



**CO L O R A D O**

**Department of  
Regulatory Agencies**

Public Utilities Commission

# Transportation Rule 6020 Annual Report 2022

(CY 2022 – 2017)

This report, as required by 4 *Code of Colorado Regulations* (CCR) 723-6-6020, is submitted to the Public Utilities Commission and to the Director of the Commission and posted on the Public Utilities Commission (PUC or Commission) website. Each section represents a separate line item of the report tied to the rule requirement. Report statistics are by Calendar Year (CY). The reason for CY reporting is related to rule 6020 (b) and (c) as derived from statistics reported by all Common Carriers (taxis, shuttles, etc.) in their annual reports filed with the Commission.

Important definitions to remember while reading this report include:

"Certificate of Public Convenience and Necessity", "Certificate", or "CPCN" means the Authority issued to a Common Carrier declaring that the present or future public convenience and necessity requires or will require the stated operation.

"Common Carrier" is a public utility as defined in § 40-1-102, C.R.S., and includes the obligation to indiscriminately accept and carry Passengers for Compensation. Common Carrier includes every Person directly or indirectly affording a means of transportation, or any service or facility in connection therewith, within this state, by Motor Vehicle; except that the term does not include a Contract Carrier as defined by § 40-10.1-101(6), C.R.S.; a Motor Carrier that provides transportation not subject to regulation pursuant to § 40-10.1-105, C.R.S.; a Limited Regulation Carrier defined by § 40-10.1-301, C.R.S.; a Large Market Taxicab Service defined by § 40-10.1-101(9.5) C.R.S.; and a Transportation Network Company defined under § 40-10.1-602, C.R.S.

"Contract Carrier" means every Person, who, by special contract, directly or indirectly affords a means of Passenger transportation over any public highway of this state; except that the term does not include a Common Carrier defined in § 40-1-102, C.R.S.; a Limited Regulation Carrier defined in § 40-10.1-301, C.R.S.; a Transportation Network Company defined in § 40-10.1-602, C.R.S.; or a Large Market Taxicab Service defined in § 40-10.1-101(9.5), C.R.S.

"Limited Regulation Carrier" means a Person who provides service by Charter Bus, Children's Activity Bus, Fire Crew Transport, Luxury Limousine, Medicaid Client Transport<sup>1</sup>, or Off-Road Scenic Charter as those terms are defined in § 40-10.1-301, C.R.S. and rule 6301.

"Permit" means the Permit issued to: a Contract Carrier pursuant to part 2 of Article 10.1 of Title 40, C.R.S.; a Limited Regulation Carrier pursuant to part 3 of Article 10.1 of Title 40, C.R.S.; a Towing Carrier pursuant to part 4 of Article 10.1 of Title 40, C.R.S.; a Household Goods Mover pursuant to part 5 of Article 10.1 of Title 40, C.R.S.; a Transportation Network Company pursuant to part 6 of Article 10.1 of Title 40, C.R.S.; a Large Market Taxicab Service carrier pursuant to part 7 of Article 10.1 of Title 40, C.R.S.; a Hazardous Materials Carrier pursuant to Article 20 of Title 42, C.R.S.<sup>2</sup>; or a Nuclear Materials Carrier pursuant to Article 20 of Title 42, C.R.S.<sup>3</sup>

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<sup>1</sup> Medicaid Client Transport (MCT) permits are no longer issued by the Commission, effective June 28, 2021 (see HB21-1206, 21R-0467TR).

<sup>2</sup> Hazardous Materials Carrier permits are no longer issued by the Commission, effective January 1, 2021 (see SB20-118, 21R-0467TR).

<sup>3</sup> Nuclear Materials Carrier permits are no longer issued by the Commission, effective January 1, 2021 (see SB20-118, 21R-0467TR).

## **6020. Report by Commission Staff.**

At least once every twelve months, or more frequently if requested by the Commission, the Commission staff shall provide a report to the Commissioners and to the Director of the Commission of the financial results (for Fully Regulated Intrastate Carriers), the operational performance of Motor Carriers regulated by these rules as well as the enforcement and compliance actions taken by Enforcement Officials. The first report is due July 1, 2019. The financial and operational report shall include the following:

- (a) number of existing and new Certificates and Permits (by type) issued in the current year as well as the previous four years by Type of Service and geographical area;
- (b) total amount of revenue as reported on the Annual Report for the current year and the previous four years for each Common Carrier as well as revenue in the main geographic areas of the state;
- (c) number of trips to Denver International Airport and revenue generated for the current year and each of the last four years for each of the Common Carriers or Contract Carriers or Large Market Taxicab Service providers;
- (d) total number of Motor Vehicle Identification Stamps issued for the current year and for each of the previous four years as well as the amount of annual revenue generated from the stamps;
- (e) the total number of UCR Plan registrations each year as well as the previous four years;
- (f) number of Authorities suspended, revoked, or abandoned in the current year and each of the previous four years and a summary of the reasons for such status;
- (g) number of Permits (but not Contract Carrier permits) expired, canceled, or revoked in the current year and each of the previous four years;
- (h) number of vehicle inspections conducted by Enforcement Officials in the current year and each of the previous four years by type (vehicles 10,000 pounds or less and 15 Passenger or less and Commercial Vehicles 10,001 pounds or more and 16 Passengers or more) and a summary of the types of deficiencies noted;
- (i) safety and compliance reviews for the current year and each of the past four years; investigations opened and closed;
- (j) number of CPANs issued (by type) and the amount collected for the current year and each of the previous four years;
- (k) refunds to customers for current year and each of the past four years;
- (l) violation warnings issued for current year and each of the past four years;
- (m) recommendations as to what if any changes should be made to the current rules of the Commission; and
- (n) recommendations as to the priority for the type of enforcement actions for the next year.
- (o) The report shall be provided to each of the Commissioners and the Director and shall be posted on the website of the Commission.

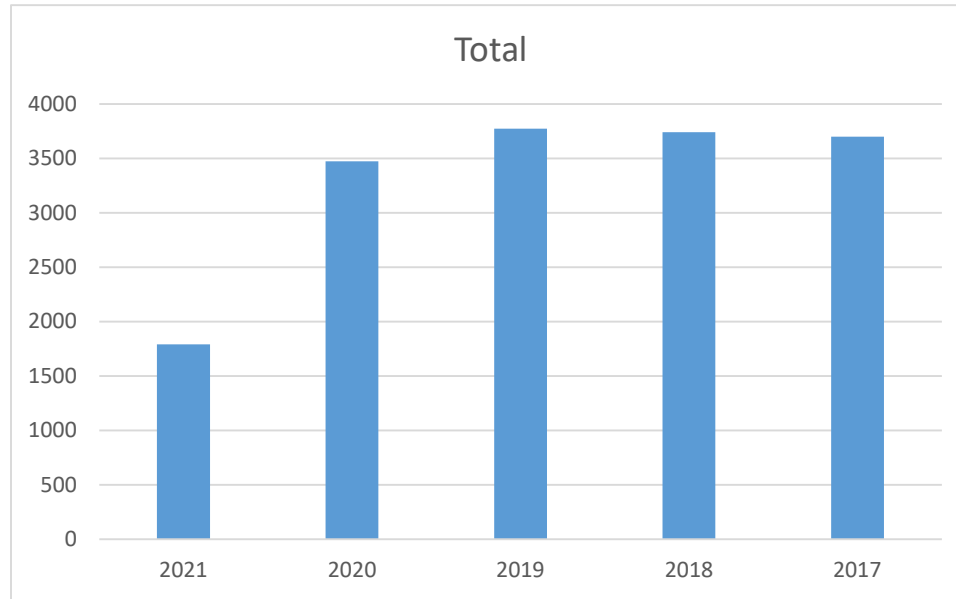
\*Note: Effective March 2, 2022, Rule 6020 no longer includes the requirement to report information related to petitions for age waivers, pursuant to 21R-0359TR. This requirement was previously identified under 6020(m).

**(a) Number of existing and new Certificates\* and Permits (by type) issued in the current year as well as the previous four years by Type of Service and geographical area.**

Authority/Permit Type	2021	2020	2019	2018	2017
CHARTER SCENIC BUS	19	21	36	34	27
CHILD ACTIVITY BUS	25	5	16	23	17
COMMON CARRIER	18	16	30	37	36
COMMON CARRIER ETA	0	0	0	0	0
COMMON CARRIER TA	2	0	3	2	5
CONTRACT B ETA	1	1	0	0	1
CONTRACT B TA	1	0	1	1	0
CONTRACT CARRIER B	3	1	3	2	7
HAZMAT ANNUAL	0	1653	1789	1786	1773
HAZMAT NUCLEAR	0	7	9	8	12
HOUSEHOLD GOODS	240	240	208	216	209
LARGE MARKET TAXI	15	10	17	14	0
LUXURY LIMOUSINE	552	542	694	733	762
MEDICAID CLIENT					
TRANS	99	198	157	120	128
OFF ROAD CHARTER	23	21	23	24	22
TNC	3	3	3	3	3
TOWING	788	753	784	737	696
Total	1789	3471	3773	3740	3698

\*Note: A CPCN is an authority granted by the Commission to a Common Carrier that exists until suspended, revoked, or abandoned.

### Existing/Issued Permits by Year



\*Note: The 48.4% reduction in overall permits between 2020 and 2021 is largely due to the PUC no longer issuing Hazardous and Nuclear Materials Carrier permits, effective January 1, 2021 (see SB20-118, 21R-0467TR).

Below is the same data broken out by Part 2 and Part 7 Carriers (Common, Contract, and Large Market Taxi) and Part 3 Carriers (Limited Regulation).

Part 2 & 7 Carriers	2021	2020	2019	2018	2017
COMMON CARRIER	18	16	30	37	36
COMMON CARRIER ETA	0	0	0	0	0
COMMON CARRIER TA	2	0	3	2	5
CONTRACT CARRIER					
ETA	1	1	0	0	1
CONTRACT CARRIER TA	1	0	1	1	0
CONTRACT CARRIER	3	1	3	2	7
LARGE MARKET TAXI	15	10	17	14	0
<b>Total</b>	<b>40</b>	<b>28</b>	<b>54</b>	<b>56</b>	<b>49</b>

Part 3 Carriers	2021	2020	2019	2018	2017
CHARTER SCENIC BUS	19	21	36	34	27
CHILD ACTIVITY BUS	25	5	16	23	17
LUXURY LIMOUSINE	552	542	694	733	762
MEDICAID CLIENT					
TRANS	99	198	157	120	128
OFF ROAD CHARTER	23	21	23	24	22
<b>Total</b>	<b>718</b>	<b>787</b>	<b>926</b>	<b>934</b>	<b>956</b>

**Existing\* Certificates and Permits by Geographical area, through June 6, 2022:**

Permit Type	Existing as of 06/06/22(YTD)	Number of existing carriers by geographic zip code location							
		I	M	N	P	S	WN	WS	O
CHARTER SCENIC BUS	21	1	9	2	0	0	0	5	4
CHILD ACTIVITY BUS	18	0	16	0	0	0	0	0	2
COMMON CARRIER	149	29	44	16	1	14	4	21	20
COMMON CARRIER ETA	0	0	0	0	0	0	0	0	0
COMMON CARRIER TA	0	0	0	0	0	0	0	0	0
CONTRACT B ETA	0	0	0	0	0	0	0	0	0
CONTRACT B TA	0	0	0	0	0	0	0	0	0
CONTRACT CARRIER B	29	0	15	2	0	0	0	5	7
HAZMAT ANNUAL	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
HAZMAT NUCLEAR	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
HOUSEHOLD GOODS	231	17	125	26	4	22	4	6	27
LARGE MARKET TAXI	14	0	12	1	0	1	0	0	0
LUXURY LIMOUSINE	598	98	437	12	2	16	8	15	10
MEDICAID CLIENT TRANS	0	0	0	0	0	0	0	0	0
OFF ROAD CHARTER	21	7	1	1	0	2	0	8	2
TNC	3	0	0	0	0	0	0	0	3
TOWING	743	64	364	84	23	64	13	54	77
	1,827	216	1,023	144	30	119	29	114	152

\* "Existing" includes active, active insurance hearing, active leased, active transferred, hearing scheduled, suspended  
Code: I = I-70 Corridor; M = Metro; N = North LMT; P = Pueblo; S = South LMT; WN = Northwest; WS = Southwest; O = Other

**(b) total amount of revenue as reported on the Annual Report for the current year and the previous four years for each Common Carrier as well as revenue in the main geographic areas of the state.**

Name	CPCN	LMT Number	Issued	Renewal	Active	Area
WHC COS	109	LMT-00001	12/03/2018	01/04/2021	Yes	Colorado Springs
WHC FTC/BOL	150, 13043	LMT-00002	12/03/2018	02/15/2021	Yes	Fort Collins and Boulder
Freedom Cabs	53638	LMT-00003	12/18/2018	12/19/2019	No	Denver Metro
Pikes Peak Cab	55884	LMT-00004	12/18/2018	12/18/2020	No	Colorado Springs
Alpine Taxi	55899	LMT-00005	12/20/2018	12/30/2020	Yes	Denver Metro
Denver Taxi	55906	LMT-00006	12/20/2018	01/08/2021	Yes	Denver Metro
Trans Voyage Taxi	55921	LMT-00007	12/21/2018	12/21/2020	Yes	Denver Metro
Union Taxi	55776	LMT-00008	12/24/2018	12/21/2020	Yes	Denver Metro
Green Taxi Coop	55883	LMT-00009	12/26/2018	12/29/2020	Yes	Denver Metro
Denver Yellow Cab	2378	LMT-00010	12/27/2018	01/25/2021	No	Denver Metro
Metro Taxi	1481	LMT-00011	12/28/2018	01/25/2021	Yes	Denver Metro
Spring Cab	55797	LMT-00012	12/31/2018	N/A	No	Colorado Springs
All Cities Taxi	55890	LMT-00013	12/31/2018	01/12/2021	Yes	Denver Metro
Mile High Cab	55849	LMT-00014	01/02/2019	N/A	No	Denver Metro
Colorado's Great Eight	None	LMT-00015	01/07/2019	N/A	No	Denver Metro
5280 Taxi	None	LMT-00016	05/15/2019	09/10/2021	Yes	Denver Metro
Coach Transportation	None	LMT-00017	05/28/2019	11/29/2021	No	Colorado Springs
Medicab	55928	LMT-00018	06/17/2019	09/23/2019	No	Denver Metro
COS Taxi	None	LMT-00019	10/23/2019	N/A	No	Colorado Springs
Milehigh Taxi	None	LMT-00020	11/19/2020	N/A	No	Denver Metro
Go Taxi, LLC	None	LMT-00021	09/24/2021	N/A	Yes	Denver Metro
City Taxi, LLC	None	LMT-00022	10/01/2021	N/A	Yes	Denver Metro
Adlan Taxi, LLC	None	LMT-00023	10/08/2021	N/A	Yes	Denver Metro
Darfur Taxi	None	LMT-00024	12/16/2021	N/A	Yes	Denver Metro

NOTE: All Cities Taxi did not provide any service in 2016; Alpine Taxi did not provide any service in 2017; Denver Taxi did not provide any service in 2017.; Green Taxi Cooperative started operating in July 2016.; Mile High Cab's report submitted for 2017 was not complete.



2020	WHC COS	WHC FTC/BOL	Pikes Peak Cab	Alpine Taxi	Denver Taxi	Trans Voyage Taxi	Union Taxi	Green Taxi Coop	Denver Yellow Cab	Metro Taxi
Authority #	109	150, 13043	55884	55899	55906	55921	55776	55883	2378	1481
LMT #	00001	00002	00004	00005	00006	00007	00008	00009	00010	00011
Statistics										
Paid meter trips	143,992	89,742	7,715	0	0	1,250	0	0	0	0
Paid miles	476,485	758,757	111,238	0	0	0	0	0	0	0
DIA flat-rate trips	0	0	0	0	0	3,860	0	0	0	0
Extra passengers	15,839	17,948	2,360	0	0	180	0	0	0	0
Flag drop	\$359,980	\$314,097	\$19,287	\$0	\$0	\$43,750	\$0	\$0	\$0	\$0
Mileage	\$1,143,564	\$1,707,204	\$266,971	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Traffic delay	\$121,683	\$0	\$0	\$0	\$0	\$759	\$0	\$0	\$0	\$0
Extra passengers	\$7,920	\$17,948	\$1,180	\$0	\$0	\$220	\$0	\$0	\$0	\$0
Extra baggage	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DIA flat rate	\$0	\$0	\$0	\$0	\$0	\$228,898	\$0	\$0	\$0	\$0
Total revenue	\$1,633,147	\$2,039,249	\$287,438	\$0	\$0	\$273,627	\$0	\$0	\$0	\$0
Retained by drivers	\$1,633,147	\$2,039,249	\$287,438	\$0	\$0	\$273,627	\$0	\$0	\$0	\$0
Retained by Carrier	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

In addition to what is listed above, the following companies reported no data and/or zero revenue for 2020: All Cities Taxi (55890), 5280 Taxi, Coach Transportation, Milehigh Taxi.

2019	WHC COS	WHC FTC/BOL	Freedom Cabs	Pikes Peak Cab	Denver Taxi	Trans Voyage Taxi	Union Taxi	Denver Yellow Cab	Metro Taxi	All Cities Taxi
Authority #	109	150, 13043	53638	55884	55906	55921	55776	2378	1481	55890
LMT #	00001	00002	00003	00004	00006	00007	00008	00010	00011	00013
Statistics										
Paid meter trips	235,578	90,185	27,258	17,942	14,025	5,300	139,199	210,750	512,342	2,350
Paid miles	708,193	770,112	81,774	258,695	502,542	0	737,755	1,448,935	2,478,249	19,550
DIA flat-rate trips	0	0	28,260	0	10,200	16,084	54,431	7,164	21,530	37,890
Extra passengers	26,752	18,037	115	10,974	1,500	465	65,423	0	0	3,500
Flag drop	\$588,945	\$315,648	\$95,403	\$44,855	\$0	\$180,200	\$347,998	\$547,950	\$1,332,089	\$43,550
Mileage	\$1,699,662	\$1,732,753	\$228,967	\$620,868	\$0	\$0	\$1,844,388	\$3,622,337	\$5,576,060	\$42,500
Traffic delay	\$181,059	\$0	\$1,395	\$0	\$7,500	\$3,250	\$0	\$0	\$0	\$0
Extra passengers	\$13,376	\$18,037	\$60	\$5,487	\$0	\$465	\$65,423	\$0	\$0	\$12,000
Extra baggage	\$0	\$0	\$124	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DIA flat rate	\$0	\$0	\$1,007,158	\$0	\$0	\$546,856	\$2,775,981	\$565,660	\$1,460,020	\$2,121,610
Total revenue	\$2,483,042	\$2,066,438	\$1,333,107	\$671,210	\$7,500	\$730,771	\$5,033,790	\$4,735,947	\$8,368,169	\$2,219,660
Retained by drivers	\$2,483,042	\$2,066,438	\$515,249	\$0	\$0	\$0	\$5,033,790	\$0	\$8,164,759	\$0
Retained by Carrier	\$0	\$0	\$817,858	\$671,210	\$7,500	\$730,771	\$0	\$4,735,947	\$203,410	\$2,219,660

The following companies reported no data and/or zero revenue for 2019: Alpine Taxi (55899), Green Taxi Coop (55883). Zero data removed from the above chart to fit the page.

2018	WHC COS	WHC FTC/BOL	Freedom Cabs	Pikes Peak Cab	Alpine Taxi	Trans Voyage Taxi	Union Taxi	Green Taxi Coop	Denver Yellow Cab	Metro Taxi	All Cities Taxi
Authority #	109	13043	53638	55884	55899	55021	55776	55883	2378	1481	55890
LMT #	00001	00002	00003	00004	00005	00007	00008	00009	00010	00011	00013
Statistics											
Paid meter trips	124,892	96,120	1,221	13,144	2,250	1,752	193,665	1,752	13,144	882,780	2,250
Paid miles	740,055	799,921	9,585	157,373	17,850	0	1,026,425	0	157,373	3,046,273	17,850
DIA flat-rate trips	0	0	25,066	0	36,792	3,302	552,636	3,302	0	47,060	36,792
Extra passengers	24,978	28,836	124	11,980	2,500	270	92,359	270	11,980	0	2,500
Flag drop	\$312,230	\$297,465	\$2,442	\$32,860	\$42,550	\$78,840	\$435,746	\$78,840	\$0	\$2,295,228	\$42,550
Mileage	\$1,776,132	\$1,799,822	\$37,204	\$377,697	\$242,550	\$0	\$2,258,435	\$0	\$32,860	\$7,920,310	\$242,550
Traffic delay	\$240,700	\$0	\$1,149	\$0	\$0	\$1,350	\$0	\$1,350	\$377,697	\$0	\$11,000
Extra passengers	\$12,489	\$28,836	\$51	\$5,990	\$11,000	\$270	\$92,959	\$270	\$0	\$0	\$0
DIA flat rate	\$0	\$0	\$1,518,999	\$0	\$2,023,560	\$183,492	\$2,684,436	\$183,492	\$5,990	\$2,400,060	\$2,023,560
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total revenue	\$2,341,551	\$2,126,123	\$1,559,956	\$416,547	\$2,319,660	\$263,952	\$5,471,576	\$263,952	\$416,547	\$12,615,598	\$2,319,660
Retained by drivers	\$2,341,551	\$2,126,123	\$1,066,989	\$416,547	\$2,319,660	\$263,952	\$5,471,576	\$0	\$416,547	\$12,228,374	\$2,319,660
Retained by Carrier	\$0	\$0	\$492,967	\$0	\$0	\$0	\$0	\$263,952	\$0	\$387,224	\$0

The following companies reported no data and/or zero revenue for 2018: Denver Taxi (55906); Spring Cab (55797); Mile High Cab (55894). Zero data removed from the above chart to fit the page.

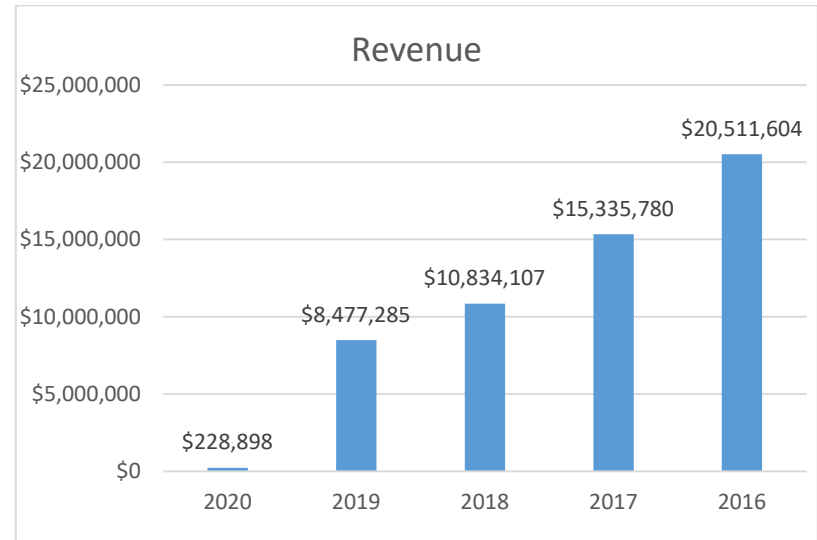
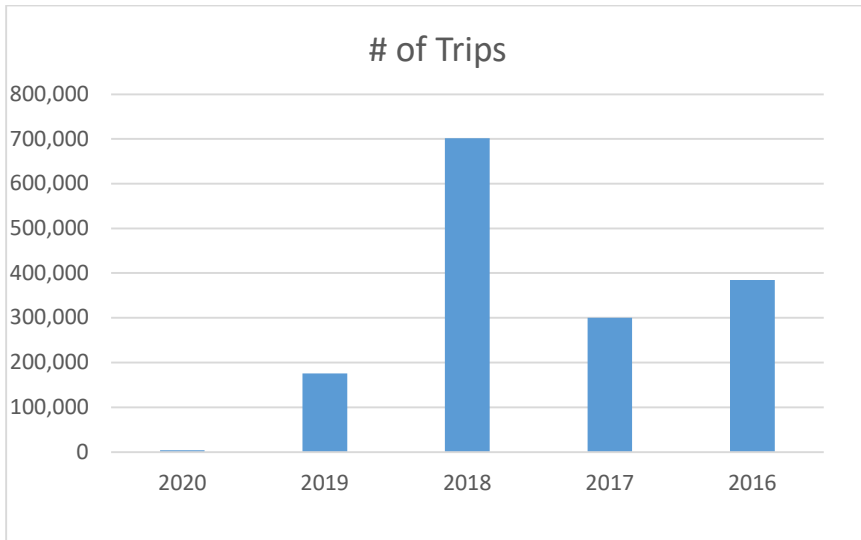
2017		All Cities Taxi	Alpine Taxi	Denver Taxi	Denver Yellow	Freedom Cabs	Green Taxi Coop	Metro Taxi	Mile High	Union Taxi
Authority #		55890	55899	55906	2378	53638	55883	1481	55849	55776
Number of paid meter trips		75,220	0	0	90,516	3,072	288,065	996,504		261,877
Number of paid miles		1,169,200	0	0	565,725	23,347	1,526,743	5,042,901		1,387,948
Flat-rate meter trips to/from DIA		35,592	0	0	36,117	44,610	48,799	80,964		54,221
Extra passengers		650	0	0	14,482	180	122,558	0		136,476
						47,682				316,098
Taxi service revenue										
Flag drop		\$115,501	\$0	\$0	\$226,290	\$6,451		\$2,590,910		\$589,223
Mileage		\$380,700	\$0	\$0	\$1,272,881	\$49,029	\$4,537,020	\$11,571,527		\$3,053,486
Waiting time and traffic delay		\$0	\$0	\$0	\$0	\$2,451	\$0	\$0		
Extra passenger			\$0	\$0	\$18,103	\$100	\$122,558			\$136,176
Extra baggage			\$0	\$0		\$206				
Flat-rate to/from DIA		\$1,785,041	\$0	\$0	\$1,878,084	\$2,319,720	\$2,488,744	\$4,098,920		\$2,765,271
Total taxi service		\$2,281,242	\$0	\$0	\$3,395,358	\$2,377,957	\$7,148,322	\$18,261,357		\$6,544,156
Revenue retained by independent contractors		\$1,754,255			\$3,395,358	\$2,377,957	\$7,148,322	\$18,261,357		\$6,544,156
Revenue retained by carrier		\$526,987	\$0	\$0	\$0			\$0		\$0

2016		All Cities Taxi	Denver Yellow	Freedom Cabs	Green Taxi Coop	Metro Taxi	Mile High	Union Taxi
Authority #		55890	2378	53638	55883	1481	55849	55776
Taxi Service Statistics								
Number of paid meter trips		0	662,527	10,289	88,273	1,198,163	132,852	353,539
Number of paid miles		0	4,085,220	61,734	441,369	6,912,478	486,875	1,873,757
Flat-rate meter trips to/from DIA		0	75,069	64,475	905	117,446	56,027	70,715
Extra passengers		0	106,714	364	1,564	0	2,205	180,839
Taxi service revenue								
Flag drop		\$0	\$1,656,318	\$63,162	\$198,614	\$3,420,583	\$332,130	\$795,463
Mileage		\$0	\$9,191,745	\$123,468	\$993,080	\$15,553,076	\$1,217,188	\$4,122,265
Waiting time and traffic delay		\$0	\$0	\$24,694	\$0	\$0	\$0	\$0
Extra passenger		\$0	\$106,714	\$546	\$905	\$0	\$2,205	\$183,839
Extra baggage		\$0	\$0	\$1,001	\$0	\$0	\$0	\$0
Flat-rate to/from DIA		\$0	\$3,828,519	\$3,691,838	\$67,875	\$6,459,530	\$2,857,377	\$3,606,465
Other		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total taxi service		\$0						
Revenue retained by independent contractors		\$0	\$14,783,296	\$3,904,709	\$1,260,474	\$25,433,189	\$4,408,900	\$8,708,032
Revenue retained by carrier		\$0	\$14,783,296	\$3,904,709	\$1,260,474	\$25,433,189	\$4,408,900	\$8,708,032
			\$0	\$0	\$0	\$0	-\$1	\$0

\*Note: The reported years include 2016 through 2020. 2021 data is not yet available, as of the drafting of this report, due to late filings by some carriers for the Annual Report for CY 2021.

**(c) number of trips to Denver International Airport and revenue generated for the current year and each of the last four years for each of the Common Carriers or Contract Carriers or Large Market Taxicab Service\* providers.**

	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>
Flat-rate meter trips to/from DIA	3,860	175,559	701,648	300,303	384,637
Flat-rate revenue to/from DIA	\$228,898	\$8,477,285	\$10,834,107	\$15,335,780	\$20,511,604

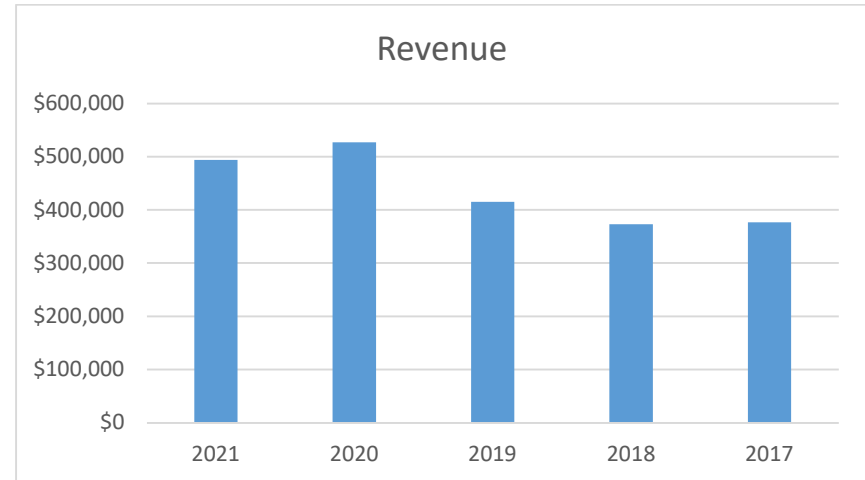
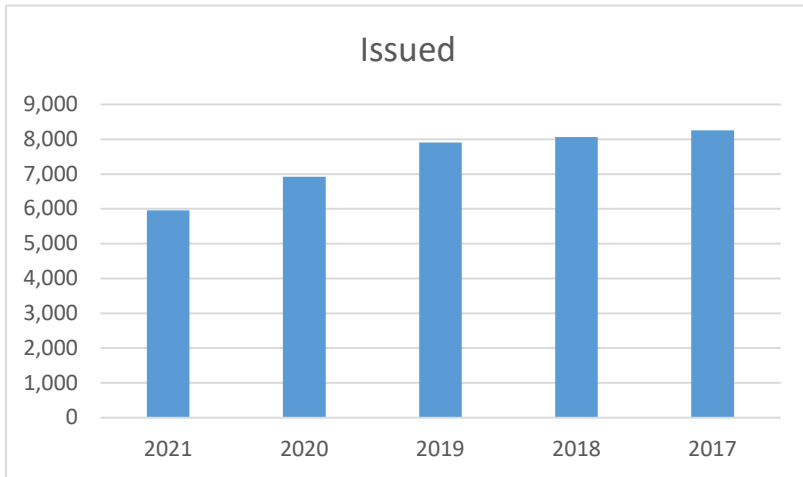


\*NOTE: Post Large Market Taxi Service providers effective January 2019, this data is not required to be reported in an Annual Report. The reported years include 2016 through 2020. 2021 data is not yet available, as of the drafting of this report, due to late filings by some carriers for the Annual Report for CY 2021.

**(d) total number of Motor Vehicle Identification Stamps issued for the current year and for each of the previous four years as well as the amount of annual revenue generated from the stamps.**

**Vehicle Identification Stamps**

Year	#Issued	Cost	Revenue
2021	5,958	\$50	\$493,850*
2020	6,919	\$50	\$526,900*
2019	7,909	\$50	\$415,200
2018	8,063	\$45	\$372,770
2017	8,258	\$45	\$376,710



\*The discrepancy between revenue and stamps issued is most likely due to applicants purchasing stamps prior to their permits being issued, which results in the stamps not being issued if the application is dismissed. The applicants have the option to request a refund of these fees, however, this information is not captured by our available data sets.

**(e) the total number of UCR Plan registrations each year as well as the previous four years.**

Year	2022 (YTD*)	2021	2020	2019	2018	2017
Revenue	\$1,801,615	\$1,801,615	\$1,801,615	\$1,801,615	\$1,801,615	\$1,801,615
# of Registrants	8,913	10,189	8,679	5,235	6,167	5,967

\* As of June 6, 2022

\*\*NOTE: The funding associated with UCR registrations is capped at \$1,801,615, even if additional funds are collected.



**(f) number of Authorities\* suspended, revoked, or abandoned in the current year and each of the previous four years and a summary of the reasons for such status\*\*.**

<b>2017</b>	Suspended	Revoked	Abandoned
Number of Authorities	9	42	14

<b>2018</b>	Suspended	Revoked	Abandoned
Number of Authorities	12	17	19

<b>2019</b>	Suspended	Revoked	Abandoned
Number of Authorities	13	17	15

<b>2020</b>	Suspended	Revoked	Abandoned
Number of Authorities	46	20	9

<b>2021</b>	Suspended	Revoked	Abandoned
Number of Authorities	13	20	5

\*Authorities means a CPCN granted to a Common Carrier or the Permit granted to a Contract Carrier.

\*\*Summary of the reasons for such status: financial hardship; no business; seasonal operations; COVID-19 Pandemic.

**(g) number of Permits\* (but not Contract Carrier permits) expired\*\*, canceled, or revoked in the current year and each of the previous four years.**

<b>2017</b>	Inactive	Cancelled	Revoked
Number of Permits	336	113	235

<b>2018</b>	Inactive	Cancelled	Revoked
Number of Permits	292	94	196

<b>2019</b>	Inactive	Cancelled	Revoked
Number of Permits	267	94	182

<b>2020</b>	Inactive	Cancelled	Revoked
Number of Permits	390	131	194

<b>2021</b>	Inactive	Cancelled	Revoked
Number of Permits	382	55	95

\*Permits include: a Limited Regulation Carrier pursuant to part 3 of Article 10.1 of Title 40, C.R.S.; a Towing Carrier pursuant to part 4 of Article 10.1 of Title 40, C.R.S.; a Household Goods Mover pursuant to part 5 of Article 10.1 of Title 40, C.R.S.; a Transportation Network Company pursuant to part 6 of Article 10.1 of Title 40, C.R.S.; a Large Market Taxicab Service carrier pursuant to part 7 of Article 10.1 of Title 40, C.R.S.; a Hazardous Materials Carrier pursuant to Article 20 of Title 42, C.R.S.<sup>4</sup>; or a Nuclear Materials Carrier pursuant to Article 20 of Title 42, C.R.S.<sup>5</sup>

\*\*An “Inactive” status was used in lieu of “expired.”

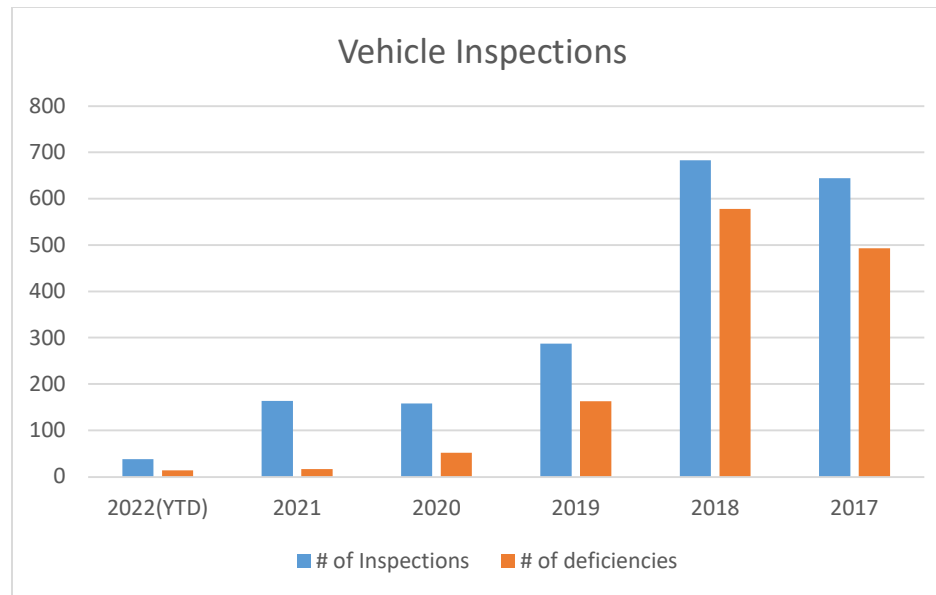
<sup>4</sup> Hazardous Materials Carrier permits are no longer issued by the Commission, effective January 1, 2021 (see SB20-118, 21R-0467TR).

<sup>5</sup> Nuclear Materials Carrier permits are no longer issued by the Commission, effective January 1, 2021 (see SB20-118, 21R-0467TR).

**(h) number of vehicle inspections conducted by Enforcement Officials in the current year and each of the previous four years by type (vehicles 10,000 pounds or less and 15 Passenger or less<sup>1</sup> and Commercial Vehicles 10,001 pounds or more and 16 Passengers or more<sup>2</sup>) and a summary of the types of deficiencies noted.**

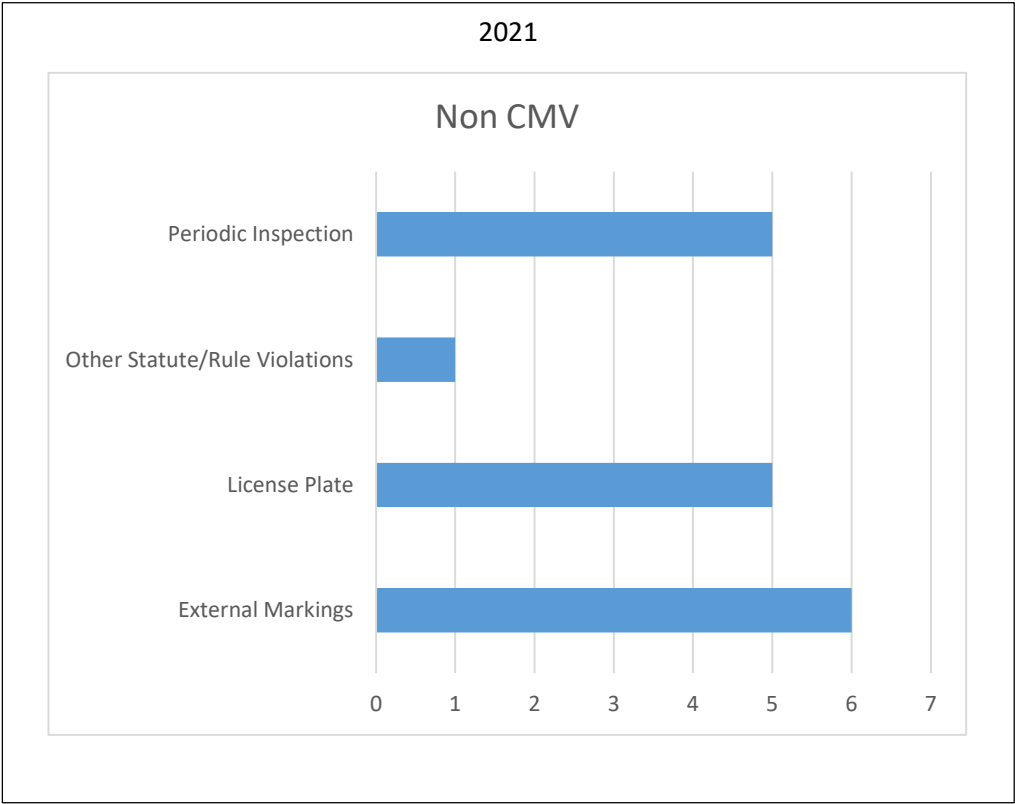
<b>Year</b>	<b>2022(YTD)</b>	<b>2021</b>	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>
# of Non CMV <sup>1</sup> Inspections	24	95	106	189	502	543
# of deficiencies	14	17	45	120	441	448
# of CMV <sup>2</sup> Inspections	14	69	52	98	181	101
# of deficiencies	0	0	7	43	137	45
<b>Year</b>	<b>2022(YTD)</b>	<b>2021</b>	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>
Total # of Inspections	38	164	158	287	683	644
Total # of deficiencies	14	17	52	163	578	493

**NOTES:** 1. Vehicles 10,000 pounds or less and 15 Passenger or less is a Non CMV. 2. Commercial Vehicles 10,001 pounds or more and 16 Passengers or more is a CMV.

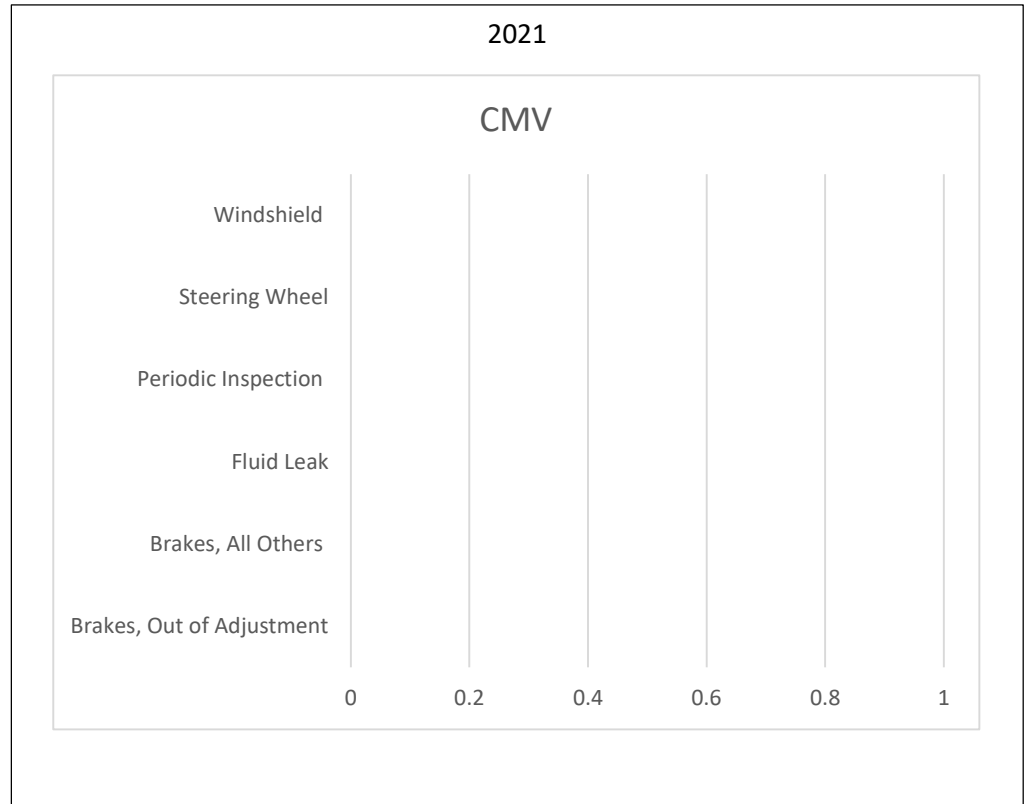


**NOTE:** 2017-2018 data reflects increased enforcement staffing and a focus on compliance matters (i.e. vehicle inspections, Safety & Compliance Reviews, etc.). In subsequent years, focus turned to complaint resolution and there was a 60% reduction in enforcement staff in 2018-2019. The overall number of vehicle inspections was also reduced, in 2020-2022, due to the COVID-19 pandemic.

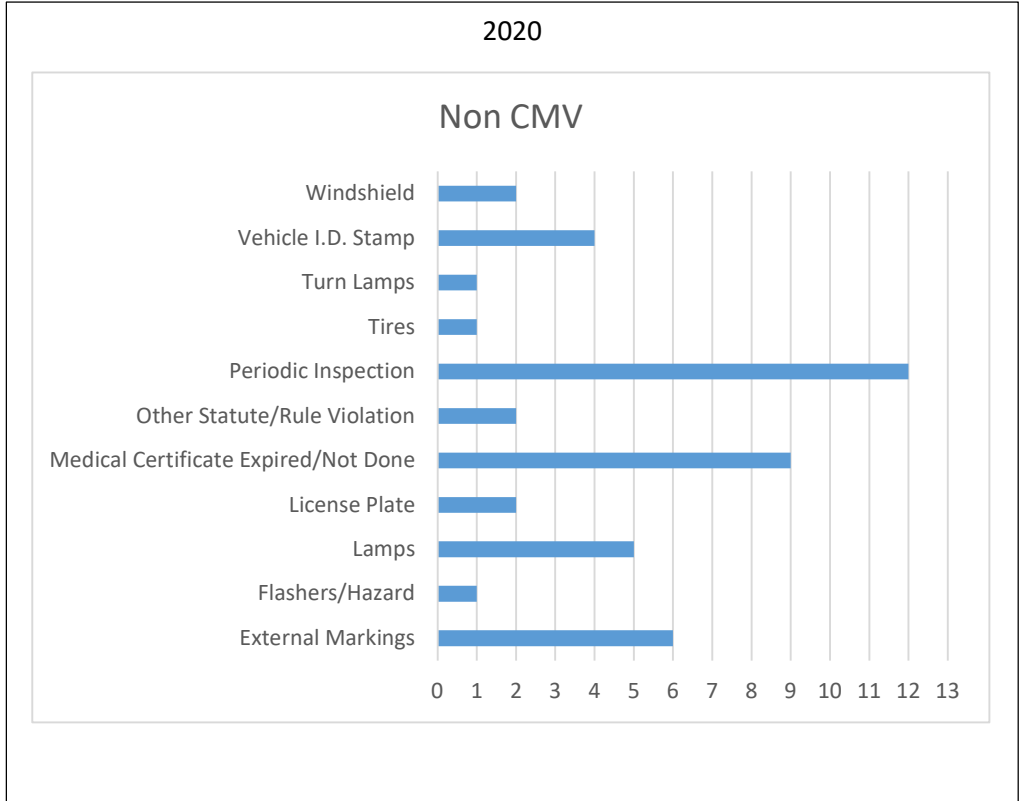
	<b>2021</b>	<b>Non- CMV</b>
Number of Inspections		95
<b>Violations</b>		
External Markings		6
License Plate		5
Other Statute/Rule Violations		1
Periodic Inspection		5
Total		17



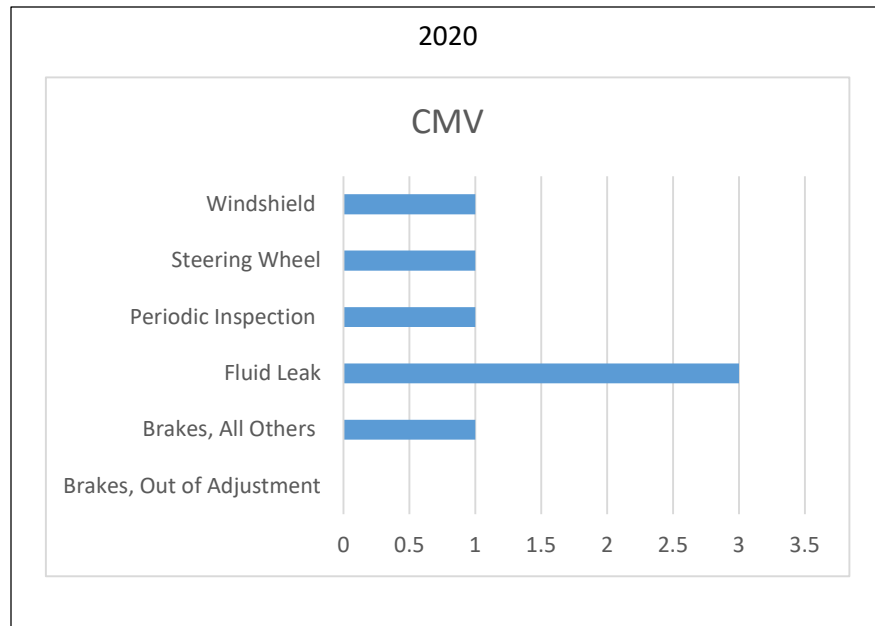
<b>2021</b>		<b>CMV</b>
Number of Inspections		69
<b>Violations</b>		
Brakes, Out of Adjustment		0
Brakes, All Others		0
Fluid Leak		0
Periodic Inspection		0
Steering Wheel		0
Windshield		0
Total		0



	<b>2020</b>	<b>Non- CMV</b>
Number of Inspections		106
<b>Violations</b>		
External Markings		6
Flashers/Hazard		1
Lamps		5
License Plate		2
Medical Certificate Expired/Not Done		9
Other Statute/Rule Violation		2
Periodic Inspection		12
Tires		1
Turn Lamps		1
Vehicle I.D. Stamp		4
Windshield		2
Total		45

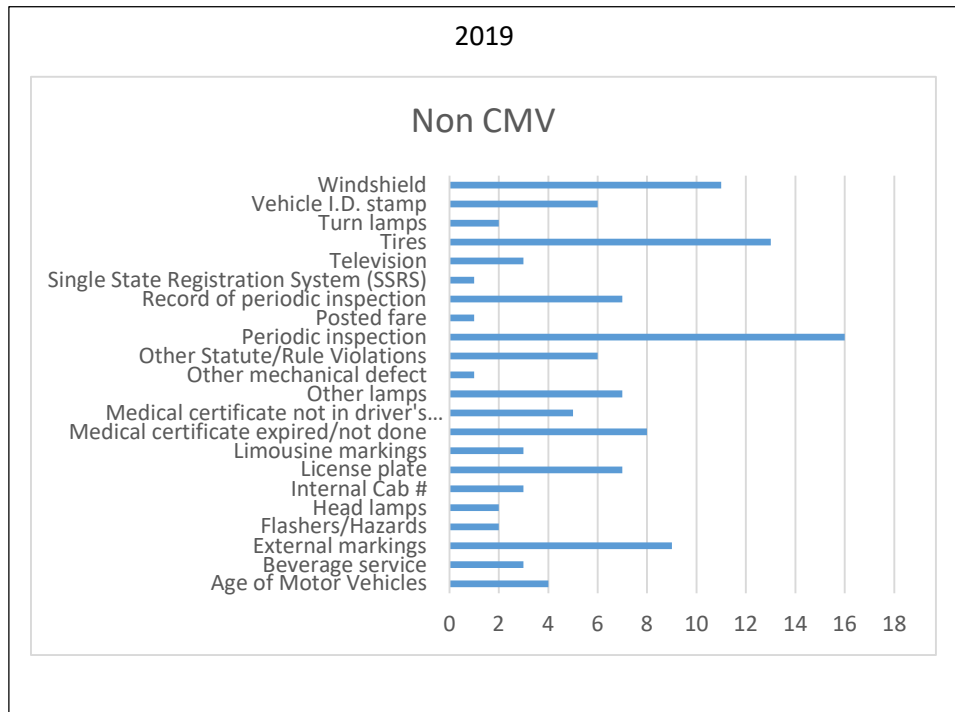


2020		CMV
Number of Inspections		52
Brakes, Out of Adjustment		0
Brakes, All Others		1
Fluid Leak		3
Periodic Inspection		1
Steering Wheel		1
Windshield		1
Total		7

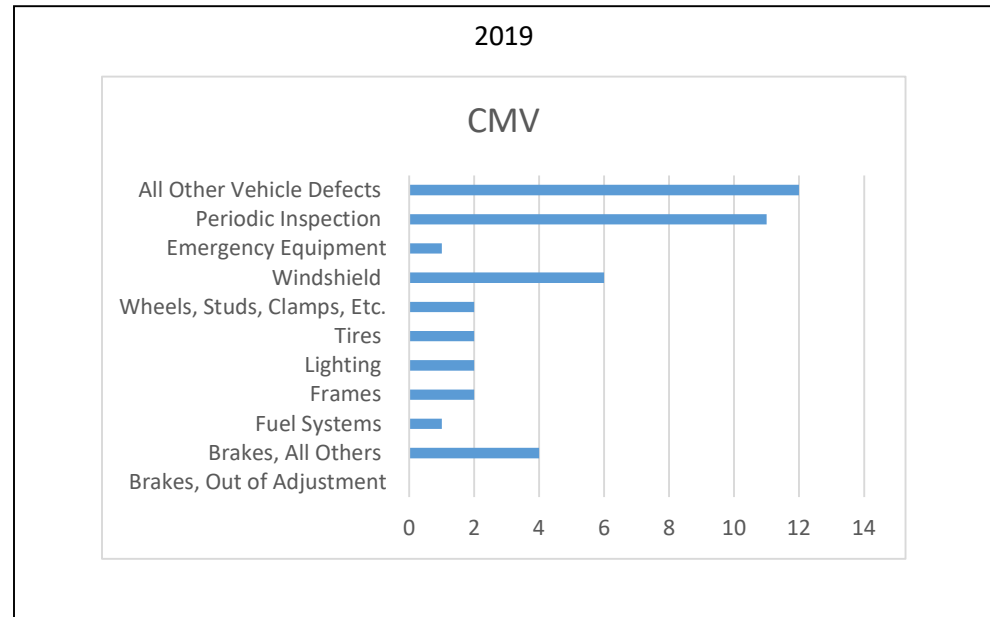




2019	Non-CMV
Number of Inspections	189
<b>Violations</b>	
Age of Motor Vehicles	4
Beverage service	3
External markings	9
Flashers/Hazards	2
Head lamps	2
Internal Cab #	3
License plate	7
Limousine markings	3
Medical certificate expired/not done	8
Medical certificate not in driver's possession	5
Other lamps	7
Other mechanical defect	1
Other Statute/Rule Violations	6
Periodic inspection	16
Posted fare	1
Record of periodic inspection	7
Single State Registration System (SSRS)	1
Television	3
Tires	13
Turn lamps	2
Vehicle I.D. stamp	6
<b>Total</b>	<b>120</b>



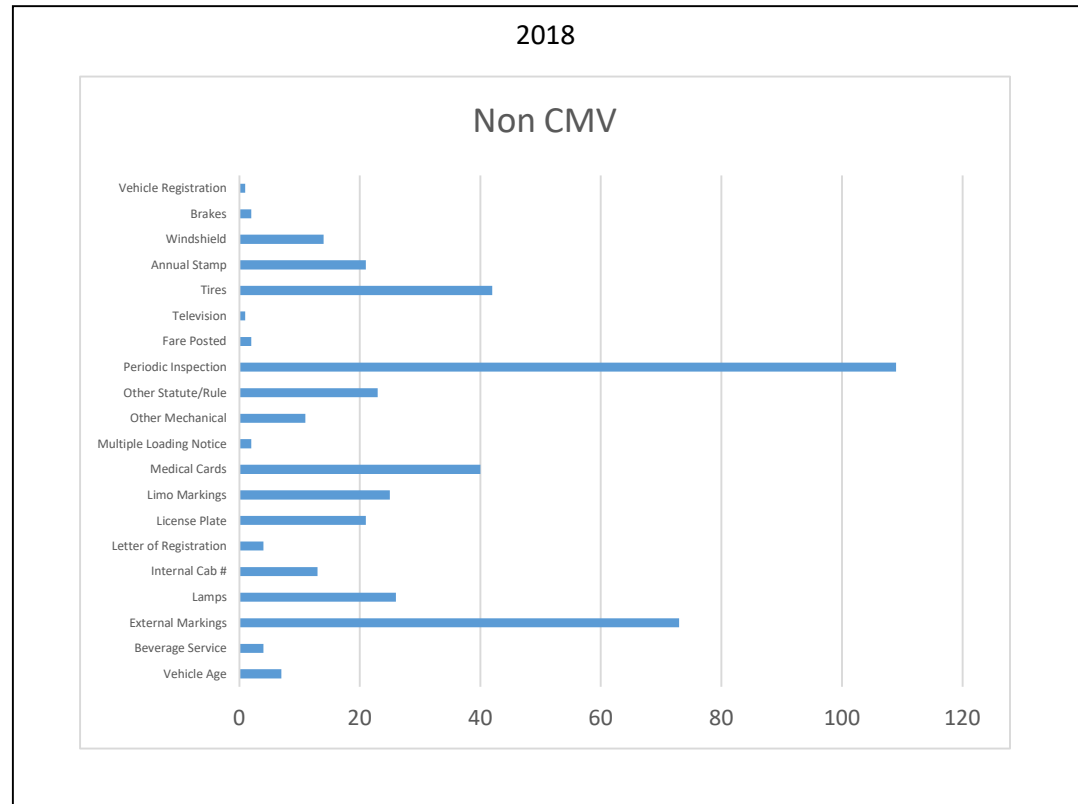
<b>2019</b>	<b>CMV</b>
Number of Inspections	98
Brakes, Out of Adjustment	0
Brakes, All Others	4
Fuel Systems	1
Frames	2
Lighting	2
Tires	2
Wheels, Studs, Clamps, Etc.	2
Windshield	6
Emergency Equipment	1
Periodic Inspection	11
All Other Vehicle Defects	12
<b>Total</b>	<b>43</b>



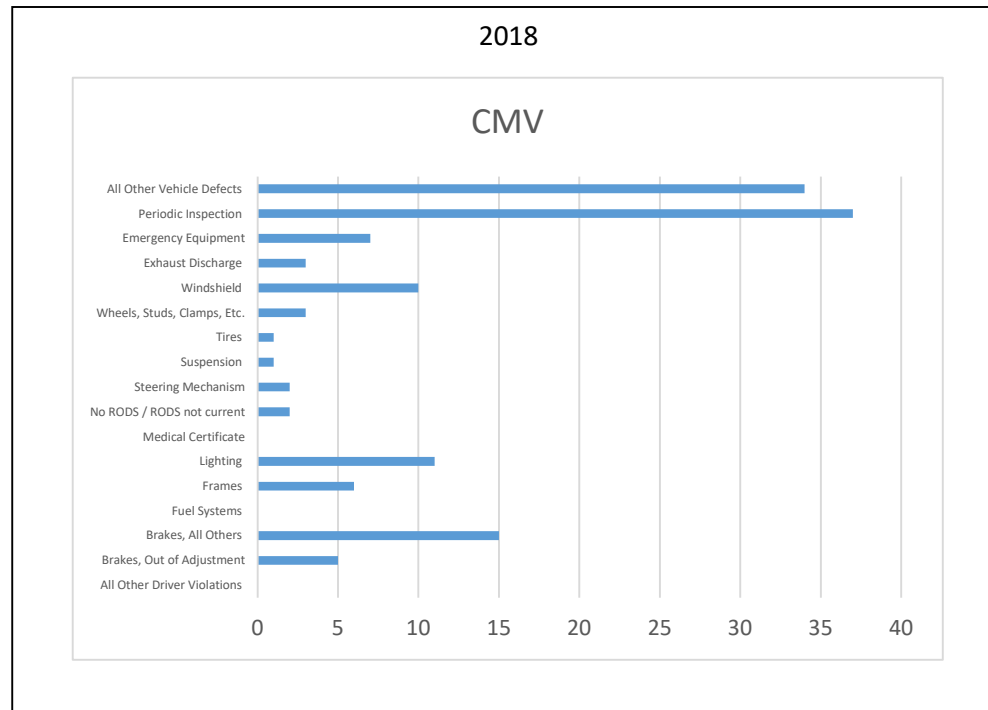
**2018**  
 Number of Inspections 502

**Violations**

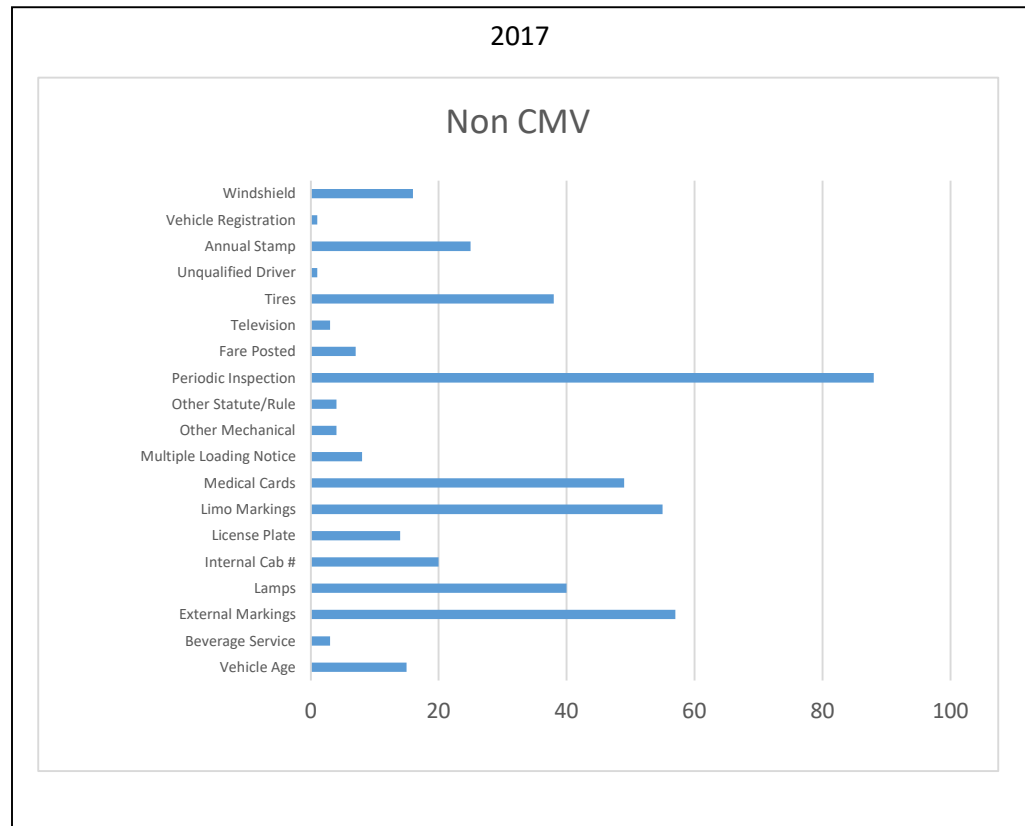
Vehicle Age	7
Beverage Service	4
External Markings	73
Lamps	26
Internal Cab #	13
Letter of Registration	4
License Plate	21
Limo Markings	25
Medical Cards	40
Multiple Loading Notice	2
Other Mechanical	11
Other Statute/Rule	23
Periodic Inspection	109
Fare Posted	2
Television	1
Tires	42
Annual Stamp	21
Windshield	14
Brakes	2
Vehicle Registration	1
<b>Total</b>	<b>441</b>



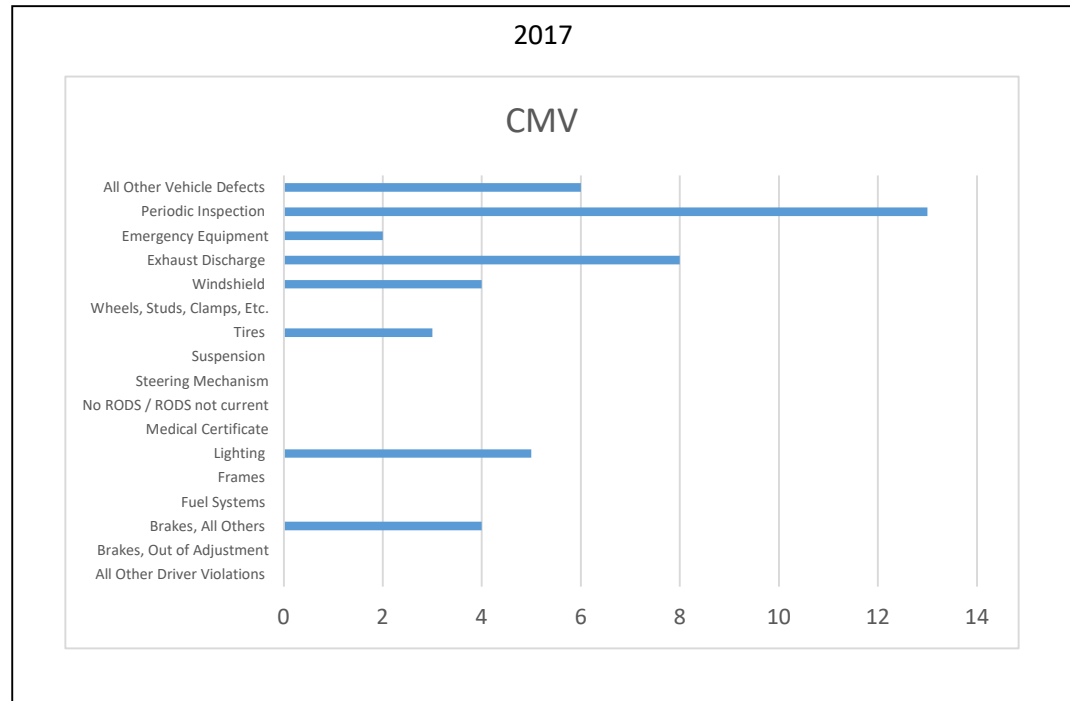
2018	CMV
Number of Inspections	181
All Other Driver Violations	0
Brakes, Out of Adjustment	5
Brakes, All Others	15
Fuel Systems	0
Frames	6
Lighting	11
Medical Certificate	0
No RODS / RODS not current	2
Steering Mechanism	2
Suspension	1
Tires	1
Wheels, Studs, Clamps, Etc.	3
Windshield	10
Exhaust Discharge	3
Emergency Equipment	7
Periodic Inspection	37
All Other Vehicle Defects	34
<b>Total</b>	<b>137</b>



<b>2017</b>	<b>Non- CMV</b>
Number of Inspections	543
<b>Violations</b>	
Vehicle Age	15
Beverage Service	3
External Markings	57
Lamps	40
Internal Cab #	20
License Plate	14
Limo Markings	55
Medical Cards	49
Multiple Loading Notice	8
Other Mechanical	4
Other Statute/Rule	4
Periodic Inspection	88
Fare Posted	7
Television	3
Tires	38
Unqualified Driver	1
Annual Stamp	25
Vehicle Registration	1
Windshield	16
Total	448

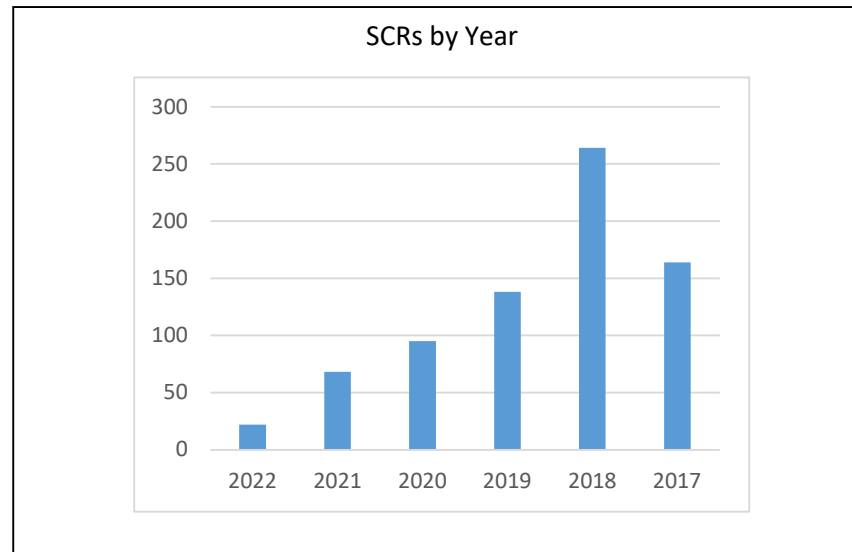


2017 Number of Inspections	CMV
	101
All Other Driver Violations	0
Brakes, Out of Adjustment	0
Brakes, All Others	4
Fuel Systems	0
Frames	0
Lighting	5
Medical Certificate	0
No RODS / RODS not current	0
Steering Mechanism	0
Suspension	0
Tires	3
Wheels, Studs, Clamps, Etc.	0
Windshield	4
Exhaust Discharge	8
Emergency Equipment	2
Periodic Inspection	13
All Other Vehicle Defects	6
<b>Total</b>	<b>45</b>

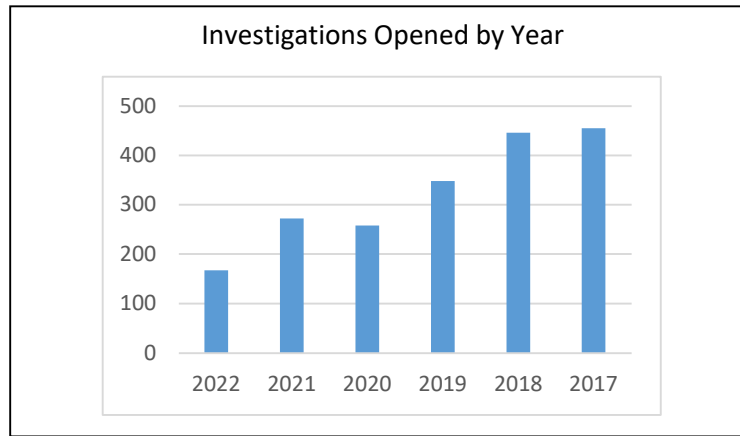


(i) safety and compliance reviews for the current year and each of the past four years; investigations opened and closed.

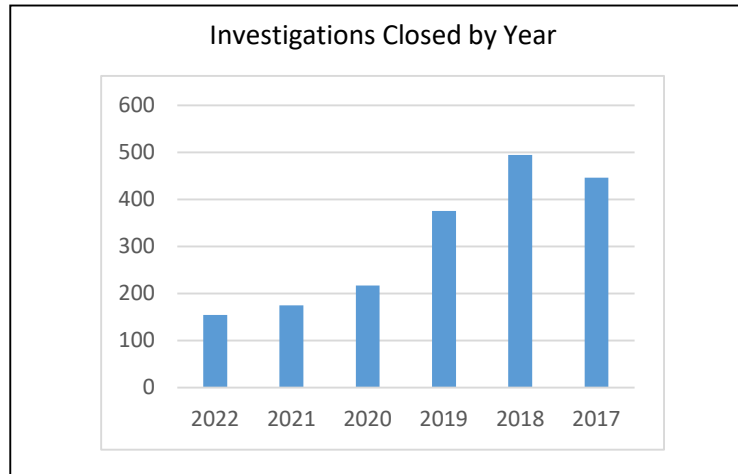
Year	# of SCRs
2022(YTD)	22
2021	68
2020	95
2019	138
2018	264
2017	164



Year	# Investigations Opened
2022(YTD)	167
2021	272
2020	258
2019	348
2018	446
2017	455



Year	# Investigations Closed
2022(YTD)	154
2021	175
2020	217
2019	375
2018	494
2017	446



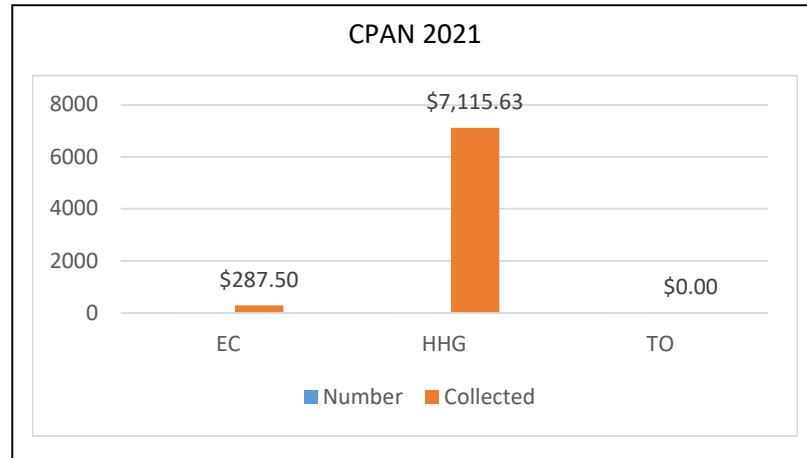
**NOTE:** Decreased numbers since 2018 correlates to significantly reduced enforcement staffing.



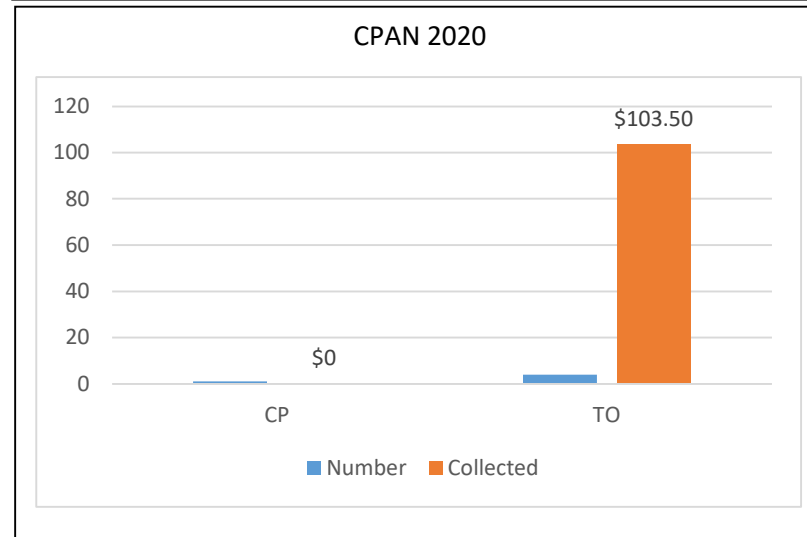
**(j) number of CPANs issued (by type) and the amount collected for the current year and each of the previous four years.**

BP = Contract Carrier; CP = Common Carrier; EC = Part 3 Carrier; HHG = Household Goods Carrier; TNC = Transportation Network Carrier; TO = Towing Carrier; TR = TNC carrier

Type	2021 Number	Collected
EC	1	\$287.50
HHG	1	\$7,115.63
TO	4	\$0.00
Total	6	\$7,403.13

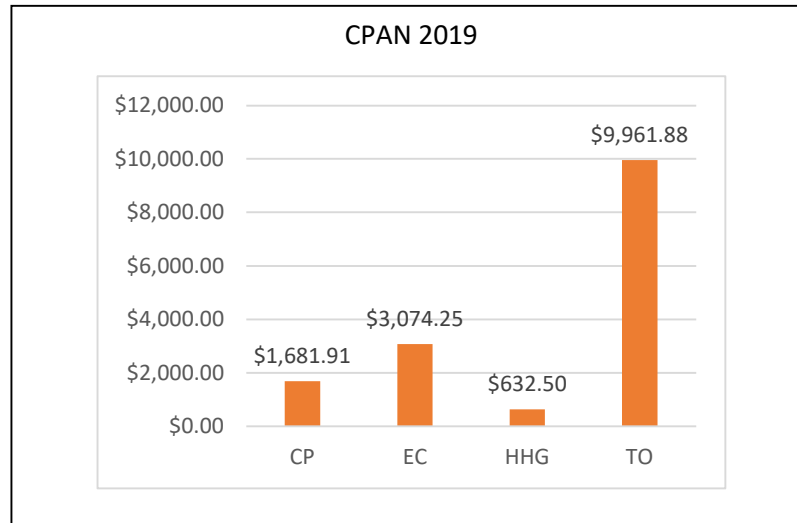


Type	2020 Number	Collected
CP	1	\$0.00
TO	4	\$103.50
Total	5	\$103.50



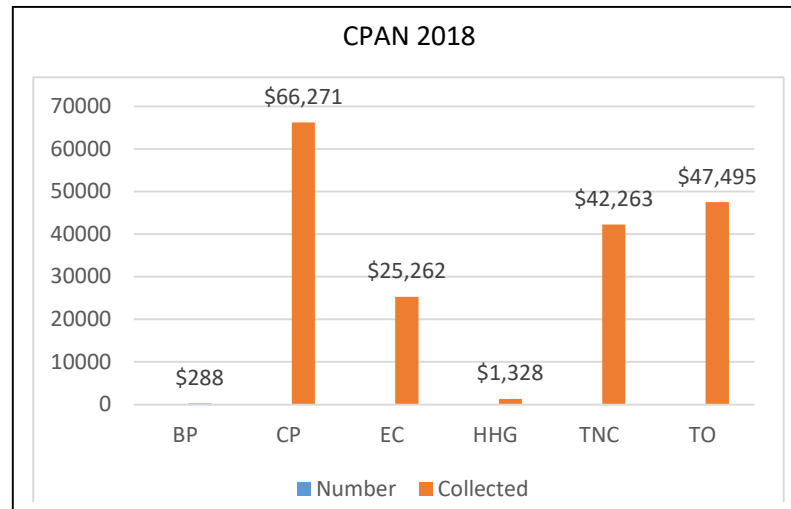
**2019**

Type	Number	Collected
CP	9	\$1,681.91
EC	4	\$3,074.25
HHG	2	\$632.50
TO	17	\$9,961.88
Total	32	\$15,350.54

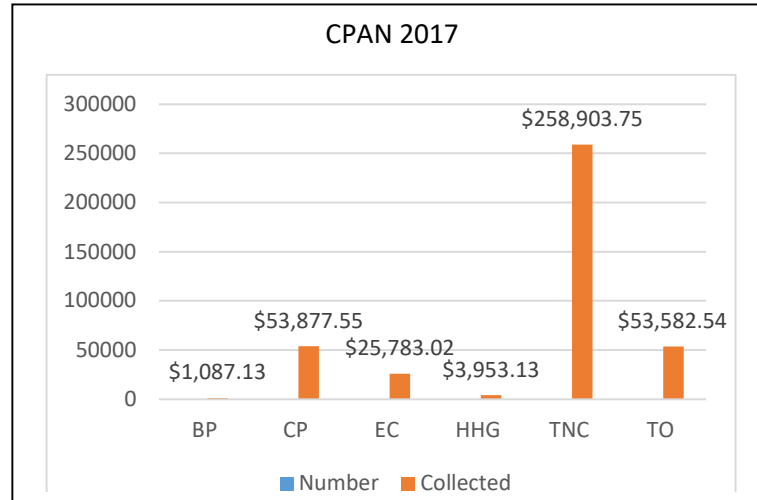


**2018**

Type	Number	Collected
BP	2	\$288
CP	18	\$66,271
EC	29	\$25,262
HHG	11	\$1,328
TNC	25	\$42,263
TO	60	\$47,495
Total	145	\$182,906

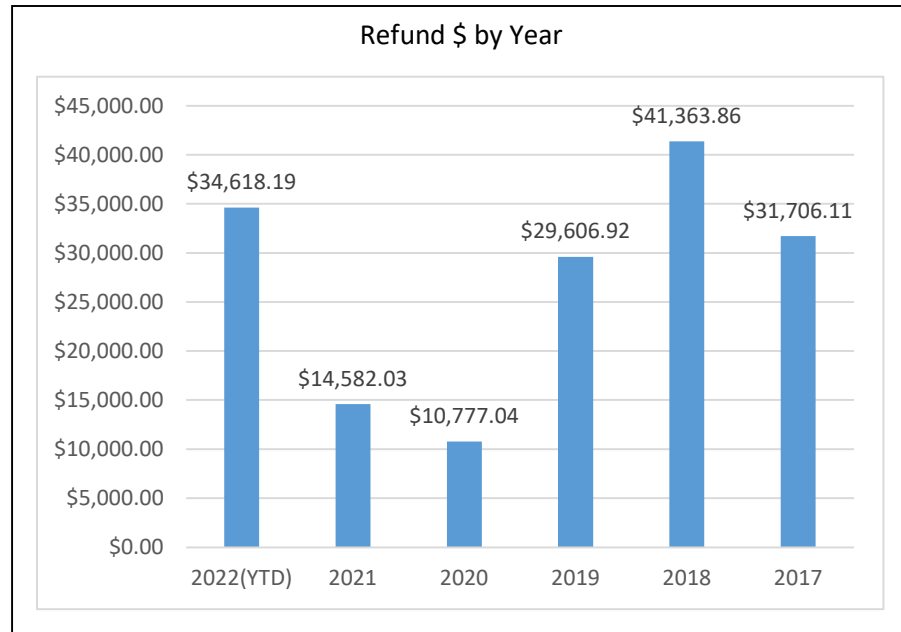


2017		
Type	Number	Collected
BP	1	\$1,087.13
CP	31	\$53,877.55
EC	13	\$25,783.02
HHG	7	\$3,953.13
TNC	34	\$258,903.75
TO	31	\$53,582.54
Total	117	\$397,187.12



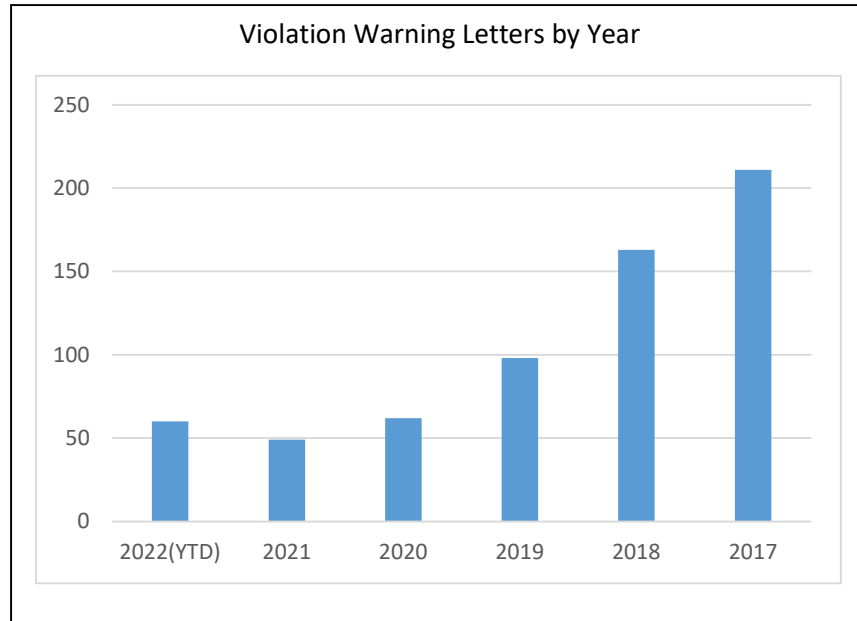
(k) refunds to customers for current year and each of the past four years.

Year	Refund \$
2022(YTD)	\$34,618.19
2021	\$14,582.03
2020	\$10,777.04
2019	\$29,606.92
2018	\$41,363.86
2017	\$31,706.11



**(I) violation warnings issued for current year and each of the past four years.**

<b>Year</b>	<b>V WLtr #</b>
2022(YTD)	60
2021	49
2020	62
2019	98
2018	163
2017	211



**(m) recommendations as to what if any changes should be made to the current rules of the Commission.**

It is anticipated that there will be several Notice of Proposed Rulemaking (NOPR) proceedings that will need to be initiated over the next year, most of which are the result of recent legislation.

The highest priority is an emergency rulemaking pertaining to Transportation Network Company (TNC) operations. During the 2022 Session, the State Legislature passed SB22-144, which allows TNCs to expand their operations into school-related and government-related transportation. These are submarkets of the transportation industry that have historically been exempt from Commission jurisdiction, pursuant to § 40-10.1-105(1)(b), (j), C.R.S. However, the bill allows TNCs to operate in these submarkets, while retaining Commission jurisdiction and oversight. The bill requires the Commission to promulgate rules addressing minimum safety standards for TNCs that elect to engage in school-related transportation, no later than September 1, 2022, and to coordinate with the Colorado Department of Education (CDE) while doing so. Transportation Staff has already engaged with CDE on this initiative and is currently in the process of identifying appropriate safety mechanisms. After the emergency rules are put into effect by the September 1, 2022 deadline, a permanent NOPR will be initiated to allow for stakeholder feedback and a more thorough rulemaking analysis. Another recently passed bill pertaining to TNCs, HB22-1089, applied enhanced insurance requirements for uninsured motorist coverage. These changes will be incorporated into the aforementioned rulemaking actions, as appropriate.

Another priority is the initiation of a NOPR based on HB22-1314, which made significant changes to the towing industry in Colorado. This bill was also passed by the State Legislature during the 2022 Session. Due to the nature of the statutory changes incorporated by this bill, especially in regard to the operational standards for nonconsensual towing, the Commission's current towing rules will need to be reviewed, analyzed, and heavily amended to ensure compliance with the new statutes. The Transportation Section's Investigations and Compliance Unit has already begun to hold meetings to review these new standards, identify any overlaps between the new statutes and current Commission rules, discuss the impacts to current enforcement practices, and analyze all combined information in a manner that will maximize the practicality of any potential rule changes. In addition, it is possible that this rulemaking will include new credit card surcharge provisions, which were incorporated by SB21-091 and become effective July 1, 2022. Transportation Staff is hopeful that the NOPR related to these new standards will be addressed shortly after the towing bill becomes effective on August 10, 2022.

Transportation Staff also intends to initiate another substantial rulemaking, addressing numerous issues within current transportation rules, most notably related to passenger transportation operations. Ideally, this rulemaking will result in simplified requirements and language, which will benefit Transportation Staff, the transportation industry, and the public. It is believed that such modifications can be incorporated, while retaining the primary safety features captured by current rules. Specific areas of interest include various reporting requirements (i.e. insurance, medical certification, vehicle inspections, etc.), vehicle fees, tariffs, hours of service requirements, and the vehicle registry. This rulemaking would also include some basic changes in statutory language, based on the passage of HB22-1270.

**(n) recommendations as to the priority for the type of enforcement actions for the next year.**

Transportation Staff recommends the continuation of its efforts to identify and address illegally operating transportation carriers (i.e. those without authorities or permits and no insurance on file with the Commission). The Investigations and Compliance Unit has shown an increased effort related to field operations, including trips to outlying areas in rural communities, in order to address safety and enforcement concerns. Overall, trends in enforcement have been going up in 2022, which can be credited to new goals, strategies, and initiatives.

In addition to other priorities, the Investigations and Compliance Unit has focused on outreach, as it pertains to both transportation carriers and various law enforcement agencies. This includes trainings provided to groups, agencies, and associations, such as Towing and Recovery Professionals of Colorado (TRPC), the Eagle County Regional Airport authorities, and the Adams County Sheriff's Office. The continuation of this outreach initiative will result in improved relations and better collaboration with transportation carriers and law enforcement agencies.

The Transportation Section continued to struggle with staffing levels during 2021, as has been the case for the past few years. In addition to other factors, this has been the result of budgetary issues, due to stagnant funding mechanisms and increased expenses. While there was some reprieve from this issue through the backfilling of two (2) Administrative Assistant III positions and two (2) Criminal Investigator I positions, the Transportation Section's need to address funding levels is still outstanding. The Executive Director's Office (EDO) elected to support a funding solution, which involved allowing the Commission to administratively set transportation filing fees, to be addressed by the State Legislature during the 2022 Session. However, due to a delay in the introduction of the proposal, it was never reviewed or addressed. Transportation Staff is hopeful that another attempt to address these funding issues will be made during the upcoming 2023 Legislative Session. If successful, this would result in better funding, resources, and staffing to improve the services offered by the Transportation Section.

In the meantime, appropriate enforcement remains a priority. Transportation Staff continues to take pertinent factors into consideration, such as the current socio-economic climate. Recent challenges and unique circumstances still provide an opportunity for Transportation Staff to review the current regulatory framework and other best practices, in regard to safety, compliance, and enforcement. Also, given the new rulemakings that will be initiated over the course of the next year, adjustments to current processes and new strategies will need to be discussed and implemented, in order to ensure the best possible transition to newly incorporated statutory standards.