A BILL FOR AN ACT

CONCERNING THE CONDITIONS UNDER WHICH OPERATION OF A PLUG-IN ELECTRIC MOTOR VEHICLE ON AN EXPRESS LANE WITHOUT REGARD TO THE NUMBER OF PERSONS IN THE VEHICLE AND WITHOUT PAYMENT OF A TOLL OR WITH PAYMENT OF A REDUCED TOLL IS ALLOWED.

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

On and after July 1, 2022, the bill requires the high-performance transportation enterprise (HPTE) to impose an express lane access fee
(access fee) in a specified amount annually at the time of registration of any eligible plug-in electric motor vehicle that weighs 19,500 pounds or less, that is certified as being qualified for the federal plug-in electric drive motor vehicle tax credit or can be recharged from an external source of electricity and that stores electricity in a rechargeable battery that propels or contributes to the propulsion of the vehicle's drive wheels if the owner of the vehicle chooses to pay the access fee in exchange for the right to operate the vehicle on express lanes without regard to the number of persons in the vehicle for free on any express lane that is a high occupancy vehicle lane and for a reduced toll on any express lane that is a toll lane or a high occupancy toll lane. HPTE is not authorized to impose the access fee upon the registration of a vehicle registered for a registration period beginning on or after July 1, 2020, but before July 1, 2022, but, upon the registration of a vehicle for such a registration period, the owner of an eligible plug-in electric motor vehicle may choose to apply for the right to operate the vehicle for free on any express lane that is a high occupancy vehicle lane without regard to the number of persons in the vehicle and for a reduced toll on any express lane that is a toll lane or a high occupancy toll lane.

A plug-in electric motor vehicle is an "eligible plug-in electric motor vehicle" if it is being registered for its 1st, 2nd, or 3rd registration period under the ownership of the same owner and if making the vehicle eligible would not cause the total number of eligible vehicles to exceed a specified cap that increases annually for 5 years until reaching a permanent maximum amount. "Express lane" is defined to include any high occupancy vehicle lane, toll lane, or high occupancy toll lane that HPTE, a private partner of HPTE, or HPTE in conjunction with a private partner of HPTE or the department of transportation (CDOT) operates and maintains or that HPTE designates as an express lane, which currently includes:

- Operating express lanes on Interstate Highway 25 between downtown Denver and 120th Avenue, on Interstate Highway 70 between Idaho Springs and Empire, and on U.S. Highway 36 between Denver and Boulder; and
- Planned express lanes on: (1) Interstate Highway 25 between 120th Avenue and State Highway E-470, Johnstown and Fort Collins, and Monument and Castle Rock; (2) Interstate Highway 70 between Interstate Highway 25 and Chambers Road; and (3) State Highway C-470 between Interstate Highway 25 and Wadsworth Boulevard.

Each county clerk and recorder, acting as an authorized agent of the department of revenue, is required to collect the access fee, and access fee revenue is credited to the statewide transportation enterprise special revenue fund for use by HPTE. The owner of an eligible plug-in electric motor vehicle...
motor vehicle may choose not to pay the access fee, but must pay the fee to be authorized to operate the vehicle for free on any express lane that is a high occupancy vehicle lane and for a reduced toll on any express lane that is a toll lane or a high occupancy toll lane, without regard to the number of persons in the vehicle. If the free or reduced toll use of express lanes by eligible plug-in electric motor vehicles is determined to cause a decrease in the level of service for other bona fide users of the express lanes so that CDOT or HPTE is violating or will violate within the next 3 months contractual level of service guarantees or will be unable to satisfy debt service coverage requirements, then CDOT may restrict or eliminate free and reduced toll use of the express lanes by eligible plug-in electric motor vehicles for as long as the violation or inability is expected to continue. CDOT is required to report annually during its "State Measurement for Accountable, Responsive, and Transparent (SMART) Government Act" hearing regarding the actual and projected free and reduced toll use of express lanes by eligible plug-in electric vehicles and any actions that it has taken or expects to take to restrict, limit, or restore such use.

The existing authorization for a limited number of inherently low-emission vehicles or hybrid vehicles to use express lanes without regard to the number of persons in the vehicle and without paying a toll expires for each participating vehicle on the date of the first registration of the vehicle for a registration period that begins on or after July 1, 2022.

The department of revenue and CDOT are required to coordinate to establish electronic processes that:

- Automatically notify HPTE and, if deemed necessary by HPTE, any private partner of HPTE that operates an express lane, when the owner of a plug-in electric motor vehicle pays the access fee so that HPTE, directly or through its private partners, can successfully administer and enforce the conditions of access for eligible plug-in electric motor vehicles to express lanes; and

- Automatically notify each authorized agent when the access fee can or cannot be collected in accordance with the limitation on the number of eligible plug-in electric motor vehicles.

CDOT is authorized to promulgate administrative rules to ensure proper implementation, administration, and enforcement of the conditions of access for eligible plug-in electric motor vehicles to express lanes.

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

SECTION 1. In Colorado Revised Statutes, 42-3-304, amend

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(25)(c)(II); and add (25)(b.5) and (26) as follows:

42-3-304. Registration fees - passenger and passenger-mile
taxes - clean screen fund - definitions - repeal. (25) (b.5) As used in
this section, "eligible plug-in electric motor vehicle" has the
same meaning as set forth in section 43-4-806 (2)(c.5)(II).

(c) As used in this section, "plug-in electric motor vehicle" means:

(II) Any motor vehicle that can be recharged from any external
source of electricity and the electricity stored
in a rechargeable battery pack that stores electricity
that propels or contributes to the propulsion of the vehicle's drive wheels.

(26) (a) On and after July 1, 2022, in addition to any other
fee imposed by this section, each authorized agent shall
annually collect, at the time of registration of every eligible
plug-in electric motor vehicle and for which the owner chooses
to pay the access fee, the express lane access fee imposed by the
high-performance transportation enterprise, created in section
43-4-806 (2)(a)(I), pursuant to section 43-4-806 (2)(c.5). The
authorized agent shall transmit all access fee revenue
collected to the state treasurer, who shall credit the revenue
to the statewide transportation enterprise special revenue fund
created in section 43-4-806 (3)(a). For purposes of the limitations
on state and local government fiscal year spending set forth in
section 20 of article X of the state constitution and section
24-77-103.6, collection of the access fee by authorized agents is
collections for another government, the high-performance
transportation enterprise, which is an enterprise for purposes of
section 20 of article X of the state constitution, and all access
FEE REVENUE IS THEREFORE EXEMPT FROM THOSE LIMITATIONS.

(b) IF, AT THE TIME OF REGISTRATION OF AN ELIGIBLE PLUG-IN ELECTRIC MOTOR VEHICLE, THE OWNER OF THE VEHICLE CHOOSES NOT TO PAY THE EXPRESS LANE ACCESS FEE IMPOSED BY THE HIGH-PERFORMANCE TRANSPORTATION ENTERPRISE AS AUTHORIZED BY SECTION 43-4-806 (2)(c.5), THE AUTHORIZED AGENT SHALL NOT COLLECT THE ACCESS FEE AND THE VEHICLE SHALL NOT BE AUTHORIZED TO BE OPERATED ON EXPRESS LANES THAT ARE HIGH OCCUPANCY VEHICLE LANES FOR FREE AND ON EXPRESS LANES THAT ARE TOLL LANES OR HIGH OCCUPANCY TOLL LANES AT A REDUCED RATE AS SPECIFIED IN SECTION 42-4-1012 (2.5).

(c) THE DEPARTMENT OF REVENUE AND THE DEPARTMENT OF TRANSPORTATION SHALL COORDINATE TO ESTABLISH:

(I) AN ELECTRONIC PROCESS THAT AUTOMATICALLY NOTIFIES THE HIGH-PERFORMANCE TRANSPORTATION ENTERPRISE AND, IF DEEMED NECESSARY BY THE ENTERPRISE, ANY PRIVATE PARTNER OF THE ENTERPRISE THAT OPERATES AN EXPRESS LANE OR THE DEPARTMENT OF TRANSPORTATION, WHEN THE OWNER OF AN ELIGIBLE PLUG-IN ELECTRIC MOTOR VEHICLE PAYS THE EXPRESS LANE ACCESS FEE IN ACCORDANCE WITH SUBSECTION (26)(a) OF THIS SECTION; AND

(II) AN ELECTRONIC PROCESS THAT AUTOMATICALLY NOTIFIES EACH AUTHORIZED AGENT WHEN THE ACCESS FEE CAN OR CANNOT BE COLLECTED IN ACCORDANCE WITH THE LIMITATION ON THE NUMBER OF ELIGIBLE PLUG-IN ELECTRIC MOTOR VEHICLES SET FORTH IN SECTION 43-4-806 (2)(c.5)(II)(B).

(d) AS USED IN THIS SUBSECTION (26), "EXPRESS LANE" HAS THE SAME MEANING AS SET FORTH IN SECTION 43-4-806 (2)(c.5)(III).

SECTION 2. In Colorado Revised Statutes, 42-4-1012, amend
(2.5) as follows:

42-4-1012. High occupancy vehicle (HOV), high occupancy toll (HOT), and express lanes - rules - definitions. (2.5) (a) (I) Except as otherwise provided in paragraph (d) of this subsection (2.5), a motor vehicle that is either an inherently low-emission vehicle or a hybrid vehicle for which the owner has paid the express lane access fee imposed by the High-Performance Transportation Enterprise, created in Section 43-4-806 (2)(a)(I), pursuant to Section 43-4-806 (2)(c.5) in accordance with Section 42-3-304 (26)(a), or, for a registration period beginning on or after July 1, 2020, but before July 1, 2022, only, that has otherwise been authorized for such operation in accordance with Section 43-4-806 (2)(c.5)(I)(A), may be operated upon high occupancy vehicle lanes without regard to the number of persons in the vehicle and without payment of a special toll or fee. The exemption relating to hybrid vehicles shall apply only if such exemption does not affect the receipt of federal funds and does not violate any federal laws or regulations.

(I.5) As used in this subsection (2.5), "eligible plug-in electric motor vehicle" has the same meaning as set forth in Section 43-4-806 (2)(c.5)(II).

(1.7) As used in this subsection (2.5), "express lane" has the
SAME MEANING AS SET FORTH IN SECTION 43-4-806 (2)(c.5)(III).

(II) As used in this subsection (2.5), "inherently low-emission vehicle" or "ILEV" means:

(A) A light-duty vehicle or light-duty truck, regardless of whether such vehicle or truck is part of a motor vehicle fleet, that has been certified by the federal environmental protection agency as conforming to the ILEV guidelines, procedures, and standards as published in the federal register at 58 FR 11888 (March 1, 1993) and 59 FR 50042 (September 30, 1994), as amended from time to time; and

(B) A heavy-duty vehicle powered by an engine that has been certified as set forth in sub-subparagraph (A) of this subparagraph (II).

(III) As used in this subsection (2.5), "hybrid vehicle" means a motor vehicle with a hybrid propulsion system that uses an alternative fuel by operating on both an alternative fuel, including electricity, and a traditional fuel.

(b) No A person shall NOT operate a AN ELIGIBLE PLUG-IN ELECTRIC MOTOR vehicle upon a high occupancy vehicle AN EXPRESS lane pursuant to UNDER THE AUTHORITY TO DO SO GRANTED BY this subsection (2.5) unless the ELIGIBLE PLUG-IN ELECTRIC MOTOR vehicle:

(I) Meets all applicable federal emission standards set forth in 40 CFR sec. 88.311-93, as amended from time to time, or, subject to subparagraph (I) of paragraph (a) of this subsection (2.5), is a hybrid vehicle; and

(II) (A) Is identified by means of a circular sticker or decal THAT IS at least four inches in diameter; made of bright orange reflective material; and affixed either to the windshield, to the front of the side-view mirror on the driver's side, or to the front bumper of the vehicle; Said
sticker or decal shall be AND approved by the Colorado department of

(B) IS IDENTIFIED BY MEANS OF A TRANSPONDER ISSUED BY THE HIGH-PERFORMANCE TRANSPORTATION ENTERPRISE OR BY A PRIVATE ENTITY OPERATING AN EXPRESS LANE UNDER A CONTRACT WITH THE HIGH-PERFORMANCE TRANSPORTATION ENTERPRISE.

(c) The department of transportation and local authorities, with respect to streets and highways under their respective jurisdictions, shall provide information via official traffic control devices to indicate that ILEVs and, subject to subparagraph (I) of paragraph (a) of this subsection (2.5), hybrid vehicles may be operated upon high occupancy vehicle lanes pursuant to this section. Such information may, but need not, be added to existing printed signs, but as existing printed signs related to high occupancy vehicle lane use are replaced or new ones are erected, such information shall be added. In addition, whenever existing electronic signs are capable of being reprogrammed to carry such information, they shall be so reprogrammed by September 1, 2003.

(d) (I) In consultation with the regional transportation district, the department of transportation and local authorities, with respect to streets and highways under their respective jurisdictions, shall, in connection with their ITS periodic level-of-service evaluation of high occupancy vehicle EXPRESS lanes, perform a level-of-service evaluation of the use of high occupancy vehicle EXPRESS lanes by ILEVs and hybrid ELIGIBLE PLUG-IN ELECTRIC MOTOR vehicles. If the FREE OR REDUCED TOLL use of high occupancy vehicle EXPRESS lanes by ILEVs or hybrid ELIGIBLE PLUG-IN ELECTRIC MOTOR vehicles is determined BY THE DEPARTMENT OF TRANSPORTATION to cause a significant decrease in the level of service...
for other bona fide users of such THE EXPRESS lanes SO THAT THE
DEPARTMENT OF TRANSPORTATION OR THE HIGH-PERFORMANCE
TRANSPORTATION ENTERPRISE IS VIOLATING OR WILL VIOLATE WITHIN THE
NEXT THREE MONTHS CONTRACTUAL LEVEL OF SERVICE GUARANTEES OR
WILL BE UNABLE TO SATISFY DEBT SERVICE COVERAGE REQUIREMENTS,
then the department of transportation or a local authority may restrict or
eliminate FREE AND REDUCED TOLL use of such THE EXPRESS lanes by
HEVs or hybrid vehicles ELIGIBLE PLUG-IN ELECTRIC MOTOR VEHICLES
FOR AS LONG AS THE VIOLATION OR INABILITY TO SATISFY DEBT SERVICE
COVERAGE REQUIREMENTS IS EXPECTED TO CONTINUE. THE DEPARTMENT
OF TRANSPORTATION SHALL ANNUALLY REPORT TO THE JOINT
COMMITTEES OF REFERENCE OF THE HOUSE OF REPRESENTATIVES AND THE
SENATE TO WHICH THE DEPARTMENT OF TRANSPORTATION IS ASSIGNED
PURSUANT TO SECTION 2-7-203 (1) AS PART OF THE HEARING REQUIRED BY
SECTION 2-7-203 (2)(a) REGARDING THE ACTUAL AND PROJECTED FREE
AND REDUCED TOLL USE OF EXPRESS LANES BY ELIGIBLE PLUG-IN ELECTRIC
VEHICLES AND ANY ACTIONS THAT IT HAS TAKEN OR EXPECTS TO TAKE TO
RESTRICT, LIMIT, OR RESTORE SUCH USE.

(II) If the United States secretary of transportation makes a formal
determination that, by giving effect to paragraph (a) of this subsection
(2.5) SUBSECTION (2.5)(a) OF THIS SECTION on a particular highway or
lane OR FOR ALL TYPES OR FOR A PARTICULAR TYPE OF ELIGIBLE PLUG-IN
ELECTRIC MOTOR VEHICLE, the state of Colorado would disqualify itself
from receiving federal highway funds THAT the state would otherwise
qualify to receive or would be required to refund federal transportation
grant funds THAT it has already received, then said paragraph (a)
SUBSECTION (2.5)(a) shall not be effective as to such FOR THE highway,
or lane, or type of eligible plug-in electric motor vehicle.

(e) (I) Upon receipt of notice from an authorized agent, in accordance with section 42-3-304 (26)(c), that the owner of a plug-in electric motor vehicle has paid the applicable express lane access fee imposed by the high-performance transportation enterprise pursuant to section 43-4-806 (2)(c.5) or, for a registration period beginning on or after July 1, 2020, but before July 1, 2022, only, upon other authorization for such operation by the enterprise in accordance with section 43-4-806 (2)(c.5)(I)(A), the enterprise or, if deemed necessary by the enterprise, a private partner of the enterprise, shall mail to the owner of the vehicle at the address listed on the vehicle registration a sticker, decal, transponder, or other device that will allow the enterprise or any private partner of the enterprise to use an automatic vehicle identification system to determine that the vehicle is authorized to operate on express lanes without regard to the number of persons in the vehicle for free on any express lane that is a high occupancy vehicle lane and at a reduced rate on any express lane that is a toll lane or a high occupancy toll lane. The enterprise or a private partner of the enterprise need not mail decals, transponders, or other devices if the enterprise determines that it or its private partners can use an automatic vehicle identification system that does not require the use of decals, transponders, or other devices to reliably enforce access requirements for the express lanes and the department of transportation approves the use of the system.
(II) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (2.5)(e)(III) OF THIS SECTION, A TRANSPONDER, STICKER, OR DECAL EXPIRES WHEN THE ELIGIBLE PLUG-IN ELECTRIC MOTOR VEHICLE TO WHICH IT IS AFFIXED IS REGISTERED WITHOUT THE OWNER OF THE VEHICLE PAYING THE EXPRESS LANE ACCESS FEE IMPOSED BY THE HIGH-PERFORMANCE TRANSPORTATION ENTERPRISE PURSUANT TO SECTION 43-4-806 (2)(c.5), OR WHEN THE VEHICLE IS REGISTERED BY AN OWNER WHO PURCHASED IT NEW FOR ITS FOURTH REGISTRATION PERIOD OR BY ANY SUBSEQUENT OWNER FOR ITS FIRST, SECOND, OR THIRD REGISTRATION PERIOD UNDER THAT OWNER’S OWNERSHIP AND IS THEREFORE NO LONGER AN ELIGIBLE PLUG-IN ELECTRIC MOTOR VEHICLE.

(III) A STICKER OR DECAL THAT WAS ISSUED ON OR BEFORE THE EFFECTIVE DATE OF THIS SUBSECTION (2.5)(e)(III) EXPIRES ON THE DATE OF THE FIRST REGISTRATION OF THE VEHICLE FOR A REGISTRATION PERIOD THAT BEGINS ON OR AFTER JULY 1, 2022.

(f) THE DEPARTMENT OF TRANSPORTATION MAY PROMULGATE RULES TO THE EXTENT NECESSARY TO ENSURE PROPER IMPLEMENTATION, ADMINISTRATION, AND ENFORCEMENT OF THE CONDITIONS OF ACCESS TO EXPRESS LANES.

SECTION 3. In Colorado Revised Statutes, 43-4-806, add (2)(c.5) as follows:

43-4-806. High-performance transportation enterprise - creation - board - funds - powers and duties - limitations - reporting requirements - legislative declaration - definitions - repeal. (2) (c.5) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (2)(c.5)(I)(A) OF THIS SECTION, IN ADDITION TO THE USER FEES AUTHORIZED BY SUBSECTION (2)(c)(I) OF THIS SECTION, AND SUBJECT TO
THE LIMITATIONS SET FORTH IN SECTION 42-3-304 (26)(a) AND (26)(b),
The Transportation Enterprise shall impose an Express Lane
Access Fee to be paid upon the registration of each eligible
plug-in electric motor vehicle for which the owner chooses to
pay the access fee in exchange for the right to operate the
vehicle on any Express Lane that is a High Occupancy Vehicle
Lane for free and on any Express Lane that is a Toll Lane or a
High Occupancy Toll Lane at a reduced rate as specified in
Section 42-4-1012 (2.5) without regard to the number of persons
in the vehicle. The Transportation Enterprise:

(A) Shall not impose the Access Fee upon the registration
of a vehicle registered for a registration period beginning on or
after July 1, 2020, but before July 1, 2022, but, upon the
registration of a vehicle for such a registration period, the
owner may choose to apply for the right to operate the vehicle
on Express Lanes for free or at a reduced rate as specified in
Section 42-4-1012 (2.5); and

(B) Shall impose the Access Fee at the rate of thirty-five
dollars upon the registration of a vehicle registered for a
registration period beginning on or after July 1, 2022.

(II) As used in this subsection (2)(c.5), "Eligible Plug-In
Electric Motor Vehicle" means:

(A) For any registration period commencing on or after
July 1, 2020, a Plug-In Electric Motor Vehicle that, if being
registered by an owner who purchased it new, is in its first,
second, or third year of service or that, if being registered by an
owner who did not purchase it new, is being registered for its
FIRST, SECOND, OR THIRD REGISTRATION PERIOD UNDER THAT OWNER'S
OWNERSHIP; AND

(B) WOULD NOT, AS DETERMINED BY THE TRANSPORTATION
ENTERPRISE, IF AUTHORIZED TO BE OPERATED ON EXPRESS LANES THAT
ARE HIGH OCCUPANCY VEHICLE LANES FOR FREE AND ON EXPRESS LANES
THAT ARE TOLL LANES OR HIGH OCCUPANCY TOLL LANES AT A REDUCED
RATE AS SPECIFIED IN SECTION 42-4-1012 (2.5), CAUSE THE TOTAL
NUMBER OF PLUG-IN ELECTRIC MOTOR VEHICLES SO AUTHORIZED,
EXCLUDING VEHICLES DESCRIBED IN SUBSECTION (2)(c.5)(II)(C) OF THIS
SECTION, TO EXCEED: TEN THOUSAND FOR REGISTRATION PERIODS
BEGINNING ON AND AFTER JULY 1, 2020, BUT BEFORE JANUARY 1, 2021;
TWENTY THOUSAND FOR REGISTRATION PERIODS BEGINNING ON AND
AFTER JULY 1, 2021, BUT BEFORE JANUARY 1, 2022; FORTY THOUSAND
FOR REGISTRATION PERIODS BEGINNING ON AND AFTER JULY 1, 2022, BUT
BEFORE JANUARY 1, 2023; EIGHTY THOUSAND FOR REGISTRATION PERIODS
BEGINNING ON AND AFTER JULY 1, 2023, BUT BEFORE JANUARY 1, 2024;
OR ONE HUNDRED TWENTY THOUSAND FOR REGISTRATION PERIODS
BEGINNING ON AND AFTER JULY 1, 2024; OR

(C) FOR REGISTRATION PERIODS COMMENCING BEFORE JULY 1, 2022, ONLY, A PLUG-IN ELECTRIC MOTOR VEHICLE OR OTHER INHERENTLY
LOW-EMISSION VEHICLE THAT WAS AUTHORIZED BEFORE JULY 1, 2020,
PURSUANT TO SECTION 42-4-1012 (2.5) TO BE OPERATED UPON HIGH
OCCUPANCY VEHICLE LANES WITHOUT REGARD TO THE NUMBER OF
PERSONS IN THE VEHICLE AND WITHOUT PAYMENT OF A SPECIAL TOLL OR
FEE. THIS SUBSECTION (2)(c.5)(II)(C) IS REPEALED, EFFECTIVE JULY 1,
2023.

(III) AS USED IN THIS SUBSECTION (2)(c.5), "EXPRESS LANE"
MEANS ANY HIGH OCCUPANCY VEHICLE LANE, TOLL LANE, OR HIGH OCCUPANCY TOLL LANE THAT THE TRANSPORTATION ENTERPRISE, A PRIVATE PARTNER OF THE TRANSPORTATION ENTERPRISE, OR THE TRANSPORTATION ENTERPRISE IN CONJUNCTION WITH A PRIVATE PARTNER OF THE TRANSPORTATION ENTERPRISE OR THE DEPARTMENT OPERATES AND MAINTAINS OR THAT THE TRANSPORTATION ENTERPRISE DESIGNATES AS AN EXPRESS LANE.

(IV) AS USED IN THIS SUBSECTION (2)(c.5), "PLUG-IN ELECTRIC MOTOR VEHICLE" MEANS:

(A) A MOTOR VEHICLE THAT HAS RECEIVED AN ACKNOWLEDGMENT OF CERTIFICATION FROM THE FEDERAL INTERNAL REVENUE SERVICE THAT THE VEHICLE QUALIFIES FOR THE PLUG-IN ELECTRIC MOTOR VEHICLE CREDIT SET FORTH IN 26 U.S.C. SEC. 30D, OR ANY SUCCESSOR SECTION; OR

(B) A MOTOR VEHICLE THAT CAN BE RECHARGED FROM AN EXTERNAL SOURCE OF ELECTRICITY AND THAT STORES ELECTRICITY IN A RECHARGEABLE BATTERY PACK THAT PROPELS OR CONTRIBUTES TO THE PROPULSION OF THE VEHICLE'S DRIVE WHEELS.

SECTION 4. Effective date - applicability. This act takes effect July 1, 2020, and applies to eligible plug-in electric motor vehicles registered for registration periods that commence on or after said date; except that, section 42-4-1012 (2.5)(f), enacted in section 2 of this act, takes effect July 1, 2019.

SECTION 5. Safety clause. The general assembly hereby finds, determines, and declares that this act is necessary for the immediate preservation of the public peace, health, and safety.