

Ten Reasons why motorcycles should not be required to have a transponder to use HOV/HOT lanes:

1. Motorcycles are considered a HOV under all conditions per 23 U.S.C. 166 (b) (2) (A).
2. Federal funds were used to build the HOV/HOT lanes qualifying the use of motorcycles as an HOV per #1 above.
3. Adding a requirement/restriction for motorcycles to use the lane is not required under Federal law.
4. Charging a motorcycle to use the lane if they don't have a transponder and not charging if they do is a double standard and restricts/prohibits/fines motorcycles for using a lane they are entitled to under Federal law.
5. The requirement of a "deposit" for a transponder is collection of monies from motorcyclist by a governmental entity without the consent of the people being assessed.
6. HOV/HOT lanes are not "toll roads" and must be considered 2 separate roadways.
7. HOV lanes were originally implemented to help relieve congestion, save fuel, parking issues, etc. and provide a means for those who combined/shared vehicles to benefit from their actions. HOT lanes allow anyone who will pay a fee to receive an advantage based on money not the original intent of the lane.
8. CDOT has stated that it is safer for a motorcycle in a HOV lane and reduces the chance of a crash and injury as compared to using a congested lane.
9. Requiring a transponder on a motorcycle requires those that only use the lane maybe once or twice a year because of where they live in the state, or those motorcyclist from out of state who are unaware that a transponder is required, to pay a fine/fee to use a lane that is safer, and in the majority of other states free.
10. Even if a picture is taken of a motorcycle and license plate it would take only seconds to identify the vehicle as a motorcycle, discard it and move on. Additionally, the technology exists for the scanners to identify a motorcycle and disregard it.