

**First Regular Session
Seventy-second General Assembly
STATE OF COLORADO**

PREAMENDED

*This Unofficial Version Includes Committee
Amendments Not Yet Adopted on Second Reading*

LLS NO. 19-0960.02 Jason Gelender x4330

SENATE BILL 19-239

SENATE SPONSORSHIP

Winter and Bridges,

HOUSE SPONSORSHIP

Gray and Hansen,

Senate Committees
Transportation & Energy

House Committees

A BILL FOR AN ACT

101 **CONCERNING MEANS OF ADDRESSING THE IMPACTS OF**
102 **TECHNOLOGICAL AND BUSINESS MODEL CHANGES RELATED TO**
103 **COMMERCIAL VEHICLES, AND, IN CONNECTION THEREWITH,**
104 **REQUIRING THE DEPARTMENT OF TRANSPORTATION TO**
105 **CONVENE AND CONSULT WITH A STAKEHOLDER GROUP TO**
106 **EXAMINE IMPACTS OF NEW TRANSPORTATION TECHNOLOGIES**
107 **AND BUSINESS MODELS, IDENTIFY MEANS OF ADDRESSING**
108 **IMPACTS, AND REPORT FINDINGS AND MAKE RECOMMENDATIONS**
109 **TO THE GENERAL ASSEMBLY.**

Bill Summary

(Note: This summary applies to this bill as introduced and does not reflect any amendments that may be subsequently adopted. If this bill passes third reading in the house of introduction, a bill summary that

Shading denotes HOUSE amendment. Double underlining denotes SENATE amendment.
Capital letters or bold & italic numbers indicate new material to be added to existing statute.
Dashes through the words indicate deletions from existing statute.

applies to the reengrossed version of this bill will be available at <http://leg.colorado.gov>.)

The bill requires the department of transportation (CDOT) to convene and engage in robust consultation with a stakeholder group comprised of representatives of specified industries, workers, governmental entities, planning organizations, and interest groups that will potentially be affected by the adoption of new and emerging transportation technologies and business models. The stakeholder group is required to:

- ! Examine the economic, environmental, and transportation system impacts of the adoption of new and emerging transportation technologies and business models;
- ! Identify potential means of addressing the impacts that increase positive impacts and mitigate negative impacts; and
- ! Present to CDOT, no later than November 1, 2019, a report of policy recommendations regarding the impacts examined and means of addressing those impacts with funding from the imposition of fees on the use of motor vehicles used for commercial purposes, as defined by the bill. The report must identify potential fees that are structured and reasonably calculated to:
 - ! Avoid causing the state to incur new or additional obligations to refund excess state revenue;
 - ! Generate sufficient revenue for the state and local governments to mitigate specified impacts to the transportation system;
 - ! Fund needed transportation infrastructure, including multimodal infrastructure and the infrastructure needed to support the adoption of zero-emissions vehicles;
 - ! Defray the administrative costs of fee collection;
 - ! Incentivize the adoption of zero-emissions vehicles for utilization as motor vehicles used for commercial purposes; and
 - ! Incentivize multiple passenger ride sharing for motor vehicles used for commercial purposes and the use of such vehicles as a first and last mile solution for users of public transit.

CDOT is required to report on the progress and policy recommendations of the stakeholder group, CDOT's preliminary plans and recommendations regarding the development and promulgation of rules, and any recommendations that CDOT has regarding the need for related legislation during its 2019 annual presentation to legislative

oversight committees required by the "State Measurement for Accountable, Responsive, and Transparent (SMART) Government Act". No later than October 1, 2020, within any statutory parameters established by the general assembly through legislation enacted during the 2020 legislative session, and giving strong consideration to the policy recommendations report provided by the stakeholder group, CDOT is required to promulgate rules to the extent necessary to effectively implement the bill. If the general assembly does not impose fees on motor vehicles used for commercial purposes through legislation enacted during the 2020 legislative session and instead enacts legislation that authorizes CDOT or any CDOT enterprise to impose such fees, the rules may impose fees to the extent authorized by the legislation. During the 2020 legislative interim, CDOT must present a final written report regarding the stakeholder group, rule-making processes, and rules promulgated to the transportation legislation review committee.

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

2 **SECTION 1.** In Colorado Revised Statutes, **add** 43-1-125 as
3 follows:

4 **43-1-125. Motor vehicles used for commercial purposes -**
5 **stakeholder group - reporting - rules - legislative declaration -**

6 **definition.** (1) THE GENERAL ASSEMBLY HEREBY FINDS AND DECLARES
7 THAT:

8 (a) THE WAY IN WHICH COLORADANS TRAVEL IS RAPIDLY
9 CHANGING, AND THE ADOPTION OF NEW TECHNOLOGIES IMPACTS BOTH THE
10 MANNER IN WHICH PEOPLE TRAVEL AND THE NUMBER OF VEHICLES ON
11 COLORADO ROADS, PRESENTS OPPORTUNITIES FOR INCREASED EFFICIENCY,
12 AND REQUIRES THOROUGH REVIEW;

13 (b) THE STATE MUST ADAPT TO THESE CHANGES BY ENCOURAGING
14 THEM TO THE EXTENT THAT THEY BENEFIT THE ENVIRONMENT AND
15 FACILITATE THE EFFECTIVE MOVEMENT OF PEOPLE WHILE BEING
16 PROACTIVE IN ADDRESSING ANY NEGATIVE IMPACTS. SPECIFICALLY, THE
17 STATE MUST:

1 (I) ENSURE ONGOING FUNDING FOR THE TRANSPORTATION
2 INFRASTRUCTURE NEEDED TO SUPPORT THE CHANGES, INCLUDING THE
3 INFRASTRUCTURE NEEDED TO SUPPORT THE ADOPTION OF NEW
4 TRANSPORTATION TECHNOLOGIES INCLUDING ZERO-EMISSIONS VEHICLES;
5 AND

6 (II) REDUCE AND MITIGATE THE IMPACT ON THE ENVIRONMENT
7 AND THE TRANSPORTATION SYSTEM RESULTING FROM THE INCREASING
8 COMMERCIAL USE OF PERSONAL VEHICLES FOR THE PURPOSES OF RIDE
9 SHARING PROVIDED THROUGH TRANSPORTATION NETWORK COMPANIES, AS
10 DEFINED IN SECTION 40-10.1-602 (3), AND CAR SHARING AND PERSONAL
11 AND FLEET VEHICLES FOR CERTAIN OTHER COMMERCIAL PURPOSES BY
12 INCENTIVIZING AMELIORATIVE PRACTICES SUCH AS THE ADOPTION OF
13 ZERO-EMISSIONS VEHICLES FOR SUCH COMMERCIAL USE, MULTIPLE
14 PASSENGER RIDE SHARING, AND THE USE OF RIDE SHARING AS A FIRST AND
15 LAST MILE SOLUTION FOR USERS OF PUBLIC TRANSIT.

16 (2) THE GENERAL ASSEMBLY FURTHER FINDS AND DECLARES THAT
17 IT IS NECESSARY, APPROPRIATE, AND IN THE BEST INTEREST OF THE STATE
18 TO:

19 (a) REQUIRE THE DEPARTMENT TO CONVENE, ENGAGE IN ROBUST
20 CONSULTATION WITH, AND STRONGLY CONSIDER THE FORMAL POLICY
21 RECOMMENDATIONS OF A STAKEHOLDER GROUP COMPRISED OF
22 REPRESENTATIVES OF POTENTIALLY AFFECTED INDUSTRIES, WORKERS,
23 GOVERNMENTAL ENTITIES, PLANNING ORGANIZATIONS, AND INTEREST
24 GROUPS FOR THE PURPOSES OF:

25 (I) EXAMINING THE ECONOMIC, ENVIRONMENTAL, AND
26 TRANSPORTATION SYSTEM IMPACTS OF THE ADOPTION OF NEW AND
27 EMERGING TECHNOLOGIES AND TRANSPORTATION BUSINESS MODELS; _____

1 (II) EXAMINING THE IMPACTS OF TRADITIONAL AND
2 NONTRADITIONAL DELIVERY METHODS AND INCREASED HOME DELIVERY
3 OF GOODS; AND

4 (III) RECOMMENDING TO THE DEPARTMENT:

5 (A) MEANS OF ADDRESSING THE IMPACTS THAT INCREASE POSITIVE
6 IMPACTS AND MITIGATE NEGATIVE IMPACTS; AND

7 (B) WHETHER FEES SHOULD BE LEVIED UPON THE USE OF MOTOR
8 VEHICLES USED FOR COMMERCIAL PURPOSES; AND

9 (b) AUTHORIZE THE DEPARTMENT TO PROMULGATE RULES THAT
10 IMPLEMENT STAKEHOLDER GROUP AND LEGISLATIVE RECOMMENDATIONS.

11 (3) (a) AS USED IN THIS SECTION, UNLESS THE CONTEXT
12 OTHERWISE REQUIRES, "MOTOR VEHICLE USED FOR COMMERCIAL
13 PURPOSES" MEANS A MOTOR VEHICLE, AS DEFINED IN SECTION 42-1-102
14 (58), THAT IS OWNED BY A BUSINESS OR AN INDIVIDUAL AND NOT BY A
15 GOVERNMENTAL OR PUBLIC ENTITY AND THAT IS USED, WHOLLY OR IN
16 PART, IN THE ORDINARY COURSE OF A BUSINESS FOR ONE OF THE
17 FOLLOWING PRIMARY BUSINESS PURPOSES OF THE BUSINESS FOR WHICH IT
18 IS USED:

19 (I) THE TRANSPORTATION OF INDIVIDUALS OR THE DELIVERY OF
20 GOODS TO THE END USER OF SUCH GOODS; OR

21 (II) RENTAL BY THE OWNER TO INDIVIDUALS FOR PERSONAL USE,
22 INCLUDING RENTAL BY A RENTAL CAR COMPANY OR THROUGH A CAR
23 SHARING PROGRAM.

24 (b) "MOTOR VEHICLE USED FOR COMMERCIAL PURPOSES" DOES
25 NOT INCLUDE:

26 (I) A MOTOR VEHICLE USED TO DELIVER GOODS TO PERSONS OTHER
27 THAN END USERS OF THE GOODS; OR

1 (II) A MOTOR VEHICLE THAT IS OPERATED FOR THE PURPOSE OF
2 TRANSPORTING PASSENGERS:

3 (A) UNDER A CONTRACT WITH THE REGIONAL TRANSPORTATION
4 DISTRICT CREATED IN SECTION 32-9-105, A REGIONAL TRANSPORTATION
5 AUTHORITY CREATED PURSUANT TO PART 6 OF ARTICLE 4 OF THIS TITLE 43,
6 OR ANY OTHER GOVERNMENTAL OR PUBLIC ENTITY; OR

7 (B) BY A COMMON CARRIER, AS DEFINED IN SECTION 40-1-102 (3).

8 (4) THE DEPARTMENT SHALL CONVENE AND ENGAGE IN ROBUST
9 CONSULTATION WITH A STAKEHOLDER GROUP CONSISTING OF:

10 (a) THE FOLLOWING STATE GOVERNMENT EMPLOYEES:

11 (I) AN EMPLOYEE OF THE DEPARTMENT WHO IS NOT AN EMPLOYEE
12 OF THE HIGH-PERFORMANCE TRANSPORTATION ENTERPRISE CREATED IN
13 SECTION 43-4-806 (2)(a)(I);

14 _____
15 (II) AN EMPLOYEE OF THE COLORADO ENERGY OFFICE CREATED IN
16 SECTION 24-38.5-101 (1); _____

17 (III) AN EMPLOYEE OF THE DEPARTMENT OF REVENUE; AND

18 (IV) THE CHIEF OF THE COLORADO STATE PATROL OR THE CHIEF'S
19 DESIGNEE.

20 (b) THE FOLLOWING REPRESENTATIVES OF STATE AND LOCAL
21 GOVERNMENTS AND TRANSPORTATION PLANNING ENTITIES:

22 (I) A REPRESENTATIVE OF A STATEWIDE ORGANIZATION THAT
23 REPRESENTS THE INTERESTS OF COUNTIES;

24 (II) A REPRESENTATIVE OF A STATEWIDE ORGANIZATION THAT
25 REPRESENTS THE INTERESTS OF MUNICIPALITIES;

26 (III) A REPRESENTATIVE OF METROPOLITAN PLANNING
27 ORGANIZATIONS, AS DEFINED IN SECTION 43-1-1102 (4); AND

1 (IV) A REPRESENTATIVE OF RURAL TRANSPORTATION PLANNING
2 ORGANIZATIONS;

3 ==
4 (c) REPRESENTATIVES OF THE FOLLOWING TYPES OF BUSINESSES:

5 (I) TWO REPRESENTATIVES OF TRANSPORTATION NETWORK
6 COMPANIES, AS DEFINED IN SECTION 40-10.1-602 (3);

7 (II) A REPRESENTATIVE OF A BUSINESS THAT HAS EXPERTISE
8 REGARDING THE TECHNOLOGY AND PROCESSES REQUIRED TO DEVELOP,
9 IMPLEMENT, AND ADMINISTER A ROAD USAGE CHARGE PROGRAM;

10 (III) A REPRESENTATIVE OF CERTIFICATED TAXI CARRIERS;

11 (IV) A REPRESENTATIVE OF A RENTAL CAR COMPANY;

12 (V) A REPRESENTATIVE OF A BUSINESS THAT IS A PEER-TO-PEER
13 CAR SHARING PROGRAM;

14 (VI) A REPRESENTATIVE OF A CAR SHARING NETWORK COMPANY
15 THAT DOES NOT USE A PEER-TO-PEER CAR SHARING BUSINESS MODEL;

16 (VII) A REPRESENTATIVE OF THE FREIGHT ADVISORY COUNCIL;

17 (VIII) A REPRESENTATIVE OF THE CONTRACTING INDUSTRY THAT
18 WORKS ON OR REPRESENTS BUSINESSES THAT WORK ON TRANSPORTATION
19 INFRASTRUCTURE PROJECTS;

20 (IX) A REPRESENTATIVE OF THE ENGINEERING INDUSTRY;

21 (X) A REPRESENTATIVE OF BUSINESSES THAT PROVIDE PACKAGE
22 DELIVERY SERVICES TO END USERS OF THE GOODS IN THE PACKAGES FOR
23 OTHER BUSINESSES;

24 (XI) A REPRESENTATIVE OF BUSINESSES THAT HIRE DRIVERS TO
25 USE THEIR PERSONAL MOTOR VEHICLES TO DELIVER THEIR OWN GOODS TO
26 END USERS OF THE GOODS; ==

27 (XII) A REPRESENTATIVE OF AUTONOMOUS VEHICLE

1 MANUFACTURERS; AND
2 (XIII) A REPRESENTATIVE OF AUTONOMOUS VEHICLE
3 TECHNOLOGY COMPANIES.

- 4 (d) A LABOR REPRESENTATIVE;
5 (e) A REPRESENTATIVE OF PERSONS WITH DISABILITIES;
6 (f) A REPRESENTATIVE OF PERSONS WHO ADVOCATE FOR THE
7 PROTECTION OF THE ENVIRONMENT;
8 (g) A TRANSPORTATION NETWORK COMPANY DRIVER, AS DEFINED
9 IN SECTION 40-10.1-602 (4); AND
10 (h) ANY OTHER INDIVIDUALS WHO THE DEPARTMENT DEEMS
11 NECESSARY OR APPROPRIATE TO INCLUDE IN THE STAKEHOLDER GROUP.

12 (5) THE STAKEHOLDER GROUP CONVENED AS REQUIRED BY
13 SUBSECTION (4) OF THIS SECTION SHALL:

14 (a) EXAMINE THE ECONOMIC, ENVIRONMENTAL, AND
15 TRANSPORTATION SYSTEM IMPACTS OF THE ADOPTION OF NEW AND
16 EMERGING TRANSPORTATION TECHNOLOGIES AND BUSINESS MODELS AND
17 IDENTIFY POTENTIAL MEANS OF ADDRESSING THE IMPACTS THAT INCREASE
18 POSITIVE IMPACTS AND MITIGATE NEGATIVE IMPACTS. NEITHER THE
19 DEPARTMENT NOR THE STAKEHOLDER GROUP SHALL OBTAIN OR EXAMINE
20 ANY PERSONAL OR PRIVATE INFORMATION CONCERNING USERS OF RIDE
21 SHARING SERVICES AS PART OF THE EXAMINATION. THE EXAMINATION
22 SHALL INCLUDE, AT A MINIMUM:

23 ==
24 (I) QUANTIFICATION OF THE AMOUNT OF == CARBON EMISSIONS
25 THAT CAN BE ELIMINATED THROUGH DIFFERENT MEANS OF INCENTIVIZING
26 AND SUPPORTING THE USE OF ZERO-EMISSIONS VEHICLES AS MOTOR
27 VEHICLES USED FOR COMMERCIAL PURPOSES;

1 (II) EXAMINATION OF THE EFFECTS OF DIFFERENT MEANS OF
2 INCENTIVIZING MULTIPLE OCCUPANT TRIPS IN MOTOR VEHICLES USED FOR
3 COMMERCIAL PURPOSES;

4 (III) IDENTIFICATION OF THE ADDITIONAL OR IMPROVED
5 TRANSPORTATION INFRASTRUCTURE, INCLUDING MULTIMODAL
6 INFRASTRUCTURE AND INFRASTRUCTURE NEEDED TO SUPPORT THE
7 ADOPTION AND USE OF ZERO-EMISSIONS VEHICLES, THAT IS REQUIRED TO
8 ACCOMMODATE THE IMPACTS ON TRANSPORTATION INFRASTRUCTURE
9 RESULTING FROM _____ UTILIZATION OF MOTOR VEHICLES USED FOR
10 COMMERCIAL PURPOSES;

11 (IV) EXAMINATION OF REPEALING THE REQUIREMENT OF SECTION
12 40-10.1-605 (1)(d)(IV) THAT A TRANSPORTATION NETWORK COMPANY, AS
13 DEFINED IN SECTION 40-10.1-602 (3), POSSESS PROOF THAT A
14 TRANSPORTATION NETWORK COMPANY DRIVER, AS DEFINED IN SECTION
15 40-10.1-602 (4) IS MEDICALLY FIT TO DRIVE; AND

16 (V) ASSESSMENT OF THE COSTS OF IMPLEMENTING IDENTIFIED
17 POTENTIAL MEANS OF ADDRESSING THE IMPACTS; AND

18 (b) PRESENT TO THE DEPARTMENT NO LATER THAN NOVEMBER 1,
19 2019, A REPORT OF POLICY RECOMMENDATIONS REGARDING THE IMPACTS
20 EXAMINED AS REQUIRED BY SUBSECTION (5)(a) OF THIS SECTION AND
21 MEANS OF ADDRESSING THOSE IMPACTS WITH FUNDING FROM THE
22 IMPOSITION OF FEES ON THE USE OF MOTOR VEHICLES USED FOR
23 COMMERCIAL PURPOSES. THE REPORT MUST, AT A MINIMUM:

24 (I) IDENTIFY POTENTIAL FEES THAT ARE STRUCTURED AND
25 REASONABLY CALCULATED TO AVOID CAUSING THE STATE TO INCUR NEW
26 OR ADDITIONAL OBLIGATIONS TO REFUND STATE REVENUE ABOVE THE
27 EXCESS STATE REVENUES CAP, AS DEFINED IN SECTION 24-77-103.6 (6)(b),

1 AND TO:

2 (A) GENERATE SUFFICIENT REVENUE FOR THE STATE AND LOCAL
3 GOVERNMENTS TO MITIGATE THE IMPACTS TO THE TRANSPORTATION
4 SYSTEM RESULTING FROM THE INCREASING USE OF MOTOR VEHICLES
5 USED FOR COMMERCIAL PURPOSES, FUND NEEDED TRANSPORTATION
6 INFRASTRUCTURE, INCLUDING MULTIMODAL INFRASTRUCTURE AND THE
7 INFRASTRUCTURE NEEDED TO SUPPORT THE ADOPTION OF ZERO-EMISSIONS
8 VEHICLES, AND DEFRAID THE ADMINISTRATIVE COSTS OF FEE COLLECTION;

9 (B) INCENTIVIZE THE ADOPTION OF ZERO-EMISSIONS VEHICLES FOR
10 UTILIZATION AS MOTOR VEHICLES USED FOR COMMERCIAL PURPOSES; AND

11 (C) INCENTIVIZE MULTIPLE PASSENGER RIDE SHARING FOR MOTOR
12 VEHICLES USED FOR COMMERCIAL PURPOSES AND THE USE OF SUCH
13 VEHICLES AS A FIRST AND LAST MILE SOLUTION FOR PUBLIC TRANSIT
14 USERS;

15 (II) SUBJECT TO THE REQUIREMENT THAT FEES BE IMPOSED ONLY
16 ON BUSINESS ENTITIES AND NOT UPON INDIVIDUAL OWNERS OF MOTOR
17 VEHICLES THAT ARE OWNED PRIMARILY AS PERSONAL VEHICLES BUT ARE
18 ALSO USED FOR COMMERCIAL PURPOSES, PROVIDE RECOMMENDATIONS AS
19 TO WHETHER FEES SHOULD BE IMPOSED ON EVERY MOTOR VEHICLE USED
20 FOR COMMERCIAL PURPOSES OR WHETHER SOME MOTOR VEHICLES USED
21 FOR COMMERCIAL PURPOSES SHOULD BE EXEMPT FROM PAYMENT OF THE
22 FEES;

23 (III) PROVIDE RECOMMENDATIONS REGARDING THE MANNER IN
24 WHICH FEES SHOULD BE CALCULATED AND IMPOSED, INCLUDING BUT NOT
25 LIMITED TO ANALYSIS OF WHETHER FEES SHOULD BE:

26 (A) FLAT OR VARIABLE;

27 (B) CALCULATED AND IMPOSED ON A PER TRIP BASIS, A MILEAGE

1 BASIS, OR A COMBINATION OF SUCH BASES, OR IN SOME OTHER MANNER;

2 (C) IMPOSED AT DIFFERENT RATES ON DIFFERENT CLASSES OF
3 MOTOR VEHICLES;

4 (D) IMPOSED AT DIFFERENT RATES IN DIFFERENT LOCATIONS, AT
5 DIFFERENT TIMES OF DAY, OR BASED ON REAL-TIME ANALYSIS OF TRAFFIC
6 CONGESTION;

7 (E) WAIVED OR REDUCED FOR TRIPS FOR WHICH A MOTOR VEHICLE
8 USED FOR COMMERCIAL PURPOSES IS USED AS A FIRST AND LAST MILE
9 SOLUTION FOR USERS OF PUBLIC TRANSIT; OR

10 (F) CAPPED AT ONE OR MORE SPECIFIED MAXIMUM AMOUNTS; AND

11 (IV) PROVIDE RECOMMENDATIONS REGARDING THE RATE OR
12 RATES AT WHICH OR THE RANGE OR RANGES OF RATES WITHIN WHICH FEES
13 SHOULD BE IMPOSED.

14 (6) THE DEPARTMENT SHALL REPORT ON THE PROGRESS AND
15 POLICY RECOMMENDATIONS OF THE STAKEHOLDER GROUP, THE
16 PRELIMINARY PLANS AND RECOMMENDATIONS OF THE DEPARTMENT
17 REGARDING THE DEVELOPMENT AND PROMULGATION OF RULES AS
18 REQUIRED BY SUBSECTION (7)(a) OF THIS SECTION, AND ANY
19 RECOMMENDATIONS THAT THE DEPARTMENT HAS REGARDING THE NEED
20 FOR RELATED LEGISLATION DURING ITS 2019 ANNUAL PRESENTATION TO
21 LEGISLATIVE OVERSIGHT COMMITTEES REQUIRED BY SECTION 2-7-203
22 (2)(a). IN PREPARATION FOR THE PRESENTATION, THE DEPARTMENT SHALL
23 GIVE STRONG CONSIDERATION TO THE POLICY RECOMMENDATIONS REPORT
24 PROVIDED BY THE STAKEHOLDER GROUP AS REQUIRED BY SUBSECTION
25 (5)(b) OF THIS SECTION.

26 (7)(a) NO LATER THAN OCTOBER 1, 2020, WITHIN ANY STATUTORY
27 PARAMETERS ESTABLISHED BY THE GENERAL ASSEMBLY THROUGH

1 LEGISLATION ENACTED DURING THE 2020 LEGISLATIVE SESSION, AND
2 CONTINUING TO GIVE STRONG CONSIDERATION TO THE POLICY
3 RECOMMENDATIONS REPORT PROVIDED BY THE STAKEHOLDER GROUP AS
4 REQUIRED BY SUBSECTION (5)(b) OF THIS SECTION, THE DEPARTMENT
5 SHALL PROMULGATE RULES TO THE EXTENT NECESSARY TO EFFECTIVELY
6 IMPLEMENT THIS SECTION. IF THE GENERAL ASSEMBLY DOES NOT IMPOSE
7 FEES ON MOTOR VEHICLES USED FOR COMMERCIAL PURPOSES THROUGH
8 LEGISLATION ENACTED DURING THE 2020 LEGISLATIVE SESSION AND
9 INSTEAD ENACTS LEGISLATION THAT AUTHORIZES THE DEPARTMENT OR
10 ANY ENTERPRISE OF THE DEPARTMENT TO IMPOSE SUCH FEES, THE RULES
11 MAY IMPOSE FEES TO THE EXTENT AUTHORIZED BY THE LEGISLATION.

12 (b) DURING THE 2020 LEGISLATIVE INTERIM, THE DEPARTMENT
13 SHALL PRESENT A FINAL WRITTEN REPORT REGARDING THE STAKEHOLDER
14 GROUP AND RULE-MAKING PROCESSES AND ANY RULES PROMULGATED
15 PURSUANT TO SUBSECTION (7)(a) OF THIS SECTION TO THE
16 TRANSPORTATION LEGISLATION REVIEW COMMITTEE CREATED IN SECTION
17 43-2-145.

18 **SECTION 2. Safety clause.** The general assembly hereby finds,
19 determines, and declares that this act is necessary for the immediate
20 preservation of the public peace, health, and safety.