

1
2 **TRANSPORTATION**

3
4 **LICENSING FARM TRUCKS** **145**

5 We support equitable farm truck licensing. We oppose the licensing of self-propelled farm
6 machinery.

7 We recommend farm trucks be defined as any truck owned individually or collectively by those
8 engaged primarily in agricultural production. Such trucks shall be used primarily for the
9 transportation of agricultural commodities or for the transportation of materials used in the
10 production or marketing of agricultural products.

11
12 **AUTO INSURANCE** **146**

13 The compulsory auto insurance law needs a method to identify and prosecute offenders.

14 The compulsory auto insurance laws should be enforced by imposing strict penalties, fines,
15 imprisonment or vehicle impoundment for uninsured motorists.

16 We oppose the “pay at the pump” motor fuel tax program for liability.

17 We oppose personal injury protection (PIP) coverage for auto insurance.

18
19 We support tort reform to include:

- 20 1) A cap on the amount of damages, such as a maximum of \$250,000 that can be awarded
21 for non-economic loss.
22 2) Flat compensation based on the type of injury.
23 3) Placing limitations on attorney’s fees generated by lawsuits.
24 4) Awards be limited to actual costs incurred.

25
26 **TRANSPORTATION DEREGULATION** **147**

27 We support the deregulation of the trucking industry and the continuation of a fair and equitable
28 bill of lading system that protects all parties involved and encourages no form of mandatory
29 regulations.

30 We recommend the Colorado Department of Revenue issue a temporary permit exempting
31 producers from weight limitation on hauls from field to storage during peak harvest periods on
32 routes agreed to and designated by the county commissioners and Colorado Department of
33 Transportation (CDOT).

34 We recommend ports of entry accept scale tare tickets on a once-a-day basis for local farm
35 haulers.

36 We recommend ports of entry be discontinued except at state lines and spot checks of truck
37 traffic be substituted and limited to three trucks in line at any one time.

38 We support any effort in obtaining lower rail freight rates for agricultural products.

39 We support acceptable standardized regulations for truck gross weights, lengths, and safety
40 inspection (such as CVSA). Those agencies responsible for implementation of these regulations
41 should coordinate their implementation policies to make the regulations effective with minimal
42 duplication of effort and harassment of truckers.

43 We recommend farm trucks operating within 150 aerial miles from their farm be exempt from
44 the annual CDOT safety inspection and log book regulations, including DOT registration
45 numbering. In addition, the policies as well as the regulations should be published in a single
46 document, bearing the signature of each department head, so the regulation enforcement would
47 be understood by all and handled equally throughout the state. This document should be easily
48 available to all trucking and enforcement personnel.

1 We recommend that an investigation by the Attorney General be made into the disparity of
2 gasoline prices throughout the state.

3 We recommend changes in CDOT regulations to allow specialized truck bodies to be used to
4 haul raw produce from the field.

5 We recommend that ATVs used for agricultural purposes be able to use public roads and be
6 exempted from licensing.

7 We support CDOT regulations on custom harvesting equipment and trucks be no more
8 restrictive than those of neighboring states.

9 We oppose the over regulation being imposed on the road and bridge builders of Colorado.

10 We recommend that as additional safety equipment is required on farm equipment, any
11 equipment manufactured prior to the implementation date be exempt.

12 We support agriculture vehicle/trailer combinations be exempted from CDL requirements when
13 GVW is less than 32,000 pounds.

14
15 **MOTOR FUEL TAXES** **148**

16 We support the law providing for the refund of federal and state taxes paid on non-highway
17 fuels.

18 We recommend motor fuel excise taxes be used only for highway construction and
19 maintenance.

20 We oppose the use of fuel tax money for any recreational trails.

21 We recommend diesel excise taxes be competitive with surrounding states.

22 We oppose all new fuel and vehicle taxes.

23
24 **TON MILE TAXES** **149**

25 We recommend the gross ton mile tax be maintained at a ratio equitable with surrounding
26 states.

27
28 **HIGHWAY USER FUNDS** **150**

29 We oppose any change in the distribution formula which decreases the percentage of
30 distribution to counties or municipalities.

31 We recommend all highway user funds be used to build and maintain highways.

32 We encourage the study of the implementation of the toll system for the purpose of improving
33 the interstate highways.

34 We support the use of bonds, repaid by federal fuel tax dollars, as a method to fund highway
35 projects.

36 We oppose removing the Truck Vehicle Mileage Credit Total as part of the distribution
37 formula.

38
39 **DEPARTMENT OF TRANSPORTATION (CDOT)** **151**

40 We recommend the CDOT be held accountable to the legislature for the efficiency of its
41 operations.

42 We recommend the CDOT give higher priority to the remediation of engineering defects when
43 there has been a history of an above average number of accidents.

44 We recommend no salt be put on Colorado highways and the maximum allowable sanding size
45 be no larger than 3/8 grade size.

46 We recommend the state highway department consider the use of ice-melt (corn-based
47 product), versus salt, sand and cinders on all streets and highways.

48 We recommend all law enforcement strictly enforce all bicycle regulations as they pertain to the
49 operation of such on public thoroughfares.

1 We recommend all bicycle riders over 16 be required to have in their possession a positive form
2 of picture identification when they are operating on public roads.

3 We recommend raising speed limits on interstate and state rural highways where conditions
4 warrant.

5 We oppose further restriction of the use of air space over federal lands.

6 We recommend that the current agreement between the Colorado Transportation Commission
7 and the Colorado Contractors Association be renegotiated to: 1) increase the current \$150,000
8 limit of road construction; 2) exempt construction projects that receive no bids from the limit.

9 We recommend CDOT inform the agricultural industry of changes to rules and regulations that
10 affect farm trucks.

11
12 **COLORADO STATE PATROL** **152**

13 Because the Colorado State Patrol is such a diversified organization, we recommend it be
14 funded through the general fund rather than through the highway users fund.

15 We oppose re-enactment of the motor vehicle safety inspection program.

16
17 **LIVESTOCK ON HIGHWAYS** **153**

18 We recommend a livestock owner continue to have legal right to move livestock, utilizing
19 ample safety precautions, on any road.

20
21 **HIGHWAY OBSTRUCTION** **154**

22 We believe our state and county road systems should be protected from negligent damage
23 caused by excess ditch and sprinkler water. This damage, along with timber and stone
24 obstructions, poses a safety hazard and increases the tax burden. We recommend legislative
25 action enabling county commissioners to prevent such damage to roads.