



# Final Report to the General Assembly

*Transportation Legislation Review Committee*  
*December 2024 | Research Publication 828*





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December | 2024





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December 2024

To Members of the Seventy-fourth General Assembly:

Submitted herewith is the final report of the Transportation Legislation Review Committee (TLRC). This committee was created pursuant to Section 43-2-145, Colorado Revised Statutes. The purpose of this committee is to give guidance and direction to the Colorado Department of Transportation on the development of the state transportation system, and to provide legislative oversight of and input into such development. The TLRC is granted statutory oversight responsibilities for certain activities of the state's regional transportation and public highway authorities, as well as the Regional Transportation District in the Denver metropolitan area. The TLRC also monitors the activities of the Colorado Department of Revenue relating to the regulation of motor vehicles and driver control, the impact of Colorado's transportation system on air quality, and the effect of traffic law enforcement on transportation in the state.

At its meeting on October 15, 2024, the Legislative Council reviewed the report of this committee. A motion to forward this report and the bills therein for consideration in the 2025 session was approved.

Sincerely,

/s/ Rep. Julie McCluskie  
Chair



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**This report is also available online at:**

**<https://leg.colorado.gov/committees/transportation-legislation-review-committee/2024-regular-session>**









## Committee Charge

Pursuant to state law, the TLRC must meet at least once a year to:

- provide guidance and direction to the Colorado Department of Transportation (CDOT) on the development of the state transportation system;
- provide legislative oversight of and input into such state transportation system development;
- provide guidance and direction to the Department of Revenue (DOR) or any other state agency or political subdivision of the state that regulates motor vehicles or traffic;
- examine the problem of uninsured motorists; and
- review all transportation, traffic, and motor vehicle legislation, and make recommendations for additional legislation as necessary.

During the 2024 legislative interim only, the TLRC was required to study the issues of:

- enforcement of impaired driving offenses, including situations involving a driver who refuses to take or complete a blood or breath test as required by law;
- careless driving that results in accidental death; and
- the appropriate penalty for failing to maintain motor vehicle or low-powered scooter insurance and present evidence of insurance to a requesting officer.

## Committee Activities

The committee held three meetings at the State Capitol during the 2024 interim and went on a one-day field trip.

**Committee Meetings.** Briefings and presentations were made by the following organizations:

- Alliance for Automotive Innovation;
- Amalgamated Transit Union Local 1001;
- American Automobile Association;
- American Disabled for Accessible Public Transit;
- Bicycle Colorado;
- Boulder Chamber Transportation Connections;
- Boulder County District Attorney;
- Clean Air Colorado;
- Colorado Association of the Chiefs of Police;
- Colorado Association of Transit Agencies;
- Colorado Bike Law;
- Colorado Department of Revenue;
- Colorado Department of Transportation;
- Colorado District Attorneys' Council;
- Colorado Energy Office;
- Colorado Motor Carriers Association;
- Colorado State Patrol;
- Colorado State Public Defender;

- Colorado Task Force on Drunk & Impaired Driving;
- Colorado Wyoming Petroleum Marketers Association;
- Common Sense Institute;
- Cross Disability Coalition;
- Denver Regional Council of Governments;
- Denver Streets Partnership;
- E-470 Public Highway Authority;
- EarthJustice;
- El Paso County;
- Front Range Passenger Rail;
- Greater Denver Transit;
- GreenLatinos;
- Larimer County;
- Minnesota Department of Transportation;
- National Conference of State Legislatures;
- Natural Resources Defense Council;
- Northwest Parkway Public Highway Authority;
- People for Bikes;
- Public Utilities Commission;
- Regional Air Quality Council;
- Regional Transportation District;
- Roaring Fork Transportation Authority;
- Southwest Energy Efficiency Project;
- Utah Transit Authority;
- Washington State Department of Transportation;
- West Corridor Transportation Management Association; and
- White Line Foundation.

**TLRC Tour.** As part of the committee’s September 10 tour, the committee undertook discussions and tours of the following projects and facilities:

- Federal Boulevard Bus Rapid Transit (BRT) project;
- CDOT Region 1 I-25 safety and operations;
- RTD N line station;
- CDOT Region 1 State Highway 7 Mobility Hub;
- Berthoud Mobility Hub;
- Centerra Mobility Hub;
- Loveland Transit Center;
- CDOT Region 4 119 Safety, Mobility, and Bikeway project; and
- AirCare Colorado Broomfield.

The following sections discuss the committee’s activities during the 2024 interim.

## Vulnerable Road Users and Active Transportation Funding

Representatives from People for Bikes and the Denver Streets Partnership provided information on the need for transportation infrastructure that improves access and safety for bicyclists and pedestrians. The representatives discussed how fatalities for vulnerable road users have increased over the last decade. The presenters explained that vehicle speeds, increasing vehicle size, and the lack of safe street infrastructure are responsible for this rise in fatalities and also discourage people from adopting active transportation methods. They argued that active transportation infrastructure is a cheaper investment than other transportation projects, is good for job growth, and reduces air pollution and emissions. The representatives asked the committee to consider a statewide active transportation needs assessment and to reassess how the state government allocates transportation funding dollars. Their presentation can be found here: [Active Transportation Funding Presentation](#).

**Committee Recommendations.** As a result of its discussions, the committee recommended Bill C, which authorizes local governments to impose fees on the registration of light trucks and passenger cars to fund vulnerable road user protection strategies.

## Automotive Emissions

Representatives from Clean Air Colorado, the Colorado Wyoming Petroleum Marketers Association, and the Colorado Motor Carriers Association provided an update on sustainability and reducing emissions in the petroleum and trucking industries.

**Clean Air Colorado.** A representative from Clean Air Colorado provided information on the emissions testing program. There have been few changes to the program in the last 30 years, and fees have never been increased. New stations are needed in multiple locations, especially in areas further from the Denver metro area. The representative provided ideas for how to improve the program, such as installing testing areas in more convenient locations, like near grocery stores, and having mobile emissions testing.

**Colorado Wyoming Petroleum Marketers Association.** A representative from the Colorado Wyoming Petroleum Marketers Association (CWPMA) discussed a funding request to relocate and improve the Department of Labor and Employment's Division of Oil and Public Safety fuel laboratory. The CWPMA relies on the fuel testing laboratory to comply with reformulated gasoline (RFG) fuel specifications and its representative asked that funding from the Petroleum Tank Storage Program be set aside to support the capital needs associated with the laboratory's relocation. The CWPMA's presentation can be found here: [CWPMA Presentation](#).

**Colorado Motor Carriers Association.** A representative from the Colorado Motor Carriers Association (CMCA) discussed how the trucking industry has significantly reduced emissions since 1988, and how the CMCA in particular is undergoing numerous environmental and sustainability efforts that have lowered nitrous oxide emissions in the Denver region since 2011. The trucking industry is moving toward zero-emission vehicles but there are technological limitations that will make phasing in these vehicles a slow process. CMCA explained that various short-term solutions can help reduce emissions while older diesel trucks are being phased out. The CMCA's presentation can be found here: [CMCA presentation](#).

**Committee Recommendations.** As a result of its discussions, the committee recommended a bill be drafted allowing the Division of Oil and Public Safety to use money in the Petroleum Storage Tank Fund for costs related to relocation or redevelopment of the division's petroleum laboratory. The bill was not approved by the committee.

## Transit

Several organizations presented to the committee on public transit and provided information on the benefits of reliable public transit, current issues with transit services, transit access for disabled riders, safety of transit workers and riders, and successful examples of public transit across the state and the country.

**Southwest Energy Efficiency Project.** A representative from the Southwest Energy Efficiency Project (SWEET) provided information on how better public transit can advance equity, improve safety, and help Colorado address its greenhouse gas (GHG) reduction targets and climate goals. The presentation discussed how "frequency is freedom" and that only 17 percent of Regional Transportation District (RTD) bus routes are considered frequent enough to meet its users' daily needs. However, SWEET argued that there are public-transit success stories, such as CDOT's Bustang service, and there are various ways the Legislature can help fund more public-transit opportunities. SWEET's presentation can be found here: [SWEET Presentation](#).

**Greater Denver Transit.** Representatives from Greater Denver Transit discussed issues with the RTD and how the RTD is falling behind its peers and failing to prioritize the needs of riders. The light rail system in particular has numerous issues related to safety and reliability. The representatives recommended the state legislature assist the RTD by modifying laws related to accident investigations, consumer regulations, accountability, the RTD board, and service planning. The organization's presentation can be found here: [Greater Denver Transit Presentation](#).

**ADAPT.** Representatives from ADAPT encouraged the committee to pursue legislation related to equity for disabled and non-disabled transit riders with discount fare programs, "legacy" status to areas that might otherwise lose transit access under cuts to service, and holding public transit services accountable to provide adequate and equal services to the elderly and disabled in their communities. ADAPT's presentation can be found here: [ADAPT Presentation](#).

**Colorado Cross Disability Coalition.** A representative from the Colorado Cross Disability Coalition (CCDC) discussed the challenges faced by transit workers, especially since the COVID-19 pandemic. The representative encouraged the committee to craft legislation that supports transit workers and ensures individuals who assault workers or make the system dangerous are held accountable for their actions. The committee should also consider legislation that requires transit agencies to have alternative route plans for emergency situations, and publicly support RTD's efforts to eliminate the TABOR revenue cap. The CCDC's presentation can be found here: [CCDC Presentation](#).

**Utah Transit Authority.** Representatives from the Utah Transit Authority (UTA) discussed the authority's structure, operations, and strategic plan. The UTA is having mixed success in meeting sustainability goals, though it did go from 3 to 31 electric buses from 2022 to 2023. Ridership is

also increasing across all methods of transit. The UTA's presentation can be found here: [UTA Presentation](#).

**Roaring Fork Transit Authority.** The Roaring Fork Transit Authority (RFTA) presented a video providing basic information about the status of the RFTA. The RFTA is the largest rural transportation system in the country and provides transit services between Aspen and Rifle. In 2023, the RFTA transported 4.8 million riders, a 15 percent increase from 2022. The RFTA is anticipating a 20 percent increase in riders by 2036 and is currently engaged in extending bus priority lanes, expanding transit service along the I-70 corridor, and incorporating electric buses into its fleet. The RFTA is working on the \$72 million Glenwood Springs Maintenance Facility Expansion project and the \$17.9 million 27<sup>th</sup> Street Pedestrian Underpass project in Glenwood Springs. The RFTA's video can be found here: [RFTA Overview Video](#).

**Colorado Association of Transit Agencies.** The director of the Colorado Association of Transit Agencies (CASTA), a trade association for agencies and employees who work in transportation, provided information on local transit funding and priorities across the state. The Zero Fare for Better Air Program had 13 agencies participating in summer 2024 and helped increase ridership and mobility in those agencies' communities. The presentation also addressed difficulties finding senior and non-emergent medical transportation providers. CASTA's presentation can be found here: [CASTA Presentation](#).

**Common Sense Institute.** A representative from the Common Sense Institute provided information on RTD. RTD ridership fell 46 percent between 2019 and 2022, while RTD's operating budget increased only 3 percent. Fares are only recovering about 4.4 percent of operating costs. The presentation also touched on a potential increase in crimes occurring in airport, bus, and train terminals, though specific data on these crimes is unreliable.

**Public Utilities Commission.** The director of the Public Utilities Commission (PUC) discussed the PUC State Safety Oversight Program, which has the authority to inspect RTD activities, tell RTD how to operate the light-rail system or control light-rail movement, and perform work on the RTD system. In June 2024, the PUC submitted plans for a proposed Risk Based Inspection Program to meet Federal Transit Administration requirements. The program would refine how the PUC collects data on RTD and prioritize PUC inspections based on risk profiles. The director also discussed corrective action plans (CAPs) and how the PUC moves forward serious CAP proposals from RTD so RTD can begin implementing proposed CAPs immediately. The PUC presentation can be found here: [PUC Presentation](#).

**Bustang and Bus Rapid Transit (CDOT).** Representatives from CDOT provided information on the Bus Rapid Transit (BRT) and Bustang transit programs. CDOT introduced the BRT program in 2023 to enhance transportation options on state highways and improve connections to passenger rail systems. By 2030, CDOT hopes to have construction completed on BRT on State Highway 119, Federal Boulevard, and Colorado Boulevard. These areas were selected for BRT because they are high-ridership bus routes where buses currently experience significant delays and long travel times, and there is a high potential for federal funding support.

Bustang launched in 2015 with commuter-focused service along the Front Range I-25 corridor, and rural-focused and seasonal lines with its Snowstang and Pegasus services. Ridership is increasing, and [Senate Bill 22-180](#) provided \$30 million over three years to expand Bustang

services. The representatives also discussed the statewide mobility hubs along the I-25 corridor, with construction in progress at the Centerra-Loveland, Berthoud, and Firestone hubs north of Denver. CDOT's presentation can be found here: [CDOT Bustang and BRT Presentation](#).

**Committee Recommendations.** As a result of its discussions, the committee recommended Bill A, which aims to increase mode choice targets by enacting a number of requirements on CDOT, metropolitan planning organizations, certain transit providers, and certain local governments. In addition, based on testimony from the PUC, the committee recommended Bill D, which repeals the requirement that investigative reports of railroads made for the PUC be kept confidential and gives the PUC authority to create rules making certain ongoing investigations and security information confidential.

## Colorado Department of Transportation

CDOT provided an update to the committee on maintenance and operations. Agency directors detailed CDOT's progress on its 10-year plan, pollution reduction standards, and various construction projects. The directors also provided information on the Colorado Transportation Investment Office and results of a study on Transportation Planning Regions. The department's presentation may be found here: [CDOT Presentation](#).

## Division of Motor Vehicles

The senior director of the Division of Motor Vehicles (DMV) within DOR provided information about the organization and structure of the division and discussed operational statistics, including average wait time, the number of vehicles registered, and the number of appointments serviced daily. The director updated the committee on efforts to improve customer experience; the ongoing Colorado Driver License, Record, Identification and Vehicle Enterprise Solution (DRIVES) upgrade; and sales numbers on new special license plates. The division's presentation may be found here: [DMV Presentation](#).

**Committee Recommendations.** Based on recommendations from the DMV, the committee included sections in Bill B on allowing any responsible adult to sign a minor's driving log, authorizing an advanced practice registered nurse to issue written medical opinions, consolidating the effective dates of new rules on immigrant identification issuance, and removing some retired license plates from statute.



## Specific Ownership Tax

Representatives from the DMV and two Colorado counties provided information on the specific ownership tax (SOT), which is a tax on the value of a vehicle and is paid each year that vehicle is registered in Colorado.

**Division of Motor Vehicles.** Representatives from the DMV provided information on how the SOT is calculated and who collects the tax. DOR retains \$0.50 of each SOT payment, which varies based on vehicle class and age of the vehicle. There are some exemptions and exceptions, including for rental companies, electric/plug-in hybrid Class A trucks, farm vehicles, and certain military personnel. Finally, the division presented on annual SOT collections since 2019, with a total of \$772 million in SOT collected in 2023. The DMV's presentation may be found here: [DMV SOT Presentation](#).

**El Paso County and Larimer County.** Representatives from El Paso and Larimer Counties presented on the distribution of the SOT. In 2023, El Paso County collected \$79.4 million in SOT, which is distributed based on a percentage of overall mill levy. El Paso County explained that recipients can choose how they want to use SOT revenue and that it is a historically stable revenue source at a time where construction and transportation costs are increasing faster than revenue is increasing.

## Commute Trip Reduction

Several organizations presented on strategies to address GHG emissions and congestion by reducing commutes and providing alternative transportation options.

**Washington State Department of Transportation.** Representatives from the Washington State Department of Transportation (WSDOT) presented on transportation demand management and the Washington Commute Trip Reduction (CTR) Program. CTR participants carpool or commute through "none-drive-alone methods" – such as van pools, public transit, and private transit – at much higher rates than other commuters. However, this only accounts for 4 percent of total commute trips, so WSDOT is seeking to address the 96 percent of other trips, including trips for family and personal errands or social and recreational activities. WSDOT's presentation may be found here: [WSDOT Presentation](#).

**Denver Regional Council of Governments.** Representatives from the Denver Regional Council of Governments (DRCOG) presented on programs to incentivize alternative transportation options and cleaner commutes in the Denver area, including the Way to Go Program, the Alternative Transportation Options Tax Credit, and the Colorado Clean Commute Campaign. The representatives also discussed the Transportation Demand Management Strategic Plan, how it was developed, and the scale and scope of the plan. DRCOG's presentation may be found here: [DRCOG Presentation](#).

**Transportation Management Associations.** Representatives from the West Corridor Transportation Management Association (TMA) and Boulder Chamber Transportation Connections presented on the Way to Go transportation partnership, which is made up of eight TMAs along the Front Range. The representatives asked the committee to consider increased

funding for TMAs and commit to net-zero GHG emissions. The TMAs presentation may be found here: [TMAs presentation](#).

## Indirect Source Emissions

Representatives from the Regional Air Quality Council (RAQC) and EarthJustice provided information on indirect source emissions, which are emissions related to activities associated with certain facilities and structures.

**Regional Air Quality Council.** The director of the RAQC presented on sources of GHG emissions. They explained that while there has been progress in lowering some emissions, increases in oil and gas production, overall population, and vehicle miles traveled have kept ozone levels high, especially along the Front Range. RAQC is addressing the problem through ozone planning, micro-mobility, anti-idling policies, and vehicle repair programs and incentives. Legislative recommendations include mandating mobile source emissions reductions, authorizing state commissions to adopt requirements for sources that attract or generate vehicle trips, and improving the vehicle emissions testing program. RAQC's presentation may be found here: [RAQC presentation](#).

**EarthJustice.** Representatives from EarthJustice provided an overview of indirect source emissions related to warehouses. EarthJustice explained that despite advocacy led by the RAQC, the state declined to include an indirect-source reduction strategy in its 2023 State Implementation Plan (SIP). EarthJustice suggested that one approach Colorado could consider to reduce indirect source emissions is something similar to the South Coast Warehouse Indirect Source Rule, which is a points-based system that covers new and existing warehouses over 100,000 square feet, creates certain reporting and truck trip data requirements, and provides a flexible set of options to comply with emissions reductions standards. There have already been regulatory and legislative efforts in states such as New York and California to reduce warehouse emissions.

## Transportation Greenhouse Gas Emissions

Representatives from the Natural Resources Defense Council (NRDC) and the Minnesota Department of Transportation (MnDOT) provided information on strategies to reduce GHG emissions.

**Natural Resources Defense Council.** A representative from the NRDC discussed GHG emissions from transportation and ways to reduce GHG emissions in Colorado. While Colorado is a leader in transportation policy, an NRDC report found it has the biggest deficit in public transit investment relative to other states. The NRDC explained that overbuilding highways in urban areas has led to more driving, and the state should instead focus on increasing transit service to spur ridership and expand safe walking and biking infrastructure. The NRDC's presentation may be found here: [NRDC Presentation](#).

**Minnesota Department of Transportation.** A representative from the MnDOT discussed emissions and vehicle-miles-traveled (VMT) reduction targets. Since 1994, total VMT has grown twice as fast as population, so MnDOT is prioritizing various strategies to reduce total VMT. These strategies include considering land use in transportation investments, planning and

modeling for VMT impacts, road pricing, and walking and biking infrastructure improvements. By 2040, MnDOT hopes to reduce GHG emissions by 80 percent and VMT per capita by 14 percent compared to the 2019 baseline. The state is supporting these goals through legislation that establishes an assessment process for all expansion projects to make sure the project is conforming to GHG and VMT targets. MnDOT's presentation may be found here: [MnDOT Presentation](#).

**Colorado Energy Office.** The Colorado Energy Office provided an update on the Colorado Clean Car Standard and the GHG Pollution Reduction Roadmap. The office provided data about transportation emissions and outlined a plan for reducing emissions by 2030. Representatives from the office also discussed the electric vehicle plans and incentives. The presentation can be found here: [Colorado Energy Office Presentation](#).

**GreenLatinos.** GreenLatinos spoke on the environmental and public health impacts of new highway construction in the Front Range corridor. Representatives also mentioned the lack of communication for new highway projects from different entities. A copy of the presentation can be found here: [GreenLatinos Presentation](#).

## Offenses Related to Operating a Motor Vehicle Panel

As required by [House Bill 24-1135](#), representatives from several organizations provided information on certain penalties for careless or impaired driving, driving with no proof of insurance, and refusals to take chemical driving under the influence (DUI) tests.

**Colorado State Patrol.** Representatives from the Colorado State Patrol provided information on issues related to impaired and careless driving, and penalties for driving with no proof of insurance. Since 2015, about 34 percent of all traffic fatalities in Colorado are related to impaired drivers, with about 31 percent of fatalities being vulnerable road users. The representatives also presented on DUI chemical test refusals and interlock devices. The State Patrol's presentation may be found here: [State Patrol presentation](#).

**Colorado Association of the Chiefs of Police.** A representative from the Colorado Association of Chiefs of Police supported enhancing DUI laws and presented on DUI case filings. They explained that an increasing number of drivers refuse to take chemical tests and choose to take their chances of beating a DUI case in court.

**Colorado Task Force on Drunk and Impaired Driving.** Representatives from the task force presented on chemical test refusals. An increasing number of people – up to almost 50 percent by 2023 – refuse to provide chemical samples. Consequences could include being required to have an interlock device, which is expensive to install and lease. The task force recommends future improvements to DUI enforcement including rapid oral fluid testing and a statewide standardized DUI form. The task force's presentation may be found here: [Colorado Task Force on Drunk and Impaired Driving presentation](#).

**Bicycle Colorado.** Representatives from Bicycle Colorado argued that the state should update penalties for careless or reckless driving to reflect the seriousness of the consequences and deter people from unsafe behavior. This includes increasing penalties for repeat offenders and

imposing mandatory minimums for certain categories of penalties. Bicycle Colorado's presentation may be found here: [Bicycle Colorado presentation](#).

**The White Line Foundation.** A representative from the White Line Foundation told the story of Magnus White, a 17-year-old cyclist who was killed by a reckless driver while on his bicycle. They described the foundation's mission to transform driving culture and eliminate careless and reckless driving behavior. They further discussed the penalties for careless driving as a traffic offense in comparison to the penalties for DUIs as felonies.

**Office of the State Public Defender.** A liaison from the Office of the State Public Defender (OSPD) provided information on definitions of key mental states in Colorado statute, such as acting "intentionally and with intent," "knowingly or willfully," "recklessly," and with "criminal negligence," including with a low-powered electric scooter. The liaison also presented on the crime of having no proof of insurance and that the OSPD believes the state should reevaluate the use of high fines and jail time as penalties for no proof of insurance. The OSPD presentation may be found here: [OSPD presentation](#).

**Colorado District Attorneys' Council.** The Colorado District Attorneys' Council presented on how District Attorneys can prosecute careless driving cases.

**American Automobile Association.** The American Automobile Association (AAA) presented on moving from spiking traffic deaths to providing safe mobility for all. They discussed the pandemic's impact on traffic safety and state policy measures to reduce speeding. AAA's presentation may be found here: [AAA presentation](#).

## Public Highway Authorities

Representatives from the E-470 and Northwest Parkway Public Highway Authorities (PHAs) provided an overview of agency activities.

**E-470.** The E-470 PHA is a 47-mile corridor that serves as a beltway for Denver's east side. The highway was completed in 2003, and rolled out all-electronic tolling in 2009. Representatives of E-470 updated the committee on the authority's work over the past year. The authority spoke on toll reduction rates, adjustments, and usage levels over the last few years. They also presented on road widening and trail expansion projects, local partnerships, sustainability, and safety standards. The authority's presentation may be found here: [E-470 Presentation](#).

**Northwest Parkway.** Representatives from the Northwest Parkway PHA provided an overview of the authority, which was established in 1999 to connect E-470 to US 36 over nine miles. The representatives provided an update on the Northwest Parkway Concession; traffic statistics, including the growth of traffic after the pandemic; toll revenue; and toll rates. They also gave an overview of sustainability projects and their environmental governance strategy. A copy of their presentation may be found here: [Northwest Parkway Presentation](#).

## National Transportation Funding

A representative from the National Conference of State Legislatures (NCSL) provided an overview of national funding for transportation. National trends show that funding from gas taxes has been in decline and states have increased their gas taxes. Many states have also increased fees on electric vehicles to raise revenue. Charges for usage on the road by drivers and rideshare and food delivery companies have also been proposed. A copy of the presentation can be found here: [NCSL Presentation](#).

## Regional Transportation District

**Regional Transportation District.** RTD provides transit for 8 counties and 40 municipalities. RTD gave an overview of their finances including \$9 billion in assets, strategic initiatives, and the status of their repair projects. They also spoke on their employment levels, safety initiatives, partnerships, and customer feedback process, including their response rates and methodology for customer input. RTD's presentation can be found here: [RTD Presentation](#).

**ATU Local 1001 Union.** The union that serves RTD workers presented on the need for more resources, pay, and governance opportunities for workers. The presentation can be found here: [ATU Local 1001 Presentation](#).

## Vehicle Recalls

**Alliance for Automobile Innovation.** The Alliance gave a presentation on the number of vehicles on the roads with open recalls. Apathy for recall repairs and lack of awareness lead to many owners not servicing their recalls. The Alliance gave recommendations on solutions for vehicle recall repairs. A copy of the presentation can be found here: [Alliance for Automobile Innovation Presentation](#).

## Summary of Recommendations

As a result of the committee's activities, the committee recommended five bills to the Legislative Council for consideration in the 2025 session. At its meeting on October 15, 2024, the Legislative Council approved all five recommended bills for introduction. The approved bills are described below.

### ***Bill A — Increase Transportation Mode Choice Reduce Emissions***

The bill enacts a number of requirements for CDOT, MPOs, transit providers that provide transit to a population of 100,000 or more, and local governments with populations of 25,000 or more aimed at increasing mode choice targets. Mode choice targets are the share of total trips within a specific area completed using biking, carpooling, public transit, single-occupancy vehicles, or walking. The bill allows award grants to MPOs, transit providers, and local governments for the development of mode choice implementation plans.

### ***Bill B — Motor Vehicle Regulation Administration***

The bill makes various changes to policy on motor vehicle registration and state identification credentials, and establishes vehicular document piracy as a new civil infraction.

### ***Bill C — Local Funding for Vulnerable Road User Protection***

For motor vehicle registration periods beginning on or after January 1, 2026, the bill allows local governments to impose fees on the registration of light trucks and passenger cars to fund vulnerable road user protection strategies. Fees must defray only the costs of funding vulnerable road user protection strategies, must impose higher fees on heavier motor vehicles, and may impose higher fees on less fuel-efficient vehicles.

### ***Bill D — Railroad Investigative Report Confidentiality***

The bill repeals the requirement that investigative reports of railroads made for the PUC in the Department of Regulatory Agencies be kept confidential, and gives the PUC authority to create rules making certain ongoing investigations and security information confidential. These rules cannot make final reports of investigations confidential and must require timely release of information for the protection of public safety.

### ***Bill E — Paratransit Services***

Beginning on January 1, 2026, the bill places additional duties on political subdivisions, public entities, or nonprofit corporations who provide paratransit services in Colorado. Paratransit is complementary parallel transit services for individuals with disabilities who cannot use regular or fixed route transit for some or all of their needs. The bill also creates the Paratransit Task Force, which must study and make recommendations on standardization and best practices for paratransit services.

## Resource Materials

Meeting summaries are prepared for each meeting of the committee and contain all handouts provided to the committee. The summaries of meetings and attachments are available at the Division of Archives, 1313 Sherman Street, Denver (303-866-2055). The listing below contains the dates of committee meetings and the topics discussed at those meetings. Meeting summaries are also available on our website at:

<https://leg.colorado.gov/content/committees>

## Meetings and Topics Discussed

### July 23, 2024

- Presentation from People for Bikes & Denver Streets Partnership
- Presentation from Colorado Wyoming Petroleum Marketers Association
- Presentation from Colorado Motor Carriers Association
- Presentation from Southwest Energy Efficiency Project
- Presentation from Greater Denver Transit
- Presentation from ADAPT
- Presentation from Colorado Cross Disability Coalition
- Presentation from Front Range Passenger Rail
- Presentation from Utah Transit Authority
- Presentation from Roaring Fork Transportation Authority
- Presentation from Colorado Association of Transit Agencies
- Presentation from Common Sense Institute
- Presentation from Public Utilities Commission
- Presentation from Colorado Department of Transportation on Bustang and BT
- Presentation from Clean Air Colorado

### August 16, 2024

- Presentation from Colorado Department of Transportation
- Presentation from Department of Revenue
- Presentation from El Paso County & Larimer County
- Presentation from Washington State Department of Transportation
- Presentation from Denver Regional Council of Governments
- Presentation from West Corridor Transportation Management Association
- Presentation from Boulder Chamber Transportation Connections
- Presentation from Regional Air Quality Council
- Presentation from Earthjustice
- Presentation from Natural Resources Defense Council
- Presentation from Colorado State Patrol
- Presentation from Colorado Association of the Chiefs of Police
- Presentation from Colorado Task Force on Drunk & Impaired Driving

- Presentation from Bicycle Colorado
- Presentation from the White Line Foundation
- Presentation from Colorado Bike Law
- Presentation from Boulder District Attorney
- Presentation from Office of the State Public Defender
- Interim bill draft requests

### **September 10, 2024 Offsite Tour**

- Tour and discussion of the Federal Boulevard BRT project
- Discussion of CDOT Region 1 I-25 safety and operations
- Tour of an RTD N line station
- Tour of the CDOT Region 1 State Highway 7 Mobility Hub
- Tour of the Berthoud Mobility Hub
- Tour of the Centerra Mobility Hub
- Tour of the Loveland Transit Center
- Discussion of the CDOT Region 4 119 safety, mobility, and bikeway project
- Tour of AirCare Colorado Broomfield

### **September 25, 2024**

- Presentation from E-470 Public Highway Authority
- Presentation from Northwest Parkway Public Highway Authority
- Presentation from National Conference of State Legislatures
- Presentation from Regional Transportation District
- Presentation from Amalgamated Transit Union (ATU) Local 1001
- Presentation from Colorado Energy Office
- Presentation from GreenLatinos
- Presentation from Colorado District Attorneys Council
- Presentation from AAA
- Presentation from Alliance for Automotive Innovation
- Interim bill draft approval