



COLORADO

**Department of
Regulatory Agencies**

Public Utilities Commission

Transportation Rule 6020 Annual Report 2023

(CY 2023 – 2018)

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 Transport¹, 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.²; or a Nuclear Materials Carrier pursuant to Article 20 of Title 42, C.R.S.³

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

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

³ 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.

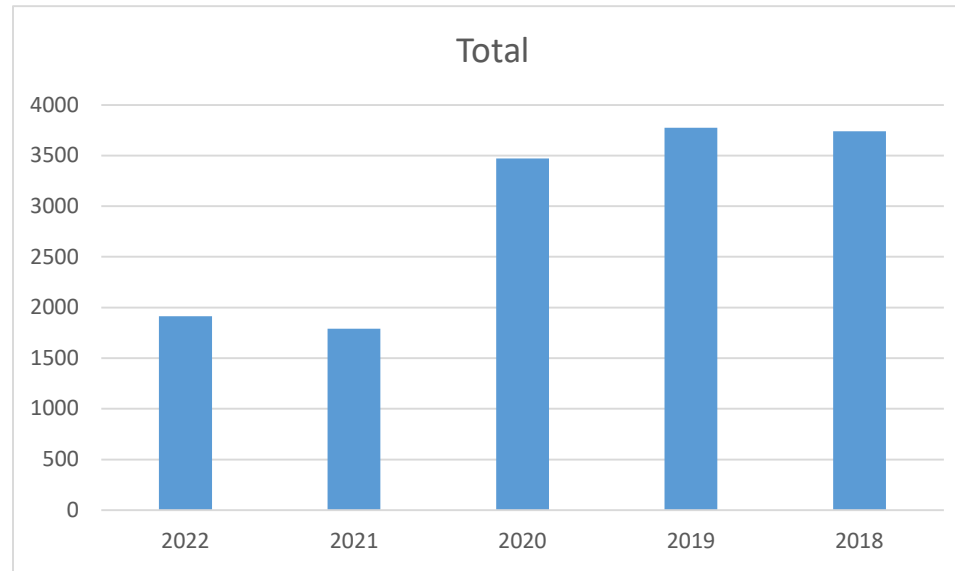
*Note: Effective March 2, 2022, Rule 6020 no longer includes the requirement to report information related to petitions for age waivers, pursuant to 21R-0359TR. This requirement was previously identified under 6020(m).

(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	2022	2021	2020	2019	2018
CHARTER SCENIC BUS	18	19	21	36	34
CHILD ACTIVITY BUS	18	25	5	16	23
COMMON CARRIER	21	18	16	30	37
COMMON CARRIER ETA	3	0	0	0	0
COMMON CARRIER TA	5	2	0	3	2
CONTRACT B ETA	0	1	1	0	0
CONTRACT B TA	0	1	0	1	1
CONTRACT CARRIER B	0	3	1	3	2
HAZMAT ANNUAL	0	0	1653	1789	1786
HAZMAT NUCLEAR	0	0	7	9	8
HOUSEHOLD GOODS	230	240	240	208	216
LARGE MARKET TAXI	9	15	10	17	14
LUXURY LIMOUSINE	801	552	542	694	733
MEDICAID CLIENT					
TRANS	0	99	198	157	120
OFF ROAD CHARTER	22	23	21	23	24
TNC	3	3	3	3	3
TOWING	784	788	753	784	737
Total	1914	1789	3471	3773	3740

*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	2022	2021	2020	2019	2018
COMMON CARRIER	21	18	16	30	37
COMMON CARRIER ETA	3	0	0	0	0
COMMON CARRIER TA	5	2	0	3	2
CONTRACT CARRIER					
ETA	0	1	1	0	0
CONTRACT CARRIER TA	0	1	0	1	1
CONTRACT CARRIER	0	3	1	3	2
LARGE MARKET TAXI	9	15	10	17	14
Total	38	40	28	54	56

Part 3 Carriers	2022	2021	2020	2019	2018
CHARTER SCENIC BUS	18	19	21	36	34
CHILD ACTIVITY BUS	18	25	5	16	23
LUXURY LIMOUSINE	801	552	542	694	733
MEDICAID CLIENT					
TRANS	0	99	198	157	120
OFF ROAD CHARTER	22	23	21	23	24
Total	859	718	787	926	934

Existing* Certificates and Permits by Geographical area, through June 9, 2023:

Permit Type	Existing as of 06/09/23(YTD)	Number of existing carriers by geographic zip code location							
		I	M	N	P	S	WN	WS	O
CHARTER SCENIC BUS	18	1	5	3	0	0	1	3	5
CHILD ACTIVITY BUS	12	0	8	0	0	0	1	0	3
COMMON CARRIER	156	31	48	17	1	14	4	23	18
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	16	2	0	0	0	5	6
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	207	15	118	25	4	15	3	6	21
LARGE MARKET TAXI	12	0	9	1	0	2	0	0	0
LUXURY LIMOUSINE	863	122	663	16	2	17	18	17	8
MEDICAID CLIENT TRANS	0	0	0	0	0	0	0	0	0
OFF ROAD CHARTER	25	5	1	4	0	2	1	10	2
TNC	4	0	0	0	0	0	0	0	4
TOWING	754	63	370	80	23	63	15	53	87
	2,080	237	1,238	148	30	113	43	117	154

* "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	01/07/2022	Yes	Colorado Springs
WHC FTC/BOL	150, 13043	LMT-00002	12/03/2018	03/29/2022	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	Yes	Colorado Springs
Alpine Taxi	55899	LMT-00005	12/20/2018	11/24/2021	Yes	Denver Metro
Denver Taxi	55906	LMT-00006	12/20/2018	01/25/2022	Yes	Denver Metro
Trans Voyage Taxi	55921	LMT-00007	12/21/2018	12/16/2021	Yes	Denver Metro
Union Taxi	55776	LMT-00008	12/24/2018	12/17/2021	Yes	Denver Metro
Green Taxi Coop	55883	LMT-00009	12/26/2018	12/22/2021	Yes	Denver Metro
Denver Yellow Cab	2378	LMT-00010	12/27/2018	01/25/2021	Yes	Denver Metro
Metro Taxi	1481	LMT-00011	12/28/2018	02/24/2022	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	01/12/2022	Yes	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	11/18/2022	Yes	Denver Metro
Coach Transportation	None	LMT-00017	05/28/2019	11/29/2021	Yes	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	Yes	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	12/14/2022	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. Mile High Cab (55849, LMT-00014) was removed from chart, due to being inactive since January 2019.

Certificate or Permit No.	Carrier and/or Trade Name	Revenue (2021)	Base County/Area		Certificate or Permit No.	Carrier and/or Trade Name	Revenue (2021)	Base County/Area
55846	303 Party Bus, LLC	\$644,674	Denver Metro		55777	Boulder Wilderness Shuttle, LLC	\$16,500	Boulder
54842	453-TAXI	\$18,815	Summit		55886	Brewhop Trolley, LLC	\$164,010	Denver Metro
55923	5280 VIP Xpress	\$0	Denver Metro		55940	Buggy Tours, LLC	\$53,777	El Paso
55788	A1 Non Emergency Transport	\$0	Denver Metro		55968	Busy Bee	\$0	Larimer
25810	ABC Shuttle	\$18,812	Denver Metro		53533s	Canyon Bikes	\$203,571	Garfield
55862	Absolute Bikes Adventures, LLC	\$8,800	Fremont		55840	Charter Sports, Inc.	\$60,666	Eagle, Summit
55925	Absolute Prestige Limousine II, LLC	\$437	Mesa		27705	Cheyenne Mountain Resort	\$21,505	El Paso
44908, 47967, B-10102	Ace Express Coaches. LLC	\$20,598,291	Denver Metro		2282	City Cab, LLC	\$1,044,463	Pueblo
48380	Aces & Eights Casino Services, Inc.	\$250,246	Summit		55667	Colorado Coach Transportation, LLC	\$91,360	Boulder, Gilpin
55737	Adventures Out West, Inc.	\$2,565,774	El Paso		55958	Colorado Detours, LLC	\$21,088	Delta
55727	All Around Taxi, LLC	\$0	Moffat		55863	Colorado Jeep Trail Tours, Inc.	\$546,383	La Plata, San Juan
55890	All Cities Taxi	\$0	Denver Metro		54166	Colorado Sightseer	\$270,902	Denver Metro
26246	Alpine and/or Go Alpine	\$3,521,639	Routt		55922	Colorado Transportation Industries, LLC	\$1,703,828	Denver Metro
12750, B-9414	Alpine Express	\$4,036,380	Gunnison		55910	Corrine	\$17,450	Chaffee
55844	Alpine Sports	\$145,713	Summit		55823	Cortez Cab	\$502,097	Montezuma
55899	Alpine Taxi, Inc.	\$0	Denver Metro		55683, 55790	Dashabout Town Taxi, LLC	\$0	Logan, Morgan
55796	Amazing Wheels	\$0	Denver Metro		55879	Delta Transport, LLC	\$377,260	Denver Metro
7465	Aramark Sports and Entertainment Services	\$710,802	Archuleta		55834	Denver Airport Shuttle Express	\$37,663	Denver Metro
55953	Aspen Ride	\$0	Pitkin		55906	Denver Taxi, Inc.	\$0	Denver Metro
55713	Aspen Transportation CO.	\$933,854	Pitkin		2378	Denver Yellow Cab	\$0	Denver Metro
55865	Aspire Tours, LLC	\$1,739,794	Denver Metro		55674	Devonshire Acres	\$0	Logan
55796, 55798	Bee Line Shuttle	\$98,754	Denver Metro		55932	Discover Longmont	\$13,345	Boulder
55907	BFB Shuttle and Car Service	\$36,014	Larimer		55733s	Dolly's Mountain Shuttle	\$410,150	Gunnison
12066	Blazing Jeep, LLC	\$489,068	Pitkin		55926	DoubleTree Management, LLC	\$0	La Plata
55962	Blue Shuttle	\$19,560	Denver Metro		14196	Durango Cab	\$762,273	La Plata
55778	Boulder Lift, LLC	\$277,006	Boulder		55775	Eben Ezer Lutheran Care Center, Inc.	\$0	Morgan

Certificate or Permit No.	Carrier and/or Trade Name	Revenue (2021)	Base County/Area		Certificate or Permit No.	Carrier and/or Trade Name	Revenue (2021)	Base County/Area
14196	Englewood Shuttle, LLC	\$5,664	Denver Metro		16114	Home James Transportation Services, Ltd	\$1,097,335	Grand
55942	Envida	\$1,420,007	El Paso		55857	Hot Springs Shuttle	\$431,948	Routt
7321	Epic Mountain Express	\$0	Eagle		55822, 55931	ilimo	\$317,619	Denver Metro
54696	Estes Park Charters Corp.	\$611,662	Larimer		55905	Jake's Mountain Shuttle	\$64,260	Summit
55845s	Estes Park Trolleys	\$188,854	Larimer		55946	Kep Expeditions, LLC	\$75,459	Larimer
55861	eTUK Denver, LLC	\$150,965	Denver Metro		50096, B-9848	Kids Wheels, LLC	\$29,190	Denver Metro
7137, 8572	First Transit, Inc.	\$0	Grand		55957	Lawson Adventure Resort	\$2,800	Denver Metro
55961	Fly Away	\$0	Larimer		55607	Little Stinker's Taxi Cab Service	\$317,399	Alamosa
10248, 53566	Fremont Cab, Inc.	\$123,477	Fremont		55924	Local Motive Events, LLC	\$145,813	El Paso
55753, 55868	Fresh Tracks Transportation, LLC	\$1,187,003	Summit		55909	Longmont Shuttle	\$440,465	Boulder
55710	Friends of Dinosaur Ridge, Inc.	\$255,860	Jefferson		55944	Majestic Mountains Scenic Rides	\$25,737	Larimer
55789	Golden West Airport Shuttle	\$164,955	Denver Metro		55960	Mara Ink,	\$92,000	Denver Metro
55888	Grand Junction Tours	\$17,180	Mesa		55826, 53096	Mercy Medical Transportation Services	\$280,837	Mesa
55966	Grand Valley Grapes	\$7,504	Mesa		1481	Metro Taxi &/or Taxis Fiesta	\$0	Denver Metro
55716	Gray Line of Denver	\$4,073,433	Denver Metro, El Paso		55752, B-9819	Midtown Express Transportation Services	\$699,959	Denver Metro
55893	Green Ride Boulder	\$347,383	Denver Metro		55853	Mountain Jeep	\$34,760	El Paso
55833	Green Taxi Cooperative	\$0	Denver Metro		47426, B-9816	Mountain Limo	\$2,726,708	San Juan
298	Greyhound Lines, Incorporated	\$1,216,247	Statewide		55052	Mountain Star Transportation, LLC	\$316,220	Denver Metro
55819	Groome Transportation, Fort Collins	\$34,575	Larimer		19788, B-8593	Mountain TranSport	\$45,243	La Plata, San Juan
55275	Groome Transportation, Colorado Springs	\$2,310	El Paso		55691	Mountain View Sports, Inc.	\$47,449	Summit
55902, B-10086	Heart & Soul Paratransit, LLC	\$419,809	Larimer		55839	Mountain Wave Snowboards, Inc.	\$101,315	Summit
55964	Hermosa Tours	\$4,560	La Plata		55764, 55904	MTN Shuttle	\$88,545	Denver Metro
55965	Hey Rides	\$10,832	Park		55970	MV Public Transportation	\$0	Denver Metro
14114	High Mtn Taxi	\$2,233,533	Pitkin		55959	Original Gravity Beer Tours, LLC	\$5,434	Larimer
53046s	High Valley Bike Shuttle	\$56,250	Chaffee, Fremont		55878	Pagosa Cab	\$37,345	Archuleta

Certificate or Permit No.	Carrier and/or Trade Name	Revenue (2021)	Base County/Area		Certificate or Permit No.	Carrier and/or Trade Name	Revenue (2021)	Base County/Area
55945	Pali-Tours, Ltd.	\$101,918	Mesa		55936	THEBVBC, LLC	\$0	Denver Metro
55937	Peak 1 Express	\$25,991	Garfield		55749	Timberline Tours	\$181,134	Eagle
55884	Pikes Peak Transport	\$100,979	El Paso		55973	To The Rescue	\$0	Douglas
55963	Powderhorn Mountain Resort	\$6,888	Mesa		55948	Traces of the Past History Tours	\$960	Larimer
54699, B-9929	Presidential Worldwide Transportation	\$0	Denver Metro		55921	Trans Voyage Taxi	\$0	Denver Metro
55876	Primecare Colorado &/or Primecare Transport	\$1,084,585	Denver Metro		55956	Turtle Tubing, LLC	\$0	Eagle
45392, 47996, B-10104	Ramblin' Express, Inc.	\$10,262,156	Denver Metro		55776	Union Taxi Cooperative	\$0	Denver Metro
55955	Rapid Creek Cycles & Sports, LLC	\$34,800	Mesa		54969	Vail Associates, Inc.	\$0	Eagle
13485, B-9524	Renzenberger, Inc.	\$3,288,368	Statewide		55723	Valley Taxi of Glenwood Springs, LLC	\$185,811	Garfield
55855	Ride Taxi, LLC	\$382,764	Eagle		55803, 55885	Western Slope Rides, LLC	\$35,543	Ouray, San Juan
55947	Ridgeline Tours	\$0	Larimer		109	WHC COS, LLC	\$1,717,169	El Paso
55855	Rocky Mountain Ride	\$109,395	El Paso, Teller		13043, B-9897	WHC FTC, LLC	\$2,337,390	Boulder, Larimer
55943	Rocky Mountain Taxi, LLC	\$128,831	Chaffee		55920S	Wide Open Adventures, LLC	\$267,386	Larimer
55927	Saint Vrain Shuttle, LLC	\$0	Boulder		16400	Wilderness Journeys Pagosa, Inc.	\$532,924	Archuleta
55407	San Luis Valley Transportation	\$1,106,168	Alamosa					
53829	Ski Sunlight, Inc.	\$1,712	Mesa					
55951	Sober Buddy Shuttle, LLC	\$43,042	Rio Blanco		TOTAL	\$93,127,746		
55697	Stars & Stripes	\$2,400	Denver Metro					
19429, 55877	Sunshine Rides and/or Sunshine Taxi	\$626,499	Mesa		NOTE: WHC COS and WHC FTC revenue includes LMT Revenue.			
48202s	Sweet Pea Tours	\$251,436	Routt					
55821	Teller Cab	\$86,511	Teller					
1648, 55679	Telluride Express &/or Chauffeured Express	\$7,387,590	San Juan					
55736	Telluride Outside &/or Telluride Angler	\$448,769	San Juan					

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

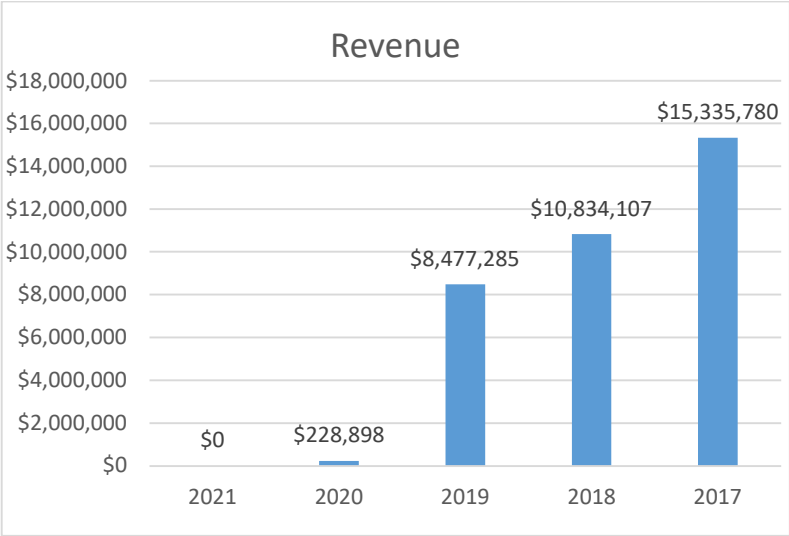
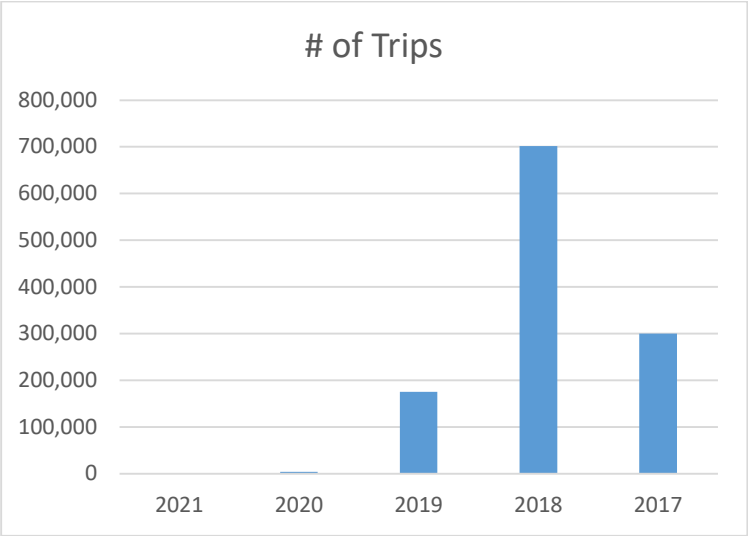
The following companies reported no data and/or zero revenue for 2018: Denver Taxi (55906); Spring Cab (55797); Mile High Cab (55894). Zero data removed from the above chart to fit the page.

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

*Note: The reported years include 2017 through 2021. 2022 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 2022.

(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.

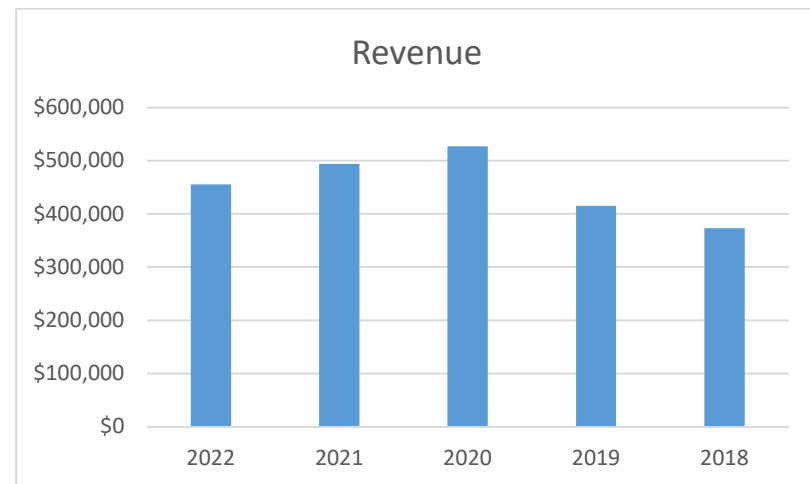
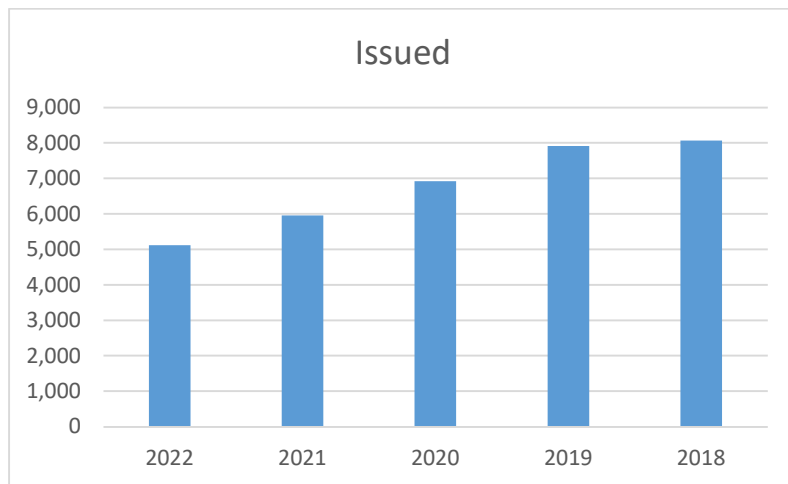
	2021	2020	2019	2018	2017
Flat-rate meter trips to/from DIA	0	3,860	175,559	701,648	300,303
Flat-rate revenue to/from DIA	\$0	\$228,898	\$8,477,285	\$10,834,107	\$15,335,780



*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 2017 through 2021. 2022 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
2022	5,118	\$50	\$455,650*
2021	5,958	\$50	\$493,850*
2020	6,919	\$50	\$526,900*
2019	7,909	\$50	\$415,200
2018	8,063	\$45	\$372,770



*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	2023 (YTD*)	2022	2021	2020	2019	2018
Revenue	\$1,377,232	\$1,801,615	\$1,801,615	\$1,801,615	\$1,801,615	\$1,801,615
# of Registrants	8,899	10,633	10,189	8,679	5,235	6,167

* As of June 9, 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**.

2018	Suspended	Revoked	Abandoned
Number of Authorities	12	17	19

2019	Suspended	Revoked	Abandoned
Number of Authorities	13	17	15

2020	Suspended	Revoked	Abandoned
Number of Authorities	46	20	9

2021	Suspended	Revoked	Abandoned
Number of Authorities	13	20	5

2022	Suspended	Revoked	Abandoned
Number of Authorities	13	7	6

*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.**

2018	Inactive	Cancelled	Revoked
Number of Permits	292	94	196

2019	Inactive	Cancelled	Revoked
Number of Permits	267	94	182

2020	Inactive	Cancelled	Revoked
Number of Permits	390	131	194

2021	Inactive	Cancelled	Revoked
Number of Permits	382	55	95

2022	Inactive	Cancelled	Revoked
Number of Permits	132	57	99

*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.⁴; or a Nuclear Materials Carrier pursuant to Article 20 of Title 42, C.R.S.⁵

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

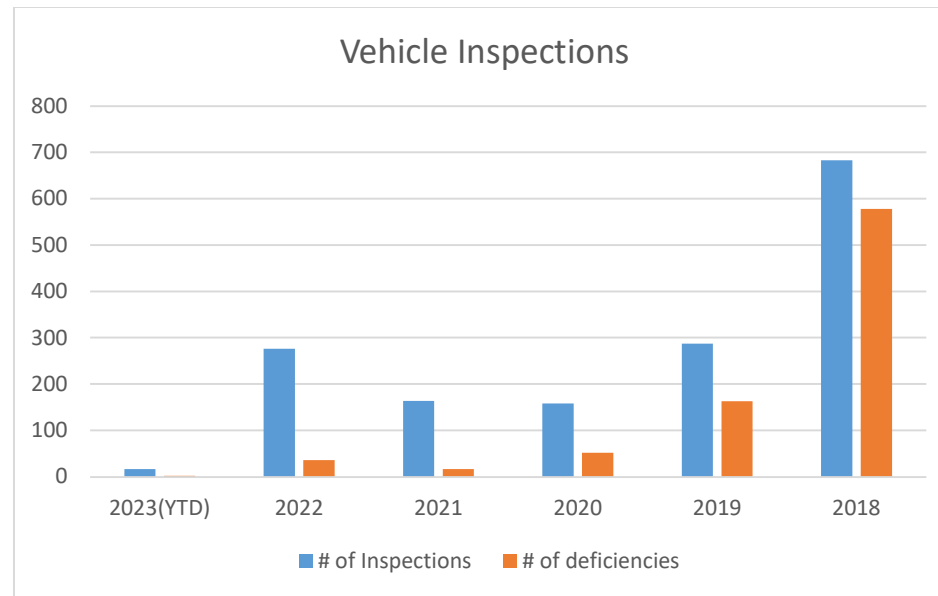
⁴ Hazardous Materials Carrier permits are no longer issued by the Commission, effective January 1, 2021 (see SB20-118, 21R-0467TR).

⁵ 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 less¹ and Commercial Vehicles 10,001 pounds or more and 16 Passengers or more²) and a summary of the types of deficiencies noted.

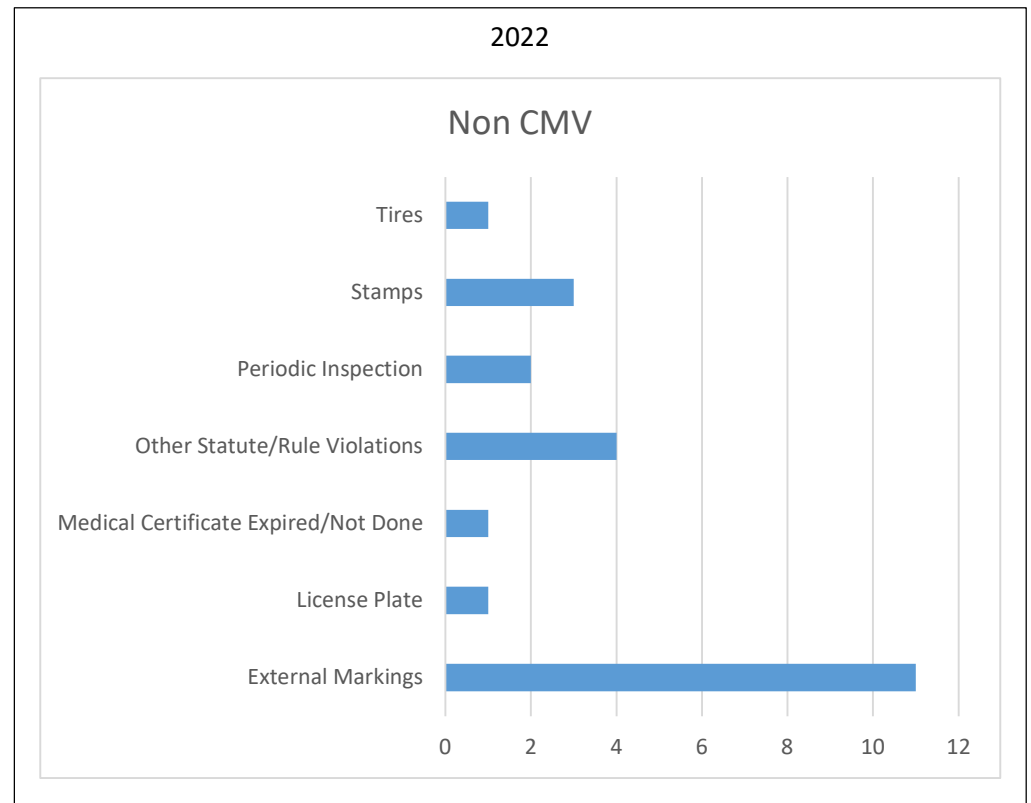
Year	2023(YTD)	2022	2021	2020	2019	2018
# of Non CMV ¹						
Inspections	10	80	95	106	189	502
# of deficiencies	2	23	17	45	120	441
# of CMV ² Inspections	7	196	69	52	98	181
# of deficiencies	0	13	0	7	43	137
Year	2023(YTD)	2022	2021	2020	2019	2018
Total # of Inspections	17	276	164	158	287	683
Total # of deficiencies	2	36	17	52	163	578

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.

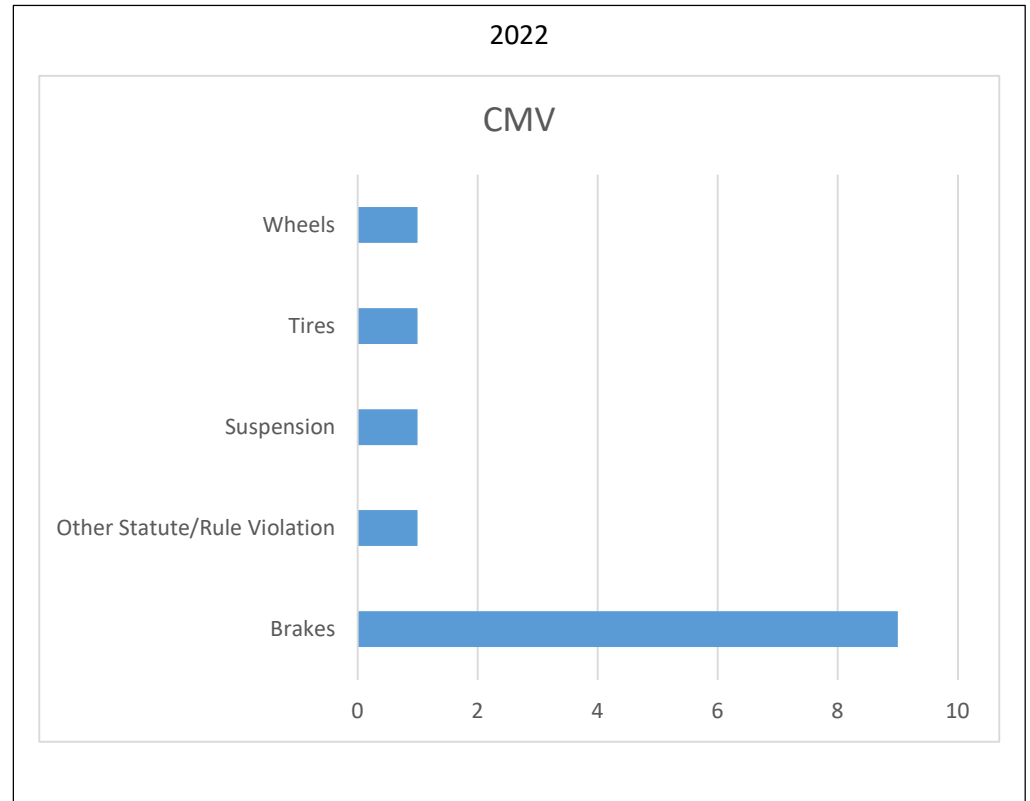


NOTE: 2018 data reflects increased enforcement staffing and a focus on compliance matters (i.e. vehicle inspections, Safety & Compliance Reviews, etc.). In subsequent years, focus turned to complaint resolution and there was a 60% reduction in enforcement staff in 2018-2019. The overall number of vehicle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

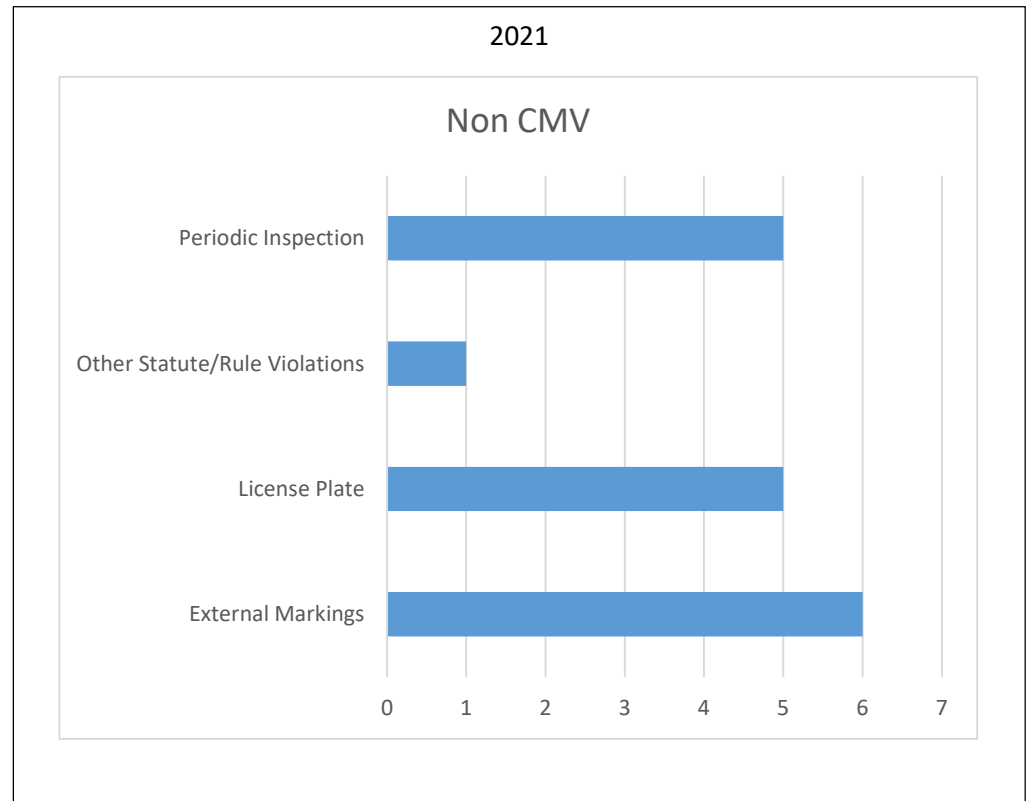
2022		Non-CMV
Number of Inspections		80
Violations		
External Markings		11
License Plate		1
Medical Certificate Expired/Not Done		1
Other Statute/Rule Violations		4
Periodic Inspection		2
Stamps		3
Tires		1
Total		23



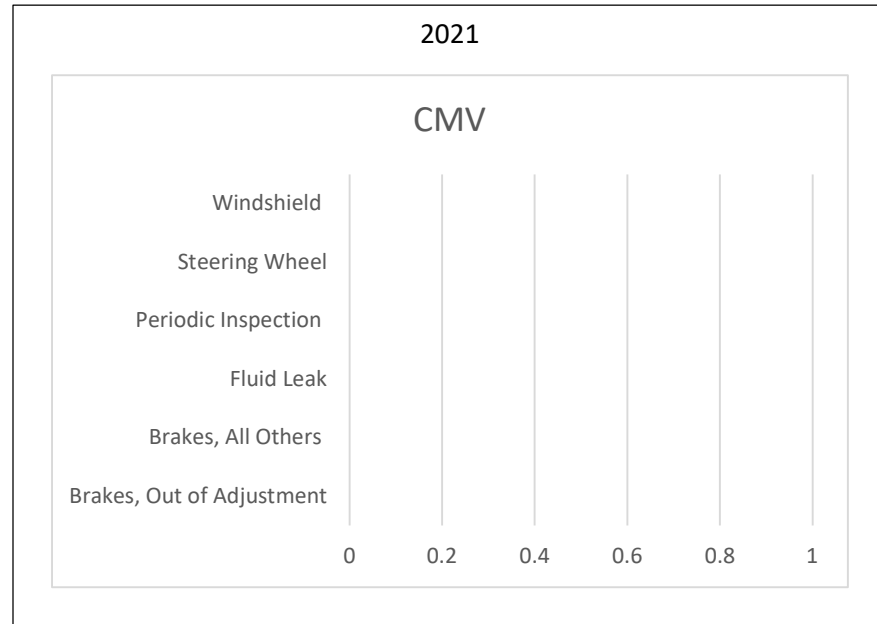
2022	CMV
Number of Inspections	196
Violations	
Brakes	9
Other Statute/Rule Violation	1
Suspension	1
Tires	1
Wheels	1
Total	13



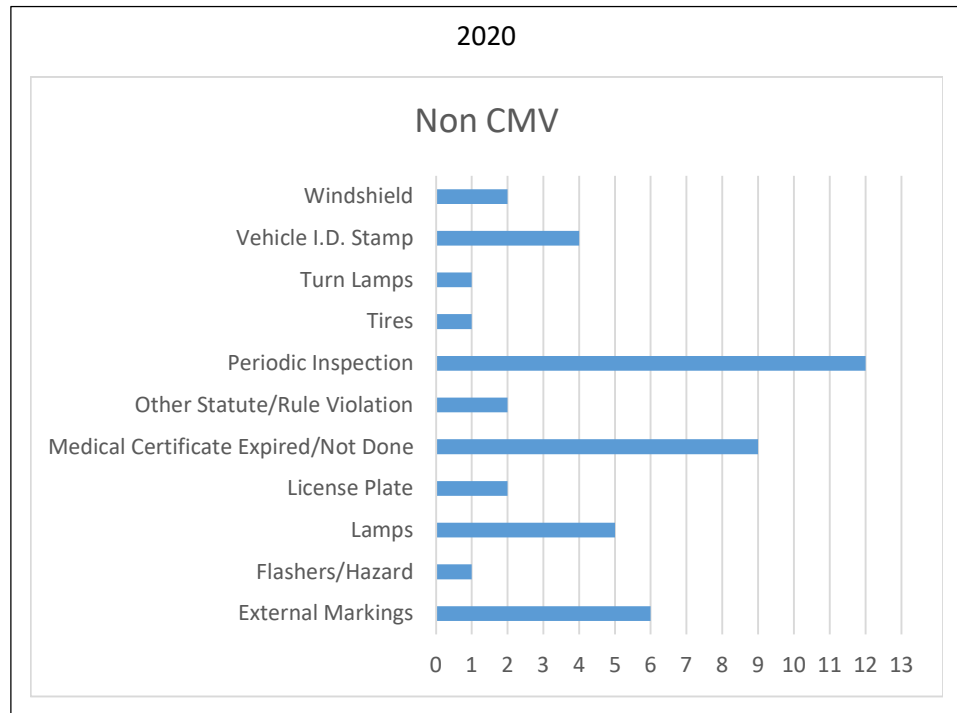
2021	Non-CMV
Number of Inspections	95
Violations	
External Markings	6
License Plate	5
Other Statute/Rule Violations	1
Periodic Inspection	5
Total	17



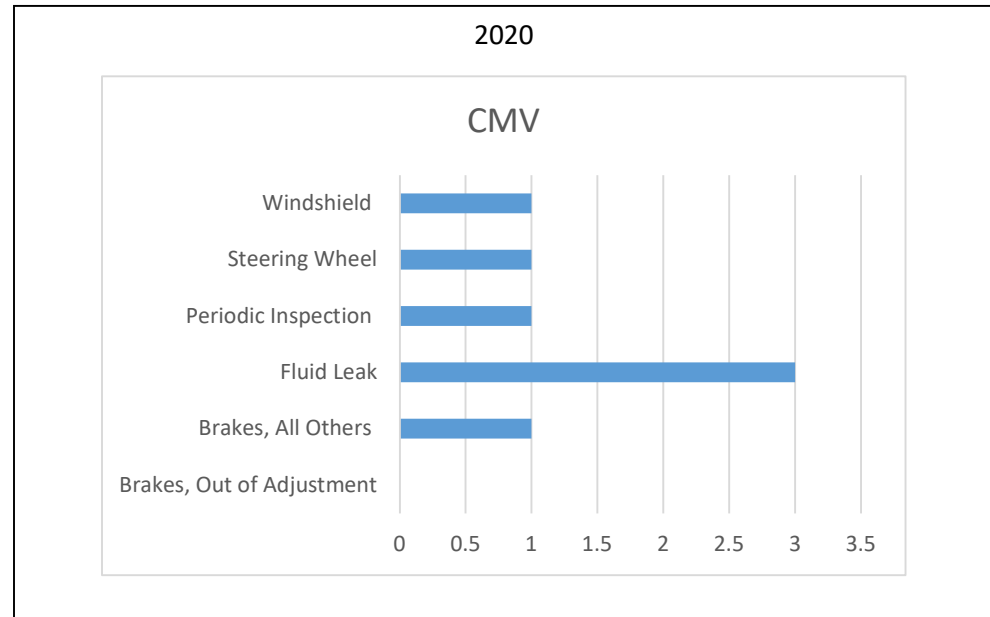
2021		CMV
Number of Inspections		69
Violations		
Brakes, Out of Adjustment		0
Brakes, All Others		0
Fluid Leak		0
Periodic Inspection		0
Steering Wheel		0
Windshield		0
Total		0



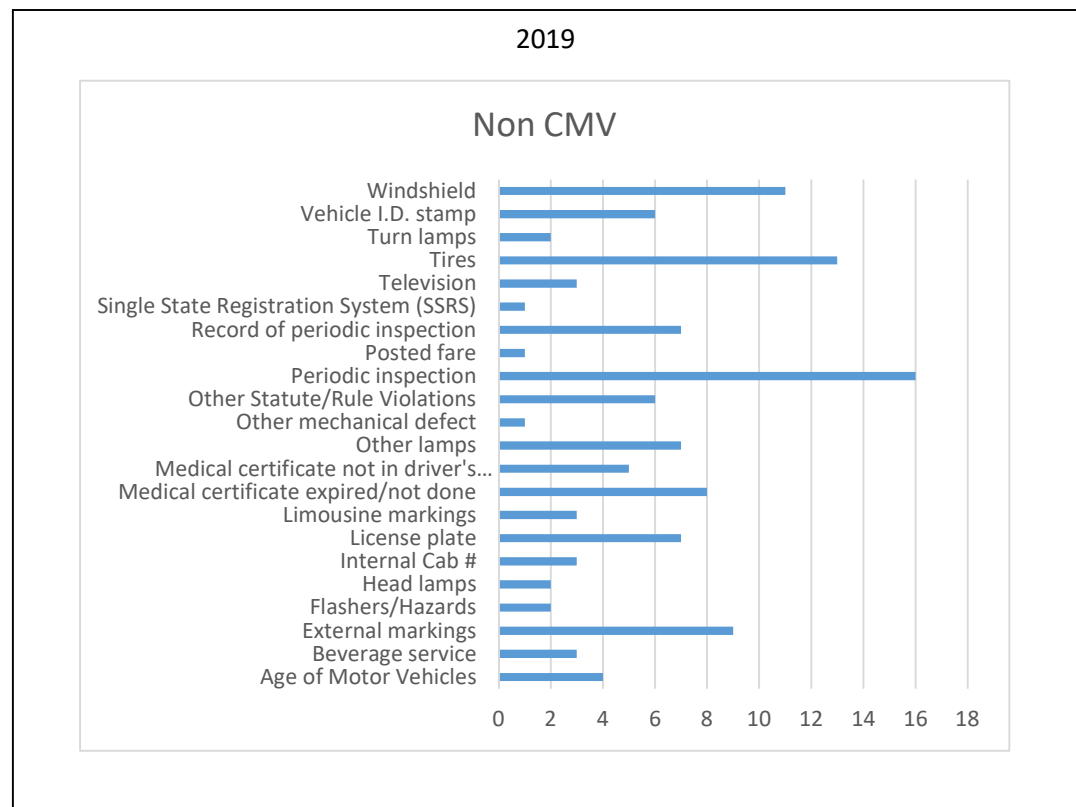
2020	Non- CMV
Number of Inspections	106
Violations	
External Markings	6
Flashers/Hazard	1
Lamps	5
License Plate	2
Medical Certificate Expired/Not Done	9
Other Statute/Rule Violation	2
Periodic Inspection	12
Tires	1
Turn Lamps	1
Vehicle I.D. Stamp	4
Windshield	2
Total	45



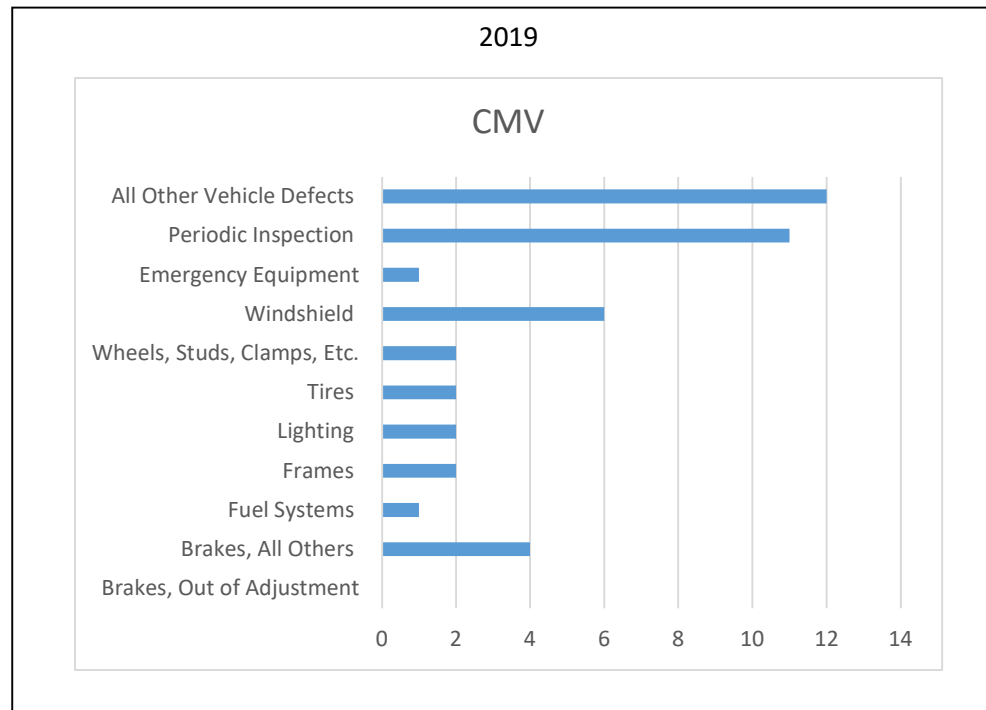
2020	CMV
Number of Inspections	52
Brakes, Out of Adjustment	0
Brakes, All Others	1
Fluid Leak	3
Periodic Inspection	1
Steering Wheel	1
Windshield	1
Total	7



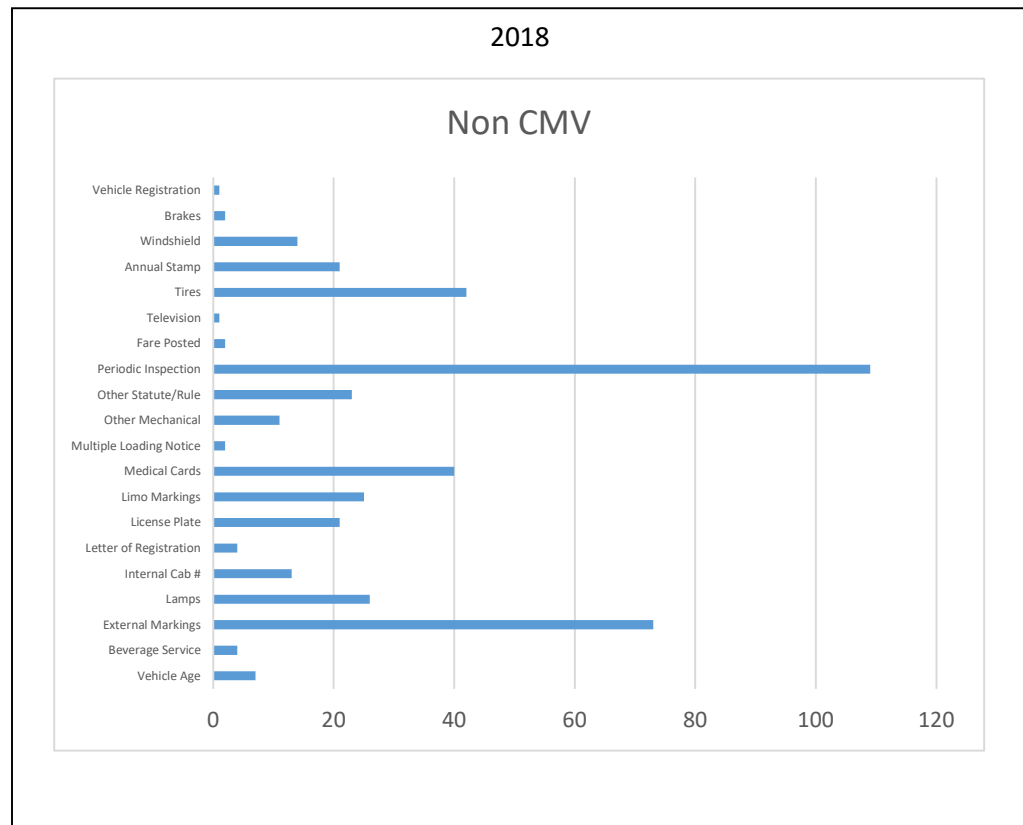
2019	Non-CMV
Number of Inspections	189
Violations	
Age of Motor Vehicles	4
Beverage Service	3
External Markings	9
Flashers/Hazards	2
Head Lamps	2
Internal Cab #	3
License Plate	7
Limo Markings	3
Medical Certificate Expired/Not Done	8
Medical Card Not in Driver's Possession	5
Other Lamps	7
Other Mechanical 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
Total	120



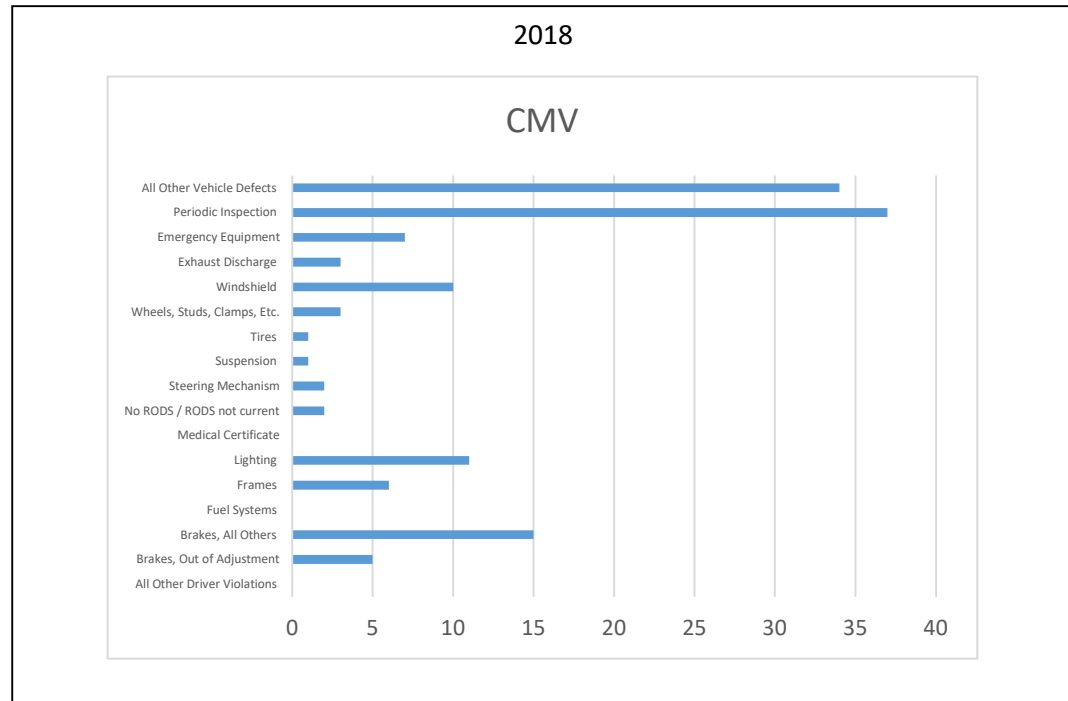
2019	CMV
Number of Inspections	98
Brakes, Out of Adjustment	0
Brakes, All Others	4
Fuel Systems	1
Frames	2
Lighting	2
Tires	2
Wheels, Studs, Clamps, Etc.	2
Windshield	6
Emergency Equipment	1
Periodic Inspection	11
All Other Vehicle Defects	12
Total	43



2018	Non-CMV
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
Total	441

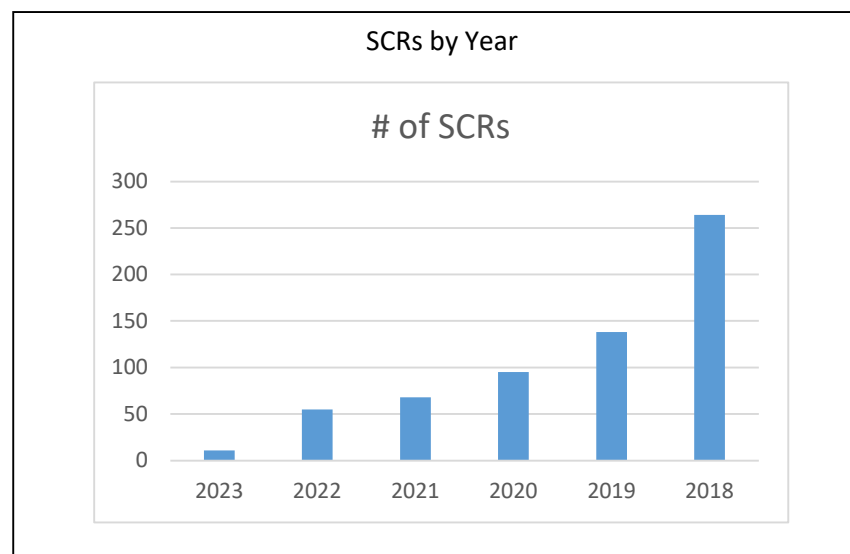


2018	CMV
Number of Inspections	181
All Other Driver Violations	0
Brakes, Out of Adjustment	5
Brakes, All Others	15
Fuel Systems	0
Frames	6
Lighting	11
Medical Certificate	0
No RODS / RODS not current	2
Steering Mechanism	2
Suspension	1
Tires	1
Wheels, Studs, Clamps, Etc.	3
Windshield	10
Exhaust Discharge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

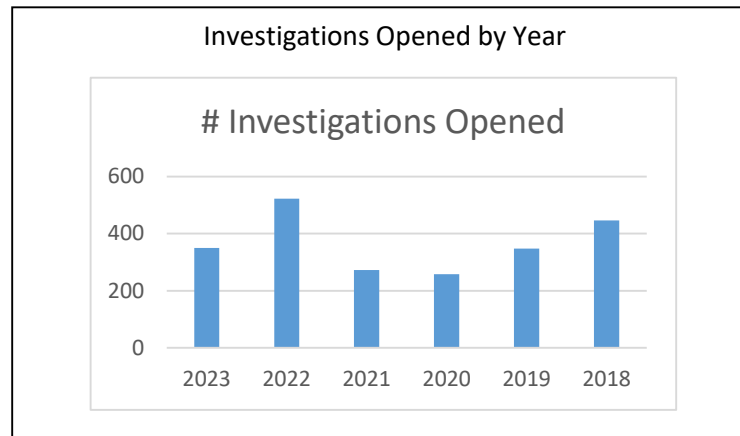


(i) safety and compliance reviews for the current year and each of the past four years; investigations opened and closed.

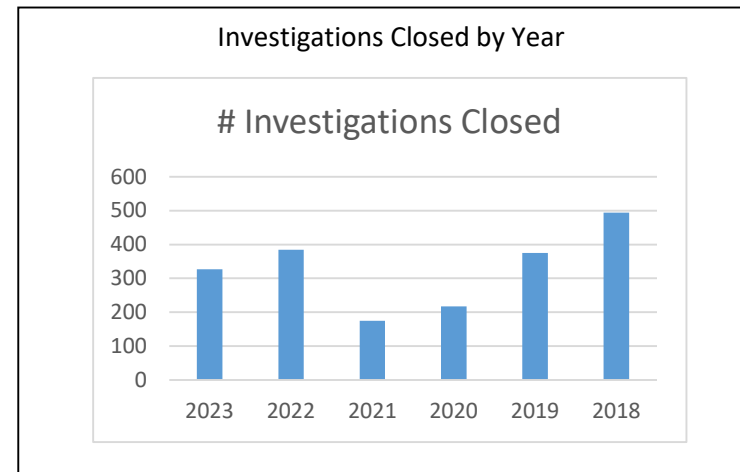
Year	# of SCRs
2023(YTD)	11
2022	55
2021	68
2020	95
2019	138
2018	264



Year	# Investigations Opened
2023(YTD)	350
2022	523
2021	272
2020	258
2019	348
2018	446



Year	# Investigations Closed
2023(YTD)	327
2022	384
2021	175
2020	217
2019	375
2018	494

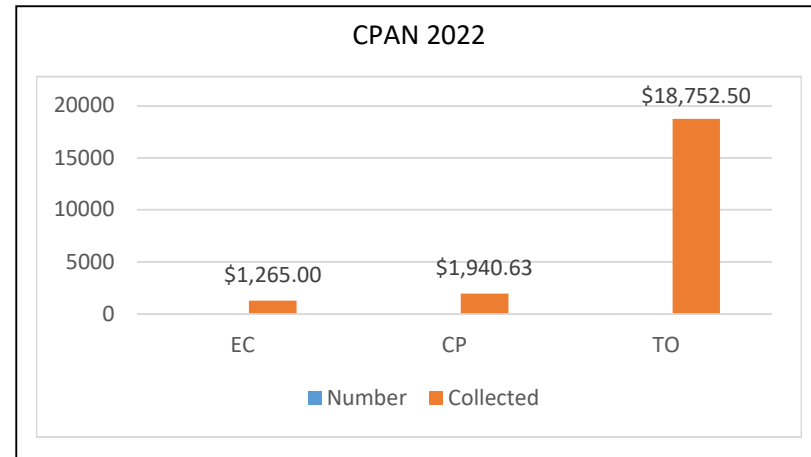


NOTE: Decreased numbers since 2018 correlates to significantly reduced enforcement staffing.

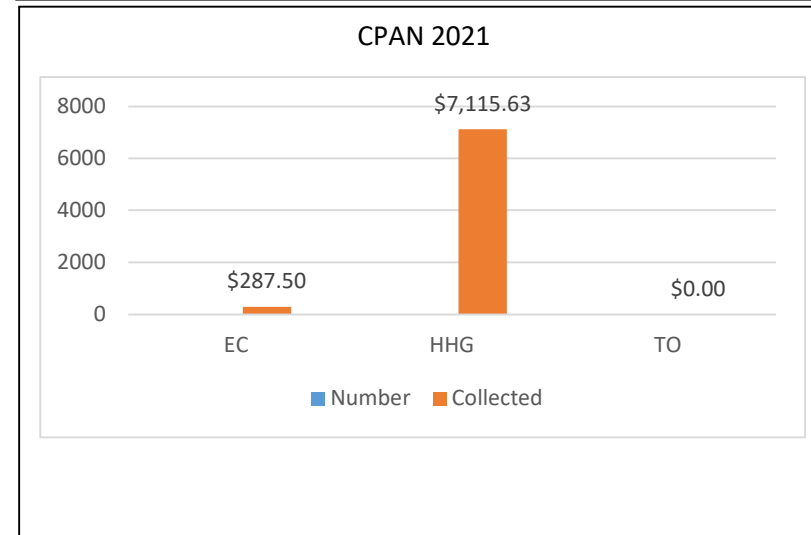
(j) number of CPANs issued (by type) and the amount collected for the current year and each of the previous four years.

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

	2022	
Type	Number	Collected
EC	3	\$1,265.00
CP	3	\$1,940.63
TO	10	\$18,752.50
Total	16	\$21,958.13

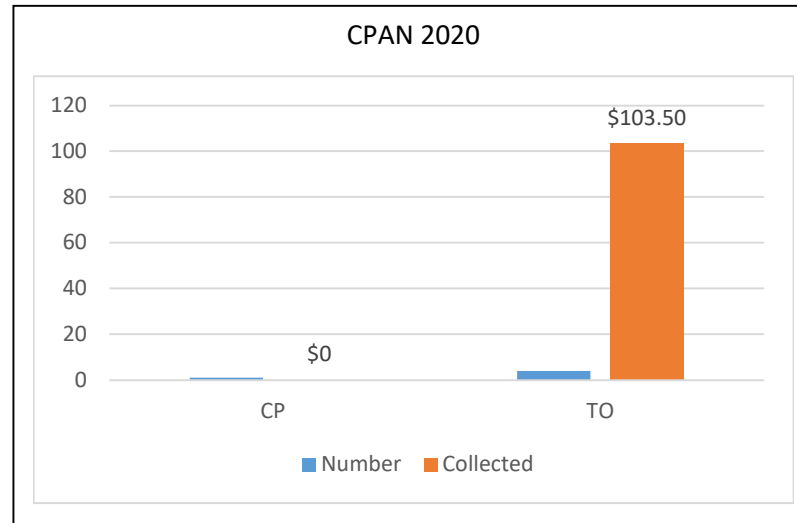


	2021	
Type	Number	Collected
EC	1	\$287.50
HHG	1	\$7,115.63
TO	4	\$0.00
Total	6	\$7,403.13



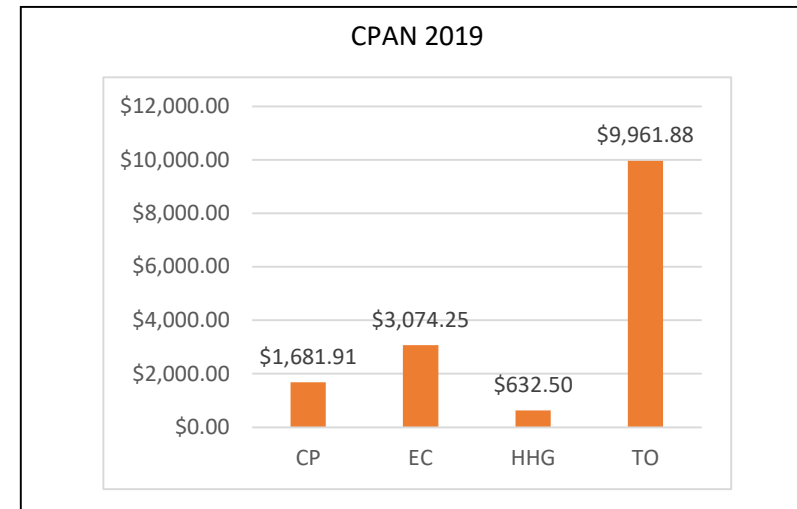
2020

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

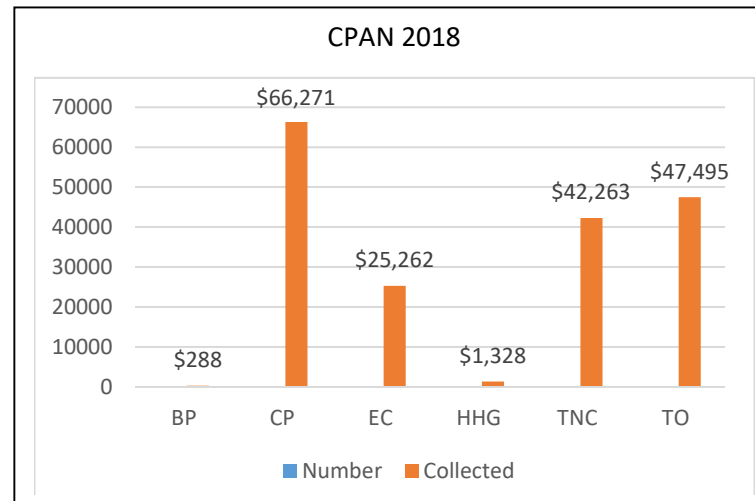


2019

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

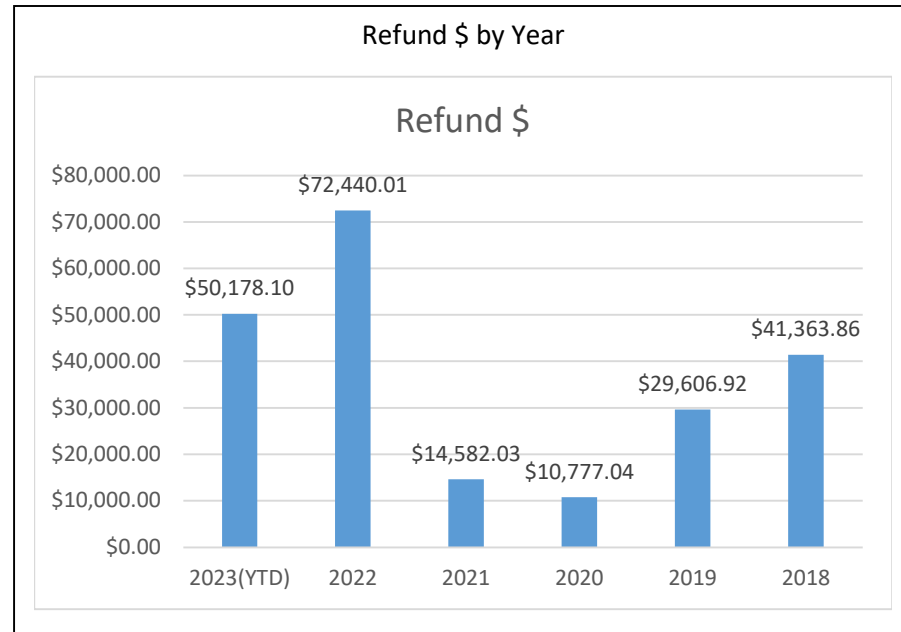


	2018	
Type	Number	Collected
BP	2	\$288.00
CP	18	\$66,271.00
EC	29	\$25,262.00
HHG	11	\$1,328.00
TNC	25	\$42,263.00
TO	60	\$47,495.00
Total	145	\$182,906.00



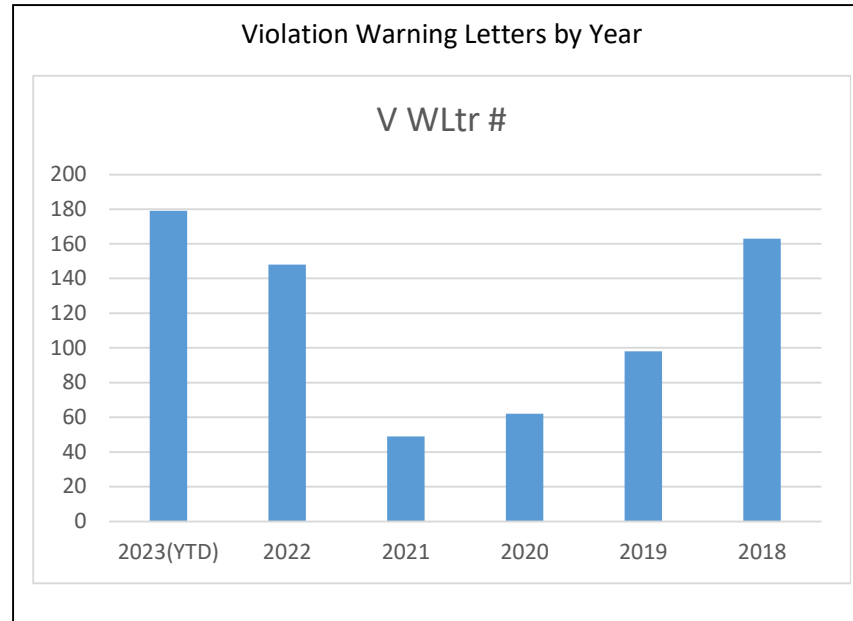
(k) refunds to customers for current year and each of the past four years.

Year	Refund \$
2023(YTD)	\$50,178.10
2022	\$72,440.01
2021	\$14,582.03
2020	\$10,777.04
2019	\$29,606.92
2018	\$41,363.86



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

Year	VW Ltr #
2023(YTD)	179
2022	148
2021	49
2020	62
2019	98
2018	163



(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, some of which are the result of recent legislation.

At present, a NOPR is being conducted (23R-0085TO), which is making substantial changes to the Commission's towing rules. The proposed changes are based largely on the passing of House Bill 22-1314 during the 2022 Legislative Session. This NOPR was the culmination of many months of review and analysis of the bill, to ensure consistency between the proposed changes to the regulatory framework for towing carriers and the new statutory measures.

During the 2023 Legislative Session, Senate Bill 23-187 was passed. This bill primarily expanded the Commission's ability to set filing/permitting fees for different types of regulated carriers. Some of these fees had remained static for over a decade. Specifically, the new statutory language (see § 40-10.1-606(2)(c), C.R.S.) indicates that the Commission may adopt rules establishing different tiers of permit fees for Transportation Network Company (TNC) operations. The intention behind this appears to be an attempt to allow smaller, cooperative-style TNCs to enter this market space in Colorado. Transportation Staff has already scheduled stakeholder outreach to begin discussions regarding this new avenue available to the Commission.

There have also been discussions regarding the need for a NOPR involving the rules for vehicle booting companies. The Commission was tasked with regulating these companies, at the State-level, back in 2019. Since then, Transportation Staff has noted several issues that have hindered its ability to properly regulate this industry, including the narrow definition of a "boot" and the lack of a mechanism to properly initiate a Show Cause action, when there are deficiencies of the financial responsibility (*i.e.*, insurance) standards.

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, credit card surcharges, 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. This has also led to a significant uptick in the building of relationships with other law enforcement agencies, specifically command staff. Overall, trends in enforcement have been going up in 2022 and 2023, which can be credited to new goals, strategies, and initiatives.

As a result of the passing of House Bill 22-1314, there has been a significant spike in new investigations, mostly related to towing, which began shortly after the new statutes became effective. By way of example, there were thirty two (32) new cases that were opened in August 2022, while one hundred forty seven (147) new cases were opened in September 2022. The additional time and resources that have been dedicated to this additional volume of cases has led to significant strain on the Investigations team and more of a focus on case closures. As a result, this has led to the necessary reduction in other important enforcement activities.

Even so, the Investigations and Compliance Unit has continued its outreach efforts, 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 continuation of this outreach initiative will result in improved relations and better collaboration with these stakeholders.

The Transportation Section saw some reprieve to its staffing levels in 2022, based on the backfilling of two (2) vacant Criminal Investigator positions in late 2021. The Investigations and Compliance Unit is also in the process of hiring another Criminal Investigator position, which was appropriated through House Bill 22-1314. Also, the recent passing of Senate Bill 23-187 is likely to result in the reallocation of funding for the Transportation Section, which may result in the backfilling of some additional positions and an improvement in overall services for transportation stakeholders and the public.

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.