

RECOMMENDATIONS FOR 2000

**TRANSPORTATION LEGISLATION
REVIEW COMMITTEE**

**Report to the
Colorado General Assembly**

**Research Publication No. 465
November 1999**

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November 1999

To Members of the Sixty-second General Assembly:

Submitted herewith is the final report for the Transportation Legislation Review Committee. The committee was reconstituted pursuant to Section 43-2-145, C.R.S. (Senate Bill 36, 1986 Session). The purpose of the 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 15, 1999, the Legislative Council reviewed the report of this committee. A motion to forward this report and the bills therein for consideration in the 2000 session was approved.

Respectfully submitted,

/s/ Senator Ray Powers
Chairman
Legislative Council

RP/BD/pw

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TRANSPORTATION LEGISLATION REVIEW COMMITTEE

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EXECUTIVE SUMMARY

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 overview of such development. The committee is directed to review any phase of operations for CDOT, including planning and construction of highway projects. The committee is also authorized to review any phase of operations for any public highway authority (e.g., E-470 Authority) along with any rural transportation authority responsible for the development of rural transportation systems. In addition, the legislative committee provides guidance to the Regional Transportation District (RTD) and reviews its budget, farebox recovery ratio, and the privatization of bus service.

Committee Activities

The committee held six meetings, conducted one tour, and received testimony on a variety of transportation-related matters from representatives of the following organizations: CDOT, RTD, the E-470 Public Highway Authority, Department of Revenue (DOR), Colorado Intermountain Fixed Guideway Authority (CIFGA), Colorado State Patrol (CSP), Colorado Association of Transit Agencies (CASTA), Colorado Motor Carriers Advisory Council (CMCAC), Colorado Mobility Association and the Denver Regional Council of Governments (DRCOG). A tour with members of the Transportation Commission afforded members of the TLRC the opportunity to confer with Western Slope county commissioners and officials on such issues as Transportation Revenue Anticipation Notes (TRANS) and the 7th Pot Projects (i.e., strategic 28 statewide projects as adopted by the Colorado Transportation Commission), alternative modes of transportation, and transportation interchange improvements.

The committee heard testimony from the DOR on the success of the "Wheels Project," which is a "one-stop shop" for motor carriers. This program includes the electronic clearance of trucks through the ports of entry. Information was provided by CDOT on the Transportation Commission's Action 20 - Year Resource Allocation Plan for the 7th Pot Projects as well as the Statewide Transportation Planning Process. Committee members were briefed by the E-470 Highway Authority on the progress of highway construction projects along E-470. Members of the RTD Board informed the TLRC about the accomplishments of the board and its legislative proposal to redefine the definition of "revenue" in the RTD Act.

The DOR briefed the committee on the activities of the Motorist Insurance Identification Database and the Alcohol-Ignition Interlock Program. The committee was provided information regarding other legislation that proposes appropriating moneys from

the General Fund to the Highway Users Tax Fund and a one-time transfer of moneys to the Highway Account of the Transportation Infrastructure Revolving Fund for Fiscal Year 2000-01. Committee members were also briefed on legislation which would have used moneys from the General Fund to match Federal Transit Administration Funds allocated for transit programs within the State. The committee also reviewed legislation which would allow for the electronic filing of Motor Vehicle Certificates of Title and would require light-duty truck owners, as well as sports utility vehicle owners, to provide proof of motor vehicle insurance before registering a vehicle with the DOR. A proposal which would have addressed incentives and disincentives in the federal Transportation Act for the 21st Century, regarding the reduction of the alcohol content level required for certain offenses and the prohibition of open alcoholic containers in motor vehicles, was not endorsed by the Committee.

Committee Recommendations

As a result of committee discussion and deliberation, the committee recommends eight bills for consideration in the 2000 legislative session.

Bill A — Continuing the Ignition Interlock Program. This bill extends the repeal of the current voluntary ignition interlock probationary license program until January 1, 2001. It includes driving while ability impaired as an alcohol-related offense which, if committed within five years after another alcohol-related offense, requires the defendant to hold a restricted license requiring an ignition interlock device for one year.

Bill B — Modifying the Definition of School Bus. Bill B clarifies the current definition of school bus to include leased vehicles and vehicles used to transport children to school-sponsored activities. Under the bill, only those school buses required to have school bus markings and visual signal lights will be required to stop at railroad crossings.

Bill C — Transferring Moneys to the Highway Account of the Transportation Infrastructure Revolving Fund for Fiscal Year 2000-01. This bill directs an additional \$10 million be transferred out of the General Fund and into the Highway Account of the Transportation Infrastructure Revolving Fund, effective July 1, 2000. This is a one-time transfer of moneys which will not count against TABOR limits.

Bill D — Revenues Received by the Regional Transportation District. Bill D expands the statutory definition of "revenues" contained in the Regional Transportation District Act to include moneys received in the form of grants or contributions from all public or private sources. It changes the references in the act from "net revenues" to "revenues" to conform with this change in the statutory definition.

Bill E — Appropriating Moneys From the General Fund to the Highway Users Tax Fund. This bill requires the General Assembly to appropriate specified amounts from the General Fund to the Highway Users Tax Fund for the fiscal year beginning on July 1, 2000, and each fiscal year thereafter. These appropriations will be subject to the statutory

restriction on state appropriations. The bill also specifies that the moneys appropriated to the Highway Users Tax Fund would be allocated to the state, counties, and municipalities in the same manner as other Highway Users Tax Fund moneys.

Bill F — Electronic Certificates of Title for Motor Vehicles. Bill F adds definitions of "electronic record," "file," and "record" to the statutes relating to Motor Vehicle Certificates of Title. It allows the Director of the Department of Revenue to create rules for electronic record keeping to be done by county clerks and recorders for each county and the Denver Manager of Revenue, as authorized agents.

Bill G — Providing Proof of Motor Vehicle Insurance to the DOR. This bill expands the requirement that a person registering or renewing the registration of a motor vehicle with the DOR provide proof of a complying motor vehicle insurance policy, owner's policy, or certificate of self-insurance. The requirement is applicable to light trucks that are sixteen thousand pounds empty weight that are not insured through a commercial line of insurance and sports utility vehicles that are classified as Class B personal property.

Bill H — Recouping the Cost of Mailing Motor Vehicle License Plates. Bill H requires applicants for motor vehicle registration, who wish to have their licence plates mailed to them, to pay to the authorized agents of the DOR a reasonable fee to cover the actual shipping and handling costs. It allows the department's agents to collect and retain such a fee.

STATUTORY AUTHORITY AND RESPONSIBILITIES

The Transportation Legislation Review Committee is established to give guidance and direction in the development of the state transportation system and to provide legislative overview of and input into such development. Currently, the committee is composed of six members of the General Assembly (three Representatives; three Senators) and five citizen members appointed by the Governor.

Specifically, the TLRC is required under Section 43-2-145, C.R.S., to meet at least once a year to review all transportation legislation. Upon completion of its review of the transportation laws, the committee may make recommendations to the Governor and to the General Assembly for such additional legislation as it deems necessary. The committee recommends eight bills this year. The committee is authorized to develop and make recommendations concerning the financing of the state transportation system. Several legislative proposals regarding financing have been recommended by the committee for 2000.

In its oversight role, the TLRC is authorized to review any operations of the Colorado Department of Transportation, any public highway authority, the Regional Transportation District, or any rural transportation authority. The committee may review projects after completion to determine whether the project was completed in the most cost-effective and efficient manner. The committee may also require financial or performance audits to be conducted.

The committee may require the CDOT to prepare and adopt 5-, 10-, and 15-year plans for the development of the state transportation system, and the committee must monitor the progress of such plans. The committee is authorized to consult with the CDOT personnel and other experts in the field of highway construction as may be necessary. The CDOT personnel are required to cooperate with the committee and with any persons assisting the committee in carrying out its statutory duties.

Background (History of the TLRC)

The roots of the TLRC go back to 1953 when the General Assembly reorganized the state highway system and restructured the relationship between state highway, county road, and municipal street systems. First established as the Highway Legislation Review Committee (HLRC), the committee's original charge was to review the implementation and impact of these new highway systems. In 1987, the committee's charge was expanded to include oversight of public highway authorities and projects, such as E-470 and W-470. Public highway authorities are required to report annually each August to the TLRC on their activities in the preceding year and their plans for the coming year. In 1989, the General Assembly required the RTD to respond to the HLRC requests for information.

In 1994, pursuant to the enactment of Senate Bill 94-14, the committee's name was changed to the Transportation Legislation Review Committee to correspond with the Department of Transportation. With the name change, the scope of the committee was expanded to parallel the department's focus which had begun incorporating all types of transportation. The most recent change occurred in 1997, when the committee's authority was expanded to include oversight of rural transportation authorities.

COMMITTEE ACTIVITIES

During the 1999 interim, the TLRC held six meetings, conducted one tour, and received information on a variety of transportation-related matters. The TLRC heard various transportation reports regarding the following: the Transportation Commission Action - 20 Year Resource Allocation Plan for the 7th Pot Projects and other state transportation budget issues; the E-470 toll-road; the activities of the Regional Transportation District; and a variety of other statewide transportation issues. Several of these statewide transportation projects and issues are discussed in greater detail below.

Colorado Department of Transportation Projects and Issues

The CDOT provided a status report on the funding needed to complete the proposed highway construction in Colorado. The previous estimated shortfall from 1995 for the 20-year state transportation plan was about \$8 billion. However, the recent increases in federal and state funding for transportation needs have reduced the projected shortfall to about \$4.5 billion. The discussion of highway projects included the 7th Pot Projects which are 28 high-priority projects that include other improvements along six major transportation corridors. The department noted that its primary objective is to provide the best possible multi modal transportation system for Colorado that most effectively moves people, goods, and information.

Transportation Revenue Anticipation Notes (TRANS): In response to the Transportation Commission's effort to accelerate 28 high-priority projects, the legislature enacted House Bill 99-1325 which provided for the submission of a ballot question to Colorado voters regarding the issuance of TRANS. On November 2, 1999, the voters approved the measure which allows the state to incur up to \$1.7 billion in debt, with a maximum repayment cost of \$2.3 billion, to address these 7th Pot Projects. This includes principal, interest, and issuance costs.

Under this program, the state will be financing transportation projects that qualify for federal funding through the issuance of TRANS. The notes would be repaid using: (1) federal transportation funds and state matching funds allocated by the Transportation Commission; (2) proceeds from the sale of TRANS; and (3) any other moneys which do not include revenues to the state.

The Transportation Commission has committed nearly one-third of its annual program toward the 28 high-priority projects. Projects that have been completed to date include:

- I-25, Owl Canyon Road to Wyoming;
- C-470 Extension;

- US 34, I-24 to US 85; and
- Santa Fe Corridor (although funding will be completed in 2000).

Department of Revenue (DOR) "Wheels Project"

The Director for the Motor Carrier Services, DOR, updated the committee on the "Wheels Project" which is to be a "one-stop-shop" for the motor carriers. Major goals of the project include: 1) the renovation of the port computer system; 2) electronic clearance of trucks; and 3) electronic credentialing. In 1995, the department began re-engineering the way it does business with the Motor Carriers Industry of Colorado. Originally, the project's cost was estimated to be \$8 million with the completion date of 2002. As of 1999, the project is completely funded, two to three years ahead of schedule with a cost of approximately \$5 million. It was originally expect that three to four ports would be automated in 1999. As of the past summer, all nine ports are fully automated. The initial forecasts of the number of vehicles to be cleared at highway speeds through the ports of entry were thought to be 100,000 to 250,000 vehicles per year. This figure is now considered low, as FY 2000 estimates may reach 250,000 to 400,000 vehicles per year.

E-470 Public Highway Authority Projects and Issues

Officials of the E-470 Public Highway Authority provided the committee with an update of highway construction projects along E-470. The director stated that the authority is predicting \$14.25 million in income for 1999. There are approximately 20,000 to 25,000 average daily transactions on the toll road. The northern development of E-470, Segment IV, has not progressed as originally predicted. This segment is the most expensive portion of the road due to the number of obstacles, such as the numerous oil wells in the immediate area. Environmental concerns have been significantly addressed throughout the building of the road. One of the developing relationships between the Authority and the private sector focuses on the issue of interchange development along the toll road. The private sector approached the Authority with an offer to pay for interchanges on the toll road so their businesses could be accessed. This collaboration is currently being discussed and explored.

Regional Transportation District Projects and Issues

The General Manager for the RTD provided a summary of the 1999 Amended RTD Budget, Cost Recovery Ratios, RTD Boardings, and Planned Vehicle Purchases. He discussed the annual boardings for the years 1989 to 1998, light rail annual ridership, and the Eco Pass Participation, where companies purchase passes for all of their employees, creating greater ridership within the company. There are existing funds for the district to purchase 385 new buses in 1999. The RTD fleet is changing as most of the larger buses are being replaced by smaller vehicles.

The General Manager informed the committee that the Southwest Corridor Project is on time and under budget. The right-of-way acquisition for this corridor is 100 percent complete. The U.S. House of Representatives Appropriations Committee has appropriated \$35 million for this joint project with the CDOT.

Colorado Association of Transit Agencies

The President of the Colorado Association of Transit Agencies and the Transportation Director of the City of Ft. Collins presented an overview of CASTA. Colorado transit includes urban fixed-route transit systems, 31 rural transit systems, specialized transit systems for the elderly and disabled, and 35 private businesses. Transit carries more than 90 million customers a year in Colorado. The major funding sources for transit in Colorado are local government, federal grants, contracts, fares and donations. Local government provides the bulk of the funding. CASTA identified statewide transit needs to demonstrate to the committee the benefits of transit investments, to support access and mobility for all Colorado citizens by encouraging investment in transit by the state, and to request the state to provide matching funds to leverage federal funding.

Motorist Insurance Database

The Director of Driver Services of the Division of Motor Vehicle briefed the committee on the Motorist Insurance Identification Database Program Act (Act). The Act requires the Colorado Division of Motor Vehicle (DMV) of the DOR to establish and administer a computer database by coordinating information with the auto insurance companies to assist in determining whether or not a motorist is insured. It is designed to be a comprehensive tool to assist the courts, law enforcement officials, and the DMV in verifying owner compliance with the motor vehicle insurance requirements. The Act enables for the first time Colorado law enforcement to access a computer database to determine whether Colorado drivers have current insurance.

The database merges three files - a driver, vehicle, and insurance file - providing a means of cross-referencing information to determine insurance status. All insurers writing policies in Colorado are required to provide policy holder information to the DMV. The information (i.e., vehicle identification number (VIN), make and year of the auto, name, date of birth, license number, and address of each insured on the policy) is matched to a vehicle or vehicle operator. When a vehicle is stopped by the police or involved in an accident, the license number is run through a computer. If the vehicle or operator is not listed as insured, the officer can confiscate the license or serve the driver with a notice that his or her license will be suspended in seven days.

The Act also required the Department of Regulatory Agencies (DORA) to review the operation and performance of the program to determine if the number of uninsured motorist claims reports by insurers have declined. DORA's recently completed analysis of the database program indicates that accidents involving uninsured motorists reported to the

Division decreased 23 percent between the fiscal years 1997-98 and 1998-99. However, the department questioned whether there was sufficient data to determine if the Act had positively impacted compliance with the state's compulsory insurance statutes. The report questioned whether the reduction could be directly attributed to the program given its short period of implementation. House Bill 97-1209 repeals the Database program and the motor vehicle insurance laws, effective July 1, 2001, if the number of uninsured motorist claims reported by insurers do not decline during such period.

Alcohol-Ignition Interlock Pilot Program

Physicians from the University of Colorado Health Sciences Center, including the Director of the Evaluation of the Pilot Interlock Program, provided statistics from the "Preliminary Summary of Alcohol-Ignition Interlock Program" to the committee. Each of the presenters believed that the device and the bill have worked, proving to be good public policy. The device is installed in a motor vehicle to measure the breath alcohol content of the driver before a vehicle is started. It periodically requires additional breath samples during the operation of the vehicle. More than 900 repeat offenders have had the devices installed, resulting in a reduction of repeat offenses. According to the doctors, the program could have greater impact if more repeat offenders could be entered into the program. The principal goal of the program was to target the hard-core offenders, but they conceded that it is difficult to attract these individuals to a voluntary program. The committee discussion focused on whether or not the program was viable and should be continued.

Recommendation. The committee agreed to Bill A which extends the repeal of the program until January 1, 2001. This proposed legislation was approved by the Legislative Council.

Highway Construction Funding

The TLRC discussed two pieces of legislation which transfer moneys from the General Fund to the Transportation Infrastructure Revolving Fund and to the Highway Users Tax Fund. The first bill is a one-time transfer of \$10 million from the General Fund to the Capital Construction Fund and then into the Highway Account of the Transportation Infrastructure Revolving Fund. The second bill requires the General Assembly to appropriate specified amounts from the General Fund to the Highway Users Tax Fund for the fiscal year beginning July 1, 2000, and each year thereafter. In fiscal year 2000-01, the initial moneys would be \$15 million, increasing incrementally in the amount of \$15 million per fiscal year until fiscal year 2013-14. The figure is then capped at \$200 million for succeeding years. Such appropriations shall be subject to the statutory restriction on state appropriations. The moneys appropriated to the Highway Users Tax Fund are allocated to the state, counties and municipalities in concert with an existing allocation formula of 60 percent to the state, 22 percent to counties, and 18 percent to municipalities. This proposed legislation was approved by the Legislative Council.

Recommendation. This proposed legislation, Bills C and E, was approved by the Legislation Council.

Colorado Intermountain Fixed Guideway Authority

The Chairman, Executive Director, and President of Transport Ventures provided an update of the Colorado Intermountain Fixed Guideway Authority. The entity was created as a direct response to the recommended vision strategies embodied in the I-70 Mountain Corridor Major Investment Study (MIS) conducted by the CDOT. The consensus of this study was reached during the public participation phase of the MIS to research the feasibility of a high-speed, elevated fixed-guideway system along I-70 from Denver to the Eagle County Airport. The financing of CIFGA is derived from the counties along the I-70 corridor. CIFGA's future goal is to produce a test program, consisting of one leg of the route, in order to prove that this would be a reliable alternative to the congested highway. The intent is to produce reasonably-priced, alternative means of transportation to attract both Colorado citizens and out-of-state tourists. CIFGA will be seeking a statewide vote to determine whether the voters believe this technology is feasible.

Denver Regional Council of Governments

The Executive Director of the Denver Regional Council of Governments presented the Council's regional plan which helps to identify transportation issues in the metro area. This local planning agency for the area is designated as the Metropolitan Planning Organization according to the Transportation Equity Act for the 21st Century (TEA-21). The purpose of this entity is to coordinate transportation issues with the federal, state and local agencies, and the RTD. It is a federal requirement that transportation projects are part of the Regional Transportation Plan which DRCOG adopts after coordinating with multiple agencies and governments. The plan must reflect an integrated, affordable, multi-modal transportation system that includes roadway improvements, transportation management actions, rapid transit, and bus service. It is a voluntary agency representing eight counties and forty municipalities.

SUMMARY OF RECOMMENDATIONS

As a result of the committee's activities, the following eight bills are recommended to the Colorado General Assembly.

Bill A — Continuing the Ignition Interlock Program

Bill A extends the voluntary ignition interlock probationary license program until January 1, 2001. It includes driving while ability impaired as an alcohol-related offense. If the offense is committed within five years after another alcohol-related offense, the offender is required to hold a restricted license requiring an ignition interlock device for one year. In addition, the bill permits a person who is required to have an ignition interlock restricted license for one year, but who does not own a motor vehicle, to obtain a restricted license without submitting a lease for an ignition interlock device. If a participant in the program drives a motor vehicle without an ignition interlock device, or attempts to circumvent the device, the penalty for the offender is increased to a Class 1 misdemeanor (i.e., six months imprisonment, or \$500, or both or a maximum of 18 months imprisonment, or \$5,000, or both). This requires a police officer to issue a citation, file an incident report, and confiscate the license.

As of January 1, 2001, the voluntary ignition interlock program is changed from a probationary license to a restricted license program. It establishes eligibility and ineligibility requirements for the voluntary restricted license and sets the length of the restriction before the person would be eligible for a new license. Any person violating these restrictions will have his or her license revoked.

This bill creates a Class 1 misdemeanor, which will result in additional fine revenues going to the General Fund. Therefore, this bill is assessed as having a state and local fiscal impact. In addition, there is a need for administrative personnel (1.4 FTE) and expenses (approximately \$62,000) for implementing the program.

Bill B — Modifying the Definition of School Bus

Bill B amends the current definition of school bus to include every motor vehicle which is owned by or under contract to a public or governmental agency, and operated for the transportation of children to or from school or any school-sponsored activities. It also includes privately owned and operated vehicles for compensation, but does not include informal or intermittent arrangements, such as sharing of gasoline expenses or car pooling. This change requires only those school buses that are required to bear the words "School Bus" on the front and rear of the vehicle to stop such a vehicle before crossing at grade of

any railroad tracks. Since the bill does not affect revenues or expenditures of the state or local school districts, the bill is assessed as having no fiscal impact. The number of traffic citations issued is not expected to change.

Bill C — Transferring Moneys to the Highway Account of the Transportation Infrastructure Revolving Fund for Fiscal Year 2000-01

This bill transfers an additional \$10 million out of the General Fund into the Capital Construction Fund, and then to the Highway Account of the Transportation Infrastructure Revolving Fund (TIRF), effective July 1, 2000. The moneys in the TIRF are to be used for providing assistance to public and private entities for the acquisition, improvement, or construction of highways, multimodal transportation, and intermodal transportation facilities in the state. This is a one-time transfer of moneys which will not count against TABOR limits.

Bill C is assessed as having a state and local fiscal impact. The state impact results from the transfer of General Fund moneys to the TIRF. The potential local impact is based upon loans being made from the TIRF to local governments.

Bill D — Revenues Received by the Regional Transportation District

Bill D expands the definition of "revenues" contained in the RTD Act to include moneys received in the form of grants or contributions from all public or private sources. The definition currently is limited to sales and operations revenues. Expanding this definition allows RTD to mirror the function of Transportation Revenue Anticipation Notes (TRANS) that the CDOT sought for its transportation projects. RTD would be able to pay off debt, particularly federal grants, with these new types of revenues. It has no effect, however, on TRANS.

By expanding this definition, RTD could avail itself of additional financing options, such as pledging federal moneys as a revenue source to repay its debt obligations. It is not known at this time whether RTD will pursue financing backed by additional federal revenues. Therefore, the bill is assessed as having a conditional fiscal impact.

Bill E — Appropriating Moneys From the General Fund to the Highway Users Tax Fund

This bill requires the General Assembly to appropriate funds from the General Fund to the Highway Users Tax Fund (HUTF) in increments of \$15 million until the appropriation is capped at \$200 million in fiscal year 2013-14. The amount remains at \$200 million for each succeeding year. This funding begins on July 1, 2000, and continues each fiscal year thereafter. These appropriations would be subject to the statutory restriction on state

appropriations. The bill also specifies that the moneys appropriated to the Highway Users Tax Fund would be allocated to the state, counties, and municipalities in concert with the existing allocation formula that provides 60 percent of said moneys to the state, 22 percent to the counties, and 18 percent to municipalities.

Bill E is assessed as having a fiscal impact with the appropriated amounts subject to the statutory limit on General Fund appropriations (i.e., the six-percent limit or the Arveschoug-Bird limit, Section 24-75-201.1, C.R.S.). In addition, the bill would also increase revenue to local governments through the HUTF distributions.

Bill F — Electronic Certificates of Title for Motor Vehicles

Under Bill F, the Director of the Department of Revenue is authorized to create rules for electronic record keeping to be conducted by county clerks and recorders for each county and the Denver Manager of Revenue. This legislation eliminates the paper trail method of handling transactions at the county clerk's offices, thereby advancing technology in the County Clerk's offices. It also allows for the following: electronic filing of Motor Vehicle Certificates of Title; filing of mortgages, refinancing of mortgages, and liens in an electronic format to be made in the electronic record. The bill requires that a transfer of title is necessary when selling or conveying the title of a vehicle.

This bill will reduce state revenues by approximately \$480,538 in fiscal year 2001-02. The reduction is due to a decrease in the fee (i.e., from \$25.00 to \$6.50) charged to motor vehicle dealers who apply for a certificate of title. In fiscal year 1998-99, there were 23,639 motor vehicle dealer applications for titles generating \$590,975. The forecast for title applications by motor vehicle dealers in fiscal year 2001-02 is 25,975. These fee revenues are credited to the Highway Users Tax Fund.

Bill G — Providing Proof of Motor Vehicle Insurance to the DOR

To resolve an inconsistency in motor vehicle registration requirements, the committee recommends Bill G. The bill expands the requirement that a person registering or renewing the registration of a motor vehicle with the DOR provide proof of a complying motor vehicle insurance policy, owner's policy, or certificate of self-insurance. Previously, light trucks that are sixteen thousand pounds empty weight (that are not insured through a commercial line of insurance) and sports utility vehicles classified as Class B personal property were inadvertently omitted from this requirement. The bill requires a proof of insurance certificate, insurance identification card, or other proof of insurance authorized by the department for these additional classes of vehicles. When registering or renewing the registration of a motor vehicle, the proofs are to specify that such insurance is in full force and effect for at least 30 days after the date of registration.

The bill affects county clerks and recorders by increasing the number of vehicles that must show proof of insurance. It also impacts the Department of Revenue, which expects

additional phone inquiries as a result of this bill. However, it is estimated that these costs are insignificant and can be absorbed within existing resources at both the state and local level. Therefore, the bill is assessed as having no fiscal impact.

Bill H — Recouping the Cost of Mailing Motor Vehicle License Plates

Bill H requires applicants for motor vehicle registration who wish to have their license plates mailed to them to pay to the authorized agents of the DOR a reasonable fee to cover the actual shipping and handling costs. The bill allows the department's agents to collect and retain such a fee. This legislation is in response to recent legislation that requires the re-issuance of license plates to combat the possibility of illegal and/or duplicated license plates.

This bill is assessed as having a state and local fiscal impact. The state will incur costs associated with computer programming. The county clerks will incur the cost of mailing and will retain the fee revenue.

RESOURCE MATERIALS

The resource materials listed below were provided to the committee or developed by Legislative Council Staff during the course of the study. The summaries of meetings and attachments are available at the Division of Archives, 1313 Sherman Street, Denver. For a limited period of time, the meeting summaries and materials developed by Legislative Council Staff are available on our web site at:

http://www.state.co.us/gov_dir/leg_dir/lcsstaff/1999/99interim.htm.

Meeting Summaries	Topics Discussed
June 29, 1999	CDOT update on the Transportation Commission Action - 20 Year Resource Allocation Plan for the 7 th Pot Projects and Other State Transportation Budget Issues; Overview and Reorganization Activities in the Department of Revenue, including Ports of Entry, licensing issues, and Peak Performance Plan.
July 21, 1999	Colorado Intermountain Fixed Guideway Authority presentation regarding the advancements of high speed train systems comprised of train, track, and signaling technologies; Colorado Association of Transit Agencies on the role of transit agencies and Colorado's transit needs; Colorado State Patrol update; and the Regional Transportation District overview and budget.
August 16, 1999	Colorado Department of Transportation review of Statewide Transportation Process; E-470 Public Highway Authority update on budget and toll road usage; Denver Regional Council of Governments overview and planning reports; Colorado Motor Carriers Advisory Committee briefing on its purpose and organization; and the Colorado Mobility Coalition overview of transit needs.
September 8, 1999	Presentation of legislative proposals; Colorado Asphalt Pavement Association overview; and MetroNorth Chamber of Commerce review of "Transit Improvement Financing."
September 28, 1999	Final action on legislative bill requests and naming of bill sponsors.
October 19, 1999	Final discussion of legislative proposals and the naming of bill sponsors.

Reports

Reports provided to the committee:

Colorado Department of Transportation, Transportation Commission Action - 20 Year Resource Allocation Plan for the 7th Pot Projects, June 1999.

Colorado Department of Transportation, Transportation Planning Process, August 1999.

Colorado Intermountain Fixed Guideway Authority (CIFGA), Annual Progress Report, July 21, 1999.

Colorado Association of Transit Agencies, Presentation for the Transportation Legislation Review Committee, July 21, 1999.

Regional Transportation District, 1999 Amended RTD Budget, 1999 Accomplishments, Potential Legislative Proposals, July 21, 1999.

E-470 Public Highway Authority Annual Report to the Transportation Legislation Review Committee, (The 1999 Annual budget), E-470 Public Highway Authority, August 1999.

Denver Regional Council of Governments, Presentation to the TLRC, August 1999.