, local elected officials, and constituents about transportation needs in their respective areas. The committee toured Northern Colorado, Southern Colorado, and the Western Slope, holding field hearings in a total of ten cities and towns.

### Northern Colorado

**Fort Morgan.** The committee received briefings from the Transportation Commission, CDOT, the city of Fort Morgan, and Morgan County. During the hearing, the following topics were addressed: road resurfacing projects; the oversize/overweight vehicle permitting process; road-widening and shoulder-broadening needs in the region; highway safety; road maintenance and funding; and road construction quality.

**Greeley.** Representatives of the Transportation Commission, CDOT, the city of Greeley, and Weld County briefed the committee on several topics including: projects along U.S. Highways 34 and 85; RAMP projects; bridge ratings and repair; trail projects, pedestrian enhancements, widening projects, and access to corridors; public transit in the region; and transportation funding needs.

**Fort Collins.** The committee was briefed by the Transportation Commission, CDOT, and representatives of the city of Fort Collins. Discussion topics included: the effectiveness and operation of roundabouts on roads; resource allocation; public transit and rail including BRT; road maintenance; and trucking permits. Following the hearing, the committee was taken on a tour of Fort Collins' BRT system, MAX, which will begin operating in May 2014.

### Southern Colorado

**La Junta.** The hearing included briefings from the Transportation Commission, CDOT, Otero County, and the city of La Junta. The panelists discussed priority corridors for the region which are I-25, U.S. Highway 50, and U.S. Highway 287; ongoing projects including the repaving and reconstruction of certain roads; funding for future projects and road maintenance and repair; highway safety; road widening and the addition of shoulders; Amtrak rail routes; and Flight for Life



access in the area. Prior to the hearing, the committee toured the Transportation Technology Center.

**Pueblo.** Representatives of the Transportation Commission, CDOT, the City of Pueblo, Pueblo, and Pueblo County briefed the committee. The presentations covered several topics including: the budgeting and expenditure process of the Transportation Commission; priorities areas in Pueblo including I-25, U.S. Highway 50, and State Highway 96; RAMP projects and funding; right-of-way acquisition; and traffic volume and road safety as impacting project priority rankings.

**Colorado Springs.** In Colorado Springs, the committee heard from the Transportation Commission, CDOT, the city of Colorado Springs, and the Pikes Peak Area Council of Governments. The briefings included discussion on: road degradation and repair; dangerous intersections in Colorado Springs; damage and repair to U.S. Highway 24 as a result of the Black Forest Fire; resource allocation; public transit; and transportation funding needs.

## **Western Slope**

**Kremmling.** The TLRC received briefings from the Transportation Commission, CDOT, Grand County, the town of Kremmling, and Citizens for a Safe Highway 9 Committee. The discussion was centered around the safety of the mountain roads in and around Kremmling. Emphasis was placed on safety issues and the need for shoulders to be installed along State Highway 9. Other topics addressed included: the Twin Tunnels project on I-70; wildlife over- and underpasses; transportation funding needs; right-of-way acquisition; and public-private partnerships especially in relation to the town's public transit system.

**Steamboat Springs.** Representatives from the Transportation Commission, CDOT, Routt County, and the city of Steamboat Springs briefed the committee on current transportation projects underway in the region; the Yampa Valley Regional Airport and its impact on the area's economy; maintenance on county roads; the unique demographics and industry within the region; public transit; and road safety.

**Grand Junction.** Briefings were provided by the Transportation Commission, CDOT, Mesa County, and the city of Grand Junction. The discussion was focused around several topics, including: the region's economy; highway shoulders and passing lanes; public transit; road hazards such as rock slides; and transportation-specific taxes.

**Glenwood Springs.** At the Glenwood Springs field hearing, representatives from the Transportation Commission, CDOT, Garfield County, and the city of Glenwood Springs provided information on the region's transportation system to the committee. The committee and panelists discussed the replacement of the Grand Avenue Bridge and on the impact of construction and closures on tourism and residents; the regional bus system; land acquisition; bike routes; vehicle emergencies; and transportation funding needs.

## Summary of Recommendations

As a result of the committee's activities, five bills were recommended to the Legislative Council for consideration during the 2014 Legislative Session. At its meeting on November 14, 2013, the Legislative Council approved all of the TLRC's recommended bills for introduction. The bills are described below.

### **Bill A — Disabled Parking License Plate Placards**

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Bill A recodifies the disabled parking statutes to clarify that:

- the Colorado Advisory Council for Persons with Disabilities may implement an education program;
- persons may get personalized license plates with an identifying figure;
- the Department of Revenue must place a "C" on the registration of the parent of a child who is mobility impaired and has a license plate granting reserved parking;
- if an entity transports mobility-impaired people, the entity must provide a driver's license or identification document of its executive director or chief executive officer;
- disabled placards must be visible through the windshield and hung on the rearview mirror or placed on the dashboard;
- an applicant for a license plate or placard with the identifying figure must sign an affidavit that the person for whom it is issued is eligible;
- reserved parking signs must conform to the requirements of the "Americans with Disabilities Act;"
- the chief officer and the employee of a company that misuses a disabled parking placard issued to the company are each individually liable; and
- the prohibition against using reserved parking for commercial purposes does not apply when the owner of the business consents to its use.

### **Bill B — Divisible Load Overweight Vehicle Permits**

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Bill B authorizes an overweight permit for vehicles that haul sludge for wastewater purposes or other loads that are deemed a public hazard by CDOT, and sets standards for the application and issuance of permits. The bill also authorizes the issuance of an annual fleet permit for two- and three-axle group vehicles with divisible loads. The fee for the permit is \$2,000 plus \$35 per vehicle.

### **Bill C — Plug-in Electric Motor Vehicle Definition**

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Bill C clarifies the definition of a plug-in electric motor vehicle. For the purposes of registering a motor vehicle, a "plug-in electric motor vehicle" is defined as a vehicle that can be recharged from any external source of electricity, and the electricity stored in a rechargeable battery pack propels or contributes to propel the vehicle's drive wheels. The definition includes motor vehicles that are certified to be eligible for a particular federal tax credit and other vehicles that may be retrofitted to be plug-in electric vehicles.



**Bill D — Highway Restriction Violation Penalties**

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Bill D raises the fine for the operator of a commercial vehicle who violates a road closure or road restriction from \$500 to \$2,000, and when the violation of a restriction results in the closure of a travel lane, the fine is increased to \$2,500. Additionally, two license plate suspension points will be imposed for each of these violations.

**Bill E — Nonconsensual Tow Motor Vehicle**

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Bill E changes the limitations on vehicles that are subject to rate regulation when being towed without the owner's consent. Currently, the PUC regulates rates for a nonconsensual tow of a motor vehicle if the vehicle is 10,000 pounds or less. The bill repeals the 10,000-pound limitation to apply the rate regulation to all vehicles. The bill also creates a committee to advise the Public Utilities Commission on rates and investigations of overcharges.





## Resource Materials

Meeting summaries are prepared for each meeting of the committee and contain all handouts provided to the committee. The summaries of meetings and attachments are available at the Division of Archives, 1313 Sherman Street, Denver (303-866-2055). The listing below contains the dates of committee meetings and the topics discussed at those meetings. Meeting summaries are also available on the TLRC's webpage, at:

[www.colorado.gov/lcs/TLRC](http://www.colorado.gov/lcs/TLRC)

### Meeting Date and Topics Discussed

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#### July 16, 2013

- ◆ Presentation by the aviation industry
- ◆ Presentation by the Colorado Department of Public Health and Environment
- ◆ Presentation by the Public Utilities Commission
- ◆ Presentation by the Colorado Motor Carriers Association and the Western State Transportation Alliance

#### July 24-25, 2013

- ◆ Northern Colorado tour

#### August 19-20, 2013

- ◆ Southern Colorado tour

#### September 10-12, 2013

- ◆ Western Slope tour

#### October 7, 2013

- ◆ Briefing from the Denver Regional Council of Governments
- ◆ Presentation by the Colorado Association of Transit Agencies
- ◆ Presentation by three public highway authorities
- ◆ Presentation on disabled parking issues
- ◆ Briefing from the Colorado State Patrol
- ◆ Discussion of proposed legislation

**October 8, 2013**

- ◆ Presentation by the Colorado Department of Transportation
- ◆ Presentation by Action 22, Inc.
- ◆ Presentation by MPACT 64
- ◆ Presentation by the Regional Transportation District
- ◆ Presentation on the High-Performance Transportation Enterprise
- ◆ Presentation by the Colorado Contractors Association
- ◆ Presentation by Truckers for Common Sense

**October 29, 2013**

- ◆ Presentation by the Colorado Department of Revenue
- ◆ Discussion and approval of draft legislation