

1 Amend the Transportation and Energy Committee Report, dated April 17,
2 2024, page 1 of the report, strike lines 1 and 2 and substitute:

3 "Amend printed bill, page 3, line 3, strike "(2)(g)(I) introductory portion,"
4 and substitute "(2)(g)(I), (2)(g)(IV),".".

5 Page 1 of the report, strike line 3 and substitute:

6 "Page 3 of the printed bill, strike line 4 and substitute "(4.5); **repeal** (1.7),
7 and (6); and **add** (1.1), (2)(g)(I.3), (2)(g)(I.4), (2)(g)(I.5), (2)(g)(I.6),
8 (2)(g)(I.7), (2.5),".".

9 Page 1 of the report, line 8, strike "OVERSEEN" and substitute
10 "MAINTAINED".

11 Page 1 of the report, line 8, after the period add ""STATE HIGHWAY" DOES
12 NOT INCLUDE A PUBLIC HIGHWAY OPERATED BY A PUBLIC HIGHWAY
13 AUTHORITY IN ACCORDANCE WITH THE "PUBLIC HIGHWAY AUTHORITY
14 LAW", PART 5 OF ARTICLE 4 OF TITLE 43.".".

15 Page 1 of the report, strike lines 9 through 20.

16 Page 2 of the report, strike lines 1 through 30 and substitute:

17 "Page 5 of the bill, strike lines 25 through 27.

18 Page 6 of the bill, strike lines 1 through 10 and substitute:

19 "law. Before a county or municipality begins operation of an automated
20 vehicle identification system in an automated vehicle identification
21 corridor, the county or municipality must:

22 (A) Post a permanent sign in a conspicuous place not fewer than
23 three hundred feet before the beginning of the corridor and a permanent
24 sign not fewer than three hundred feet before each camera within the
25 corridor thereafter or a temporary sign not fewer than three hundred feet
26 before any mobile camera;

27 (B) Illustrate, through data collected within the past five years,
28 incidents of crashes, speeding, reckless driving, or community complaints
29 on a street designated as an automated vehicle identification corridor; and

30 (C) Coordinate between the local jurisdiction, the department of
31 transportation, and the Colorado state patrol.

27 (I.5) BEFORE A COUNTY, CITY AND COUNTY, OR MUNICIPALITY
28 BEGINS THE OPERATION OF AN AUTOMATED VEHICLE IDENTIFICATION
29 SYSTEM IN AN AUTOMATED VEHICLE IDENTIFICATION CORRIDOR ON A
30 COUNTY ROAD, THE COUNTY, CITY AND COUNTY, OR MUNICIPALITY SHALL
31 NOTIFY THE COLORADO STATE PATROL.

32 (I.6) BEFORE THE STATE DESIGNATES AN AUTOMATED VEHICLE
33 IDENTIFICATION CORRIDOR ON A STATE HIGHWAY LOCATED WITHIN THE
34 BOUNDARIES OF A COUNTY, A CITY AND COUNTY, OR A MUNICIPALITY, AND
35 BEFORE THE STATE BEGINS OPERATION OF AN AUTOMATED VEHICLE
36 IDENTIFICATION CORRIDOR ON A STATE HIGHWAY, THE STATE SHALL
37 COORDINATE WITH THE RESPECTIVE COUNTY, CITY AND COUNTY, OR
38 MUNICIPALITY.

7 (B) ILLUSTRATE, THROUGH DATA COLLECTED WITHIN THE PAST
8 FIVE YEARS, INCIDENTS OF CRASHES, SPEEDING, RECKLESS DRIVING, OR
9 COMMUNITY COMPLAINTS ON A STREET DESIGNATED AS AN AUTOMATED
10 VEHICLE IDENTIFICATION CORRIDOR."".

11 Page 4 of the report, after line 9 insert:

12 "Page 8 of the bill, strike lines 4 through 6.".

13 Page 4 of the report, strike line 18 and substitute:

14 "Page 12 of the bill, strike lines 1 through 5 and substitute:

15 "(29) "VULNERABLE ROAD USER" MEANS A NONMOTORIST WITH A
16 FATALITY ANALYSIS REPORTING SYSTEM PERSON ATTRIBUTE CODE FOR A
17 PEDESTRIAN, BICYCLIST, OTHER CYCLIST, AND A PERSON ON A PERSONAL
18 CONVEYANCE OR AN INJURED PERSON THAT IS, OR IS EQUIVALENT TO, A
19 PEDESTRIAN OR PEDAL CYCLIST AS DEFINED IN THE ANSI D16.1-2007 IN
20 ACCORDANCE WITH 23 U.S.C. SEC. 148(a)(15) AND 23 CFR 490.205.
21 "VULNERABLE ROAD USER" DOES NOT INCLUDE A MOTOR CYCLIST BUT
22 DOES INCLUDE:

23 (a) AN INDIVIDUAL WHO IS WALKING, BIKING, OR ROLLING;
24 (b) A HIGHWAY WORKER ON FOOT IN A WORK ZONE, GIVEN THEY
25 ARE CONSIDERED A PEDESTRIAN."".

26 Page 5 of the report, after line 18 insert:

27 "Strike "county" and substitute "county, CITY AND COUNTY," on: **Page 5**
28 **of the bill**, lines 4, 6, 20, 22, and 24; and **Page 8 of the bill**, line 11."

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