

An Act

HOUSE BILL 21-1186

BY REPRESENTATIVE(S) Gray and Sullivan, Bernett, Duran, Exum, Froelich, Jackson, Lontine, Mullica, Ricks, Sirota, Valdez A., Woodrow; also SENATOR(S) Winter and Bridges, Gonzales, Hansen, Moreno, Pettersen, Priola.

CONCERNING RELIEVING THE REGIONAL TRANSPORTATION DISTRICT OF STATUTORY RESTRICTIONS RELATED TO THE DISTRICT'S OPERATIONS.

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. In Colorado Revised Statutes, 32-9-119.5, **amend** (2)(a) and (3)(a); and **add** (10) as follows:

32-9-119.5. Competition to provide vehicular service within the regional transportation district - definition. (2) (a) The district may implement a system under which up to fifty-eight percent of the district's vehicular service is provided by qualified private businesses, NONPROFIT ORGANIZATIONS, OR LOCAL GOVERNMENTS pursuant to competitively negotiated contracts.

(3) (a) (I) Subject to the requirements of the "Federal Transit Act", as amended, the district may request proposals from ~~private~~ QUALIFIED

Capital letters or bold & italic numbers indicate new material added to existing law; dashes through words or numbers indicate deletions from existing law and such material is not part of the act.

providers to provide up to fifty-eight percent of all of the vehicular service of the district as measured by ~~vehicle hours~~ PLATFORM TIME or ~~vehicle hour~~ PLATFORM TIME equivalents. The district's decision as to which vehicular services are subject to requests for proposals must represent the district's total vehicular service operations; except that each individual request for proposals may designate one type of vehicular service. Service provided by private businesses, NONPROFIT ORGANIZATIONS, OR LOCAL GOVERNMENTS pursuant to this section shall be accomplished through attrition of the district's full-time employees. Layoffs shall not occur solely as a result of the implementation of this section. If the director of the division of labor standards and statistics in the department of labor and employment orders an arbitration pursuant to section 8-3-113 (3), ~~C.R.S.~~, the arbitrator shall not have the power to establish a level of vehicular service to be provided by private businesses, NONPROFIT ORGANIZATIONS, OR LOCAL GOVERNMENTS in accordance with this section.

(II) The district shall establish reasonable standards for ~~vehicle hour~~ PLATFORM TIME equivalents for all vehicular services that are not ordinarily measured by ~~vehicle hours~~ PLATFORM TIME.

(10) AS USED IN THIS SECTION, "LOCAL GOVERNMENT" MEANS ANY COUNTY, CITY AND COUNTY, CITY, TOWN, DISTRICT, AUTHORITY, OR OTHER POLITICAL SUBDIVISION OF THE STATE, OR ANY DEPARTMENT, AGENCY, OR INSTRUMENTALITY THEREOF, OR ANY OTHER ENTITY, ORGANIZATION, OR CORPORATION FORMED BY INTERGOVERNMENTAL AGREEMENT OR OTHER CONTRACT BETWEEN OR AMONG ANY OF THE FOREGOING.

SECTION 2. In Colorado Revised Statutes, 32-9-119.7, **amend** (1), (2), (3), and (4); and **repeal** (5) as follows:

32-9-119.7. Cost efficiency of transit services - reporting - plans.

(1) The general assembly hereby finds and declares that surface transportation in the Denver metropolitan area is a major problem confronting not only the citizens of the metropolitan area but also the citizens of the entire state of Colorado. The general assembly further finds that, although mass transportation is one component of an effective surface transportation system, the allocation of resources to mass transportation must be made in light of all surface transportation needs. The general assembly further finds that the district should be organized efficiently, economically, and on a demand-responsive basis and that the district should

consider least-cost alternatives in discharging its responsibilities. The general assembly further finds that the farebox recovery ratio of the district must be improved so that resources once allocated for mass transportation can be made available for other surface transportation needs:

(2) For the purposes of this section, "operating costs" means all expenditures, including depreciation, except for those incurred in long-term planning and development of mass transportation and rapid transit infrastructures and those costs incurred as a result of providing transportation service mandated by the federal "Americans with Disabilities Act of 1990", 42 U.S.C. sec. 12101 through 12213. and "revenues collected" means all non-sales tax revenue generated through the operation and maintenance of the mass transit system, except for those revenues generated as a result of providing transportation service mandated by the federal "Americans with Disabilities Act of 1990".

(3) The district shall take whatever measures it deems necessary to ensure that the following percentages of its operating costs are funded by revenues collected, as follows: INCLUDE IN ITS ANNUAL FINANCIAL REPORTING INFORMATION ON ANNUAL OPERATING COSTS, RIDERSHIP NUMBERS, AND OPERATING COSTS DIVIDED BY RIDERSHIP AS MEASURES OF THE COST EFFICIENCY OF THE SERVICES THE DISTRICT PROVIDES.

(a) For the fiscal year 1990, twenty-seven and one-half percent;

(b) For the fiscal year 1991, twenty-eight and one-half percent;

(c) For the fiscal year 1992, twenty-nine and one-half percent;

(d) For the fiscal year 1993 and each fiscal year thereafter, thirty percent.

(4) The district shall prepare annual budgets based on the percentages required by subsection (3) of this section. The district shall submit copies of its annual budget to the transportation legislation review committee created in section 43-2-145. C.R.S.

(5) No later than August 1, 1989, the district shall submit to the highway legislation review committee optional plans which shall address the following objectives:

~~(a) To make the mass transportation operations of the district more demand-responsive;~~

~~(b) To demonstrate that the district has considered least-cost options for performing its service;~~

~~(c) To make recommendations regarding farebox recovery ratios;~~
and

~~(d) To demonstrate improved commuter and to-and-from-work service.~~

SECTION 3. In Colorado Revised Statutes, 32-9-119.8, **amend** (4) as follows:

32-9-119.8. Provision of retail and commercial goods and services at district transfer facilities - residential and other uses at district transfer facilities permitted - legislative declaration - definitions. (4) The use of a transfer facility for the provision of retail or commercial goods or services or for the provision of residential uses or other uses shall not be permitted if the use would reduce transit services. ~~would reduce the availability of adequate parking for the public, or, for uses involving the provision of retail or commercial goods or services, would result in a competitive disadvantage to a private business reasonably near a transfer facility engaging in the sale of similar goods or services.~~ The provision of retail and commercial goods and services or the provision of residential uses or other uses at transfer facilities shall be designed to offer convenience to transit customers and shall be conducted in a manner that encourages multimodal access from all users.

SECTION 4. In Colorado Revised Statutes, 32-9-119.9, **amend** (1)(a), (1)(c), (1)(e), (2), and (4)(a); and **repeal** (1)(d) and (3) as follows:

32-9-119.9. Limited authority to charge fees for parking - reserved parking spaces - penalties - definitions. (1) (a) The district may charge a parking fee at a district parking facility. ~~for:~~

~~(I) A motor vehicle registered at an address outside the district;~~

~~(II) A motor vehicle left in the district parking facility for more than~~

twenty-four hours; or

~~(III) Reserved parking.~~

~~(c) The district shall be prohibited from requiring an individual to give any type of personal information, including, but not limited to, any motor vehicle registration or driver's license information in furtherance of the administration and enforcement of the parking fee imposed pursuant to this subsection (1); except that The district may require an individual to provide such personal information, INCLUDING, BUT NOT LIMITED TO, MOTOR VEHICLE REGISTRATION OR DRIVER'S LICENSE INFORMATION, in order to use reserved parking or automatic payment services offered by the district.~~

~~(d) Except as otherwise provided by this section, the district shall not charge a person any type of fee, regardless of what it may be called, to park at a district parking facility.~~

~~(e) All parking fees established in this subsection (1) shall be payable in advance. Payment devices shall be available at all parking facilities at which parking fees are charged pursuant to this subsection (1). The district may establish customer accounts to permit persons who use a district parking facility to prepay parking fees.~~

~~(2) No more than fifteen percent of a district parking facility shall be set aside for reserved parking. The district may provide for reserved parking spaces at a facility for the use of its employees.~~

~~(3) This section shall not apply to a district parking facility for which a lease was entered into by the district prior to January 1, 2006, a facility where the district charged for parking prior to January 1, 2006, or a district parking facility at or related to Denver union station.~~

~~(4) (a) If a motor vehicle is parked at a district parking facility and the person who parks the motor vehicle either fails to pay a parking fee that is required by the district pursuant to the authority set forth in subsection (1) of this section or violates a rule established by the district pursuant subsection (1.5) of this section, the district may impose a penalty on the owner of the vehicle for each day that the vehicle is parked at the facility. The penalty shall be twenty dollars for the first offense, fifty dollars for the second offense, and one hundred dollars for all subsequent offenses. The~~

district shall give written notice to the owner of the penalty and shall notify the owner that he or she may, within fourteen days of the notice from the district, request a hearing to dispute the penalty. The hearing shall be held within thirty days after receipt of the request from the owner and may be conducted in person or by telephone. No person engaged in conducting the hearing or participating in a decision shall be responsible to or subject to the supervision or direction of any person engaged in the performance of parking management functions for the district.

SECTION 5. Act subject to petition - effective date. This act takes effect at 12:01 a.m. on the day following the expiration of the ninety-day period after final adjournment of the general assembly; except that, if a referendum petition is filed pursuant to section 1 (3) of article V of the state constitution against this act or an item, section, or part of this act within such period, then the act, item, section, or part will not take effect unless approved by the people at the general election to be held in

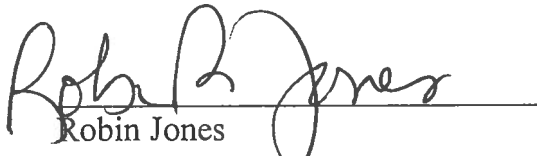
November 2022 and, in such case, will take effect on the date of the official declaration of the vote thereon by the governor.



Alec Garnett
SPEAKER OF THE HOUSE
OF REPRESENTATIVES



Leroy M. Garcia
PRESIDENT OF
THE SENATE

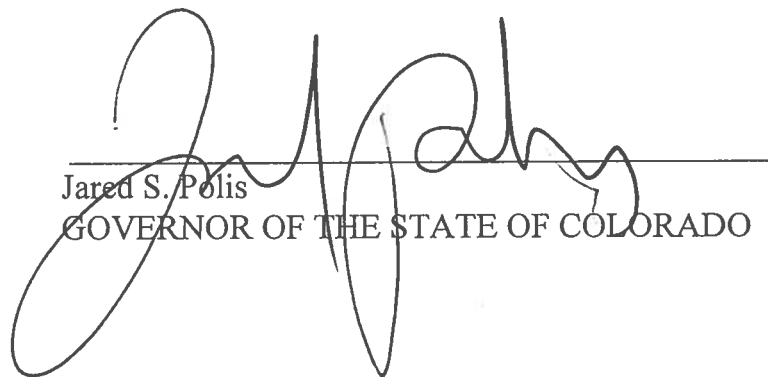


Robin Jones
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES



Cindi L. Markwell
SECRETARY OF
THE SENATE

APPROVED May 24, 2021 at 12:26 pm
(Date and Time)



Jared S. Polis
GOVERNOR OF THE STATE OF COLORADO