

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

**PREAMENDED**

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

LLS NO. 21-0263.01 Jason Gelender x4330

**SENATE BILL 21-260**

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**SENATE SPONSORSHIP**

**Fenberg and Winter, Priola**

**HOUSE SPONSORSHIP**

**Garnett and Gray,**

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**Senate Committees**

Finance  
Appropriations

**House Committees**

Finance  
Appropriations

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**A BILL FOR AN ACT**

101      **CONCERNING THE SUSTAINABILITY OF THE TRANSPORTATION SYSTEM**  
102            **IN COLORADO, AND, IN CONNECTION THEREWITH, CREATING**  
103            **NEW SOURCES OF DEDICATED FUNDING AND NEW STATE**  
104            **ENTERPRISES TO PRESERVE, IMPROVE, AND EXPAND EXISTING**  
105            **TRANSPORTATION INFRASTRUCTURE, DEVELOP THE**  
106            **MODERNIZED INFRASTRUCTURE NEEDED TO SUPPORT THE**  
107            **WIDESPREAD ADOPTION OF ELECTRIC MOTOR VEHICLES, AND**  
108            **MITIGATE ENVIRONMENTAL AND HEALTH IMPACTS OF**  
109            **TRANSPORTATION SYSTEM USE; EXPANDING AUTHORITY FOR**  
110            **REGIONAL TRANSPORTATION IMPROVEMENTS; AND MAKING AN**  
111            **APPROPRIATION.**

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**Bill Summary**

*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.*

SENATE  
Amended 3rd Reading  
May 17, 2021

SENATE  
Amended 2nd Reading  
May 14, 2021

*(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>.)*

The bill creates new sources of dedicated funding and new state enterprises to enable the planning, funding, development, construction, maintenance, and supervision of a sustainable transportation system by preserving, improving, and expanding existing transportation infrastructure, developing the modern infrastructure needed to support the widespread adoption of electric motor vehicles, and mitigating adverse environmental and health impacts of transportation system use as follows:

- **Section 6** of the bill creates the community access enterprise within the Colorado energy office (CEO) for the purpose of supporting the widespread and equitable adoption of electric motor vehicles and electric alternatives to motor vehicles in an equitable manner. The community access enterprise is authorized to impose a community access retail delivery fee to fund its business purpose. The governance and powers and duties of the community access enterprise are specified.
- **Section 7** makes various general fund transfers to the state highway fund, the highway users tax fund (HUTF), and the multimodal transportation and mitigation options fund, including limited contingent transfers of a portion of any additional general fund revenue made available due to the restoration of the excess state revenues cap (Referendum C cap) by **Section 8**.
- Section 8 restores the Referendum C cap, which the general assembly reduced in 2017, to its maximum voter-approved level.
- **Section 11** creates the clean fleet enterprise within the department of public health and environment (CDPHE) for the purpose of incentivizing and supporting the use of electric motor vehicles and other clean fleet technologies by owners and operators of motor vehicle fleets. The clean fleet enterprise is authorized to impose a clean fleet retail delivery fee to be paid by the purchaser of tangible personal property delivered to the purchaser by motor vehicle and a clean fleet per ride fee to be paid by a transportation network company (TNC) on each ride offered and accepted by the TNC to fund the clean fleet enterprise's business purpose. The governance and powers and duties of the clean fleet enterprise are specified.

- **Section 25** requires the department of revenue (DOR) to collect the per ride fees imposed by the clean fleet enterprise and the nonattainment area air pollution mitigation enterprise as authorized by **sections 11 and 50**. Both fees are first imposed for rides offered and accepted in state fiscal year (FY) 2022-23 and are annually adjusted for consumer price index (CPI) inflation thereafter.
- **Section 26** indexes the existing \$50 registration fee imposed on electric motor vehicles to national highway construction cost index (NHCCI) inflation and imposes additional electric motor vehicle road usage equalization fees on battery electric motor vehicles at a specified level and on plug-in hybrid electric motor vehicles at a lower level, with both additional fees being phased in on a set schedule from state FYs 2022-23 through 2031-32 and thereafter indexed to NHCCI inflation. Section 26 also imposes a commercial electric motor vehicle fee. The increase and new fee revenue is credited to the HUTF for allocation to the state, counties, and municipalities; except that 40% of the revenue generated by inflation indexing of the existing \$50 registration fee is credited to the electric vehicle grant fund and 30% of the revenue generated by the commercial electric motor vehicle fee is credited to the state highway fund for freight-related projects. In 2026, specified executive agencies must jointly review the fees and make recommendations to the transportation legislation review committee of the general assembly as to whether the fees should be adjusted to ensure continued equalization of the average aggregate amount of registration fees and motor fuel charges annually paid by owners of electric motor vehicles and owners of motor vehicles powered exclusively by internal combustion engines.
- **Section 33** imposes road usage fees on gasoline and diesel purchases that are phased in from state FYs 2022-23 through 2031-32 and thereafter indexed to NHCCI inflation, with the road usage fees also being adjusted beginning in state FY 2032-33 in a manner calculated to generate the same amount of additional revenue as would be generated by indexing the existing state excise taxes imposed on gasoline and diesel to construction cost inflation. The fee revenue is credited to the HUTF for allocation to the state, counties, and municipalities.
- Section 33 also imposes a retail delivery fee on retail deliveries by motor vehicle that include tangible personal property subject to the state sales tax, requires the fee to be

collected from the purchaser by the retailer, and requires simultaneous collection of community access, clean fleet, bridge and tunnel, clean transit, and air pollution mitigation retail delivery fees imposed, respectively, by the community access, clean fleet, statewide bridge and tunnel, clean transit, and nonattainment area air pollution mitigation enterprises. The fees are first collected in state FY 2022-23 and are annually adjusted for CPI inflation thereafter. Retail delivery fee revenue is credited to the HUTF for allocation to the state, counties, and municipalities and to the multimodal transportation and mitigation options fund and each enterprise's retail delivery fee revenue is collected by DOR on behalf of and credited to the cash fund controlled by the enterprise.

- **Sections 43, 44, and 46** change the name of the statewide bridge enterprise to the statewide bridge and tunnel enterprise, authorize the enterprise to complete tunnel projects, and authorize the enterprise to impose a bridge and tunnel impact fee on diesel fuel and a bridge and tunnel retail delivery fee to fund its business purpose. The bridge and tunnel impact fee is phased in from state FYs 2022-23 through 2031-32 and thereafter indexed to NHCCI inflation.
- **Section 45** indexes the existing \$2 short-term daily vehicle rental fee to CPI inflation and, on or after July 1, 2022, requires a car sharing program to collect the daily vehicle rental fee for any short-term vehicle rental of 24 hours or longer that is enabled by the car sharing program.
- **Sections 47 through 49** change the name of the multimodal transportation options fund to the multimodal transportation and mitigation options fund and make greenhouse gas mitigation projects eligible for funding from the fund.
- **Section 50** creates the clean transit enterprise within the department of transportation (CDOT) for the purpose of supporting clean public transit through electrification planning efforts, facility upgrades, fleet motor vehicle replacement, and construction and development of associated electric motor vehicle charging and fueling infrastructure. The clean transit enterprise is authorized to impose a clean transit retail delivery fee of up to a specified amount to fund its business purpose. The governance and powers and duties of the clean transit enterprise are specified. Section 50 also creates the nonattainment area air pollution mitigation enterprise for the purpose of mitigating

transportation-related emissions in ozone nonattainment areas. The nonattainment area air pollution mitigation enterprise is authorized to impose air pollution mitigation per ride and retail delivery fees to fund its business purpose.

**Section 1** makes legislative findings and declarations that explain the purpose of the bill and the reasons why it includes the new sources of dedicated funding and new state enterprises that it does. **Section 2** clarifies that an existing fee may be used to fund the functions of the freight mobility and safety branch created in **section 27**. **Sections 3 and 4** respectively clarify that the clean fleet enterprise operates as a **type 1** agency within CDPHE and that the clean transit enterprise and the nonattainment area air pollution mitigation enterprise operate as **type 1** agencies within CDOT.

**Section 5** requires the CEO and CDPHE, after consultation with CDOT, to jointly and annually prepare a report for specified legislative committees that details the progress made toward the electric motor vehicle adoption goals set forth in the "Colorado Electric Vehicle Plan 2020" and the transportation sector greenhouse gas pollution reduction goals set forth in the "Colorado Greenhouse Gas Pollution Reduction Roadmap". Section 5 also specifies a methodology to be used by the CEO, CDOT, and CDPHE to estimate the social costs of greenhouse gas pollution.

**Sections 9, 32, 42, and 51** effectuate the repeal of the requirement that a ballot question seeking approval for the issuance of transportation revenue anticipation notes be submitted to the voters of the state at the November 2021 statewide election.

**Section 10** requires CDOT to comply with specified transparency and contractor short-listing requirements when using the integrated project delivery method of contract procurement for a public project. **Section 14** clarifies that sales and use tax is not levied on the retail delivery fees imposed by or as authorized by the bill. **Sections 16 through 21** provide legal authority for collection under an existing multistate agreement of the motor fuel road usage and bridge and tunnel impact fees imposed by or as authorized by the bill. **Section 22** requires the public utilities commission to conduct a certificated taxi carrier parity study.

**Section 27** creates the freight mobility and safety branch in CDOT's transportation development division. **Section 28** requires CDOT and metropolitan planning organizations to engage in an enhanced level of planning, analysis, community engagement, and monitoring with respect to transportation capacity projects and specifies what that entails and also requires CDOT to conduct a road usage charge study and an autonomous vehicle study. **Section 29** allows some of the general fund money transferred to the state highway fund pursuant to section 7 to be

used for multimodal transportation projects. **Section 31** specifies the manner in which revenue credited to the HUTF as required by the bill is allocated and expended.

**Sections 34 through 41** authorize a transportation planning organization (TPO), subject to territorial restrictions and TPO member jurisdiction approval requirements, to exercise the powers of a regional transportation authority (RTA). Among other powers, the powers of a RTA include the power to impose various charges, fees, and, with voter approval, visitor benefit, sales, and use taxes to generate transportation funding for the purpose of financing, constructing, operating, and maintaining regional transportation systems.

Any additional transportation funding obtained by a TPO exercising the power of a RTA is intended to supplement and not supplant state and federal transportation funding allocated within the boundaries of the TPO. Therefore, the transportation commission and CDOT are prohibited from taking such additional transportation funding into account when determining the amount of state and federal transportation funding to be allocated within the boundaries of a TPO, and CDOT, when submitting its annual proposed budget allocation plan, is required to provide evidence that the proposed allocation of state and federal transportation funding within the boundaries of any TPO that has obtained such additional transportation funding has not been reduced in any way on account of the additional transportation funding.

**Section 45** reduces the amount of each road safety surcharge imposed on motor vehicle registration for registration periods beginning on or after January 1, 2022, but before January 1, 2024, by \$5.55.

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

**SECTION 1. Legislative declaration.** (1) The general assembly hereby finds and declares that:

(a) The current and future health and prosperity of the state and its growing number of citizens requires the planning, funding, development, construction, maintenance, and supervision of a sustainable transportation system;

(b) A sustainable transportation system:

(I) Has sufficient capacity to allow efficient movement of people, goods, and services in all parts of the state in light of significant

- 1 population growth;
- 2 (II) Is safe, well-maintained, accessible, integrated, and  
3 multimodal;
- 4 (III) Is planned, funded, designed, constructed, maintained,  
5 supervised, and regulated in a way that:
- 6 (A) Actively encourages diverse public participation in the  
7 planning process, including but not limited to participation from urban,  
8 rural, and disproportionately impacted communities;
- 9 (B) Equitably distributes transportation infrastructure among both  
10 urban and rural users in the state and is adequately and equitably funded  
11 with contributions from users that bear a reasonable relationship to their  
12 use of and impacts on the system and the environment and the costs  
13 incurred in mitigating those impacts; and
- 14 (C) Prioritizes asset management of Colorado's roads, bridges, and  
15 tunnels in order to achieve and maintain a state of good repair, consistent  
16 with federal requirements and best practices;
- 17 (IV) Addresses inequities in transportation access and the  
18 increased exposure to transportation-related air pollution for  
19 communities, including disproportionately impacted communities,  
20 communities near major roadways, and, as documented in multiple  
21 peer-reviewed scientific studies, communities where many of the  
22 residents are Black or Hispanic; and
- 23 (V) Reduces and mitigates adverse environmental and human  
24 health impacts resulting from motor vehicle and other  
25 transportation-related emissions by incentivizing the widespread adoption  
26 of clean and efficient transportation technology such as personal electric  
27 vehicles, fleet and transit electrification, and electric motor vehicle

1 charging and fueling infrastructure.

2 (c) Although a sustainable transportation system is a public good  
3 that benefits all Coloradans and the state has intermittently expended  
4 general fund money to fund transportation infrastructure, transportation  
5 system user charges such as per gallon charges on motor fuels, motor  
6 vehicle registration fees, and, increasingly, tolls have provided and  
7 continue to provide the vast majority of dedicated transportation funding;

8 (d) Current flat rate per gallon charges on motor fuels are  
9 unsustainable and do not reflect current or future transportation funding  
10 needs because:

11 (I) Such charges were last increased nearly three decades ago and  
12 are not indexed to inflation; and

13 (II) As internal combustion engines become more fuel efficient  
14 and electric motor vehicle usage increases, such charges generate less  
15 revenue per vehicle mile traveled and therefore are insufficient to  
16 mitigate the burden put on transportation infrastructure by these more  
17 efficient vehicles;

18 (e) Due to the decreased purchasing power of existing motor fuel  
19 charges, existing dedicated transportation funding has failed to adequately  
20 fund and will continue to fail to adequately fund both:

21 (I) The planning, development, construction, maintenance, and  
22 supervision of statewide highway transportation infrastructure; and

23 (II) Multimodal infrastructure and other programs and incentives  
24 needed to sufficiently reduce and mitigate the adverse environmental  
25 effects and health effects of transportation-related air pollution and  
26 greenhouse gas emissions to create a sustainable transportation system;

27 (f) While it is necessary and appropriate to increase general fund



1 expenditures for transportation as provided for in this act, because the  
2 state has many other critical needs that require general fund money, it is  
3 also necessary, appropriate, and more equitable to modernize user charges  
4 based on the costs users impose on the transportation system so that such  
5 charges remain the primary source of dedicated transportation funding;

6 (g) Because charges imposed on electric motor vehicles are  
7 annually applied whereas charges on motor vehicles powered by internal  
8 combustion engines are applied on a per gallon basis, it is necessary and  
9 appropriate to evaluate future opportunities to further equalize the  
10 average aggregate amount paid by all motor vehicle owners;

11 (h) To ensure that transportation system users are reasonably and  
12 equitably charged for their share of their transportation system use, it is  
13 necessary, appropriate, equitable, and in the best interest of all  
14 Coloradans to:

15 (I) Impose additional per gallon charges on motor fuels and index  
16 per gallon motor fuel charges to inflation;

17 (II) Ensure that owners of electric motor vehicles and owners of  
18 internal combustion engine vehicles are equitably charged for their use of  
19 the transportation system and that those charges, whether they are road  
20 usage fees or registration fees, are indexed to inflation;

21 (III) Impose new retail delivery fees on purchases of tangible  
22 personal property delivered to consumers and index those fees to inflation  
23 because:

24 (A) Demand for retail deliveries has increased and is projected to  
25 remain a significant form of commerce, which will increase both traffic  
26 and associated motor vehicle emissions that create adverse environmental  
27 and health impacts and additional costs to the state; and

1 (B) Imposing reasonably calculated retail delivery fees on each  
2 delivery made to a consumer accounts for the use of the transportation  
3 system associated with that delivery, generates the revenue needed to  
4 mitigate the impact of retail deliveries on transportation system  
5 infrastructure, and remediates and mitigates retail-delivery-related  
6 environmental and health impacts;

7 (IV) Impose new fees on passenger rides arranged through a  
8 transportation network company and index those fees to inflation  
9 because:

10 (A) Such rides result in substantially more air pollution and  
11 greenhouse gas pollution from motor vehicle emissions than the  
12 alternative forms of transportation not used for the same trips, with the  
13 Union of Concerned Scientists estimating that the average ride arranged  
14 in the United States causes sixty-nine percent more greenhouse gas  
15 pollution than the alternative form of transportation not used due to  
16 factors such as deadhead miles driven without a passenger and  
17 displacement of walking, biking, and transit trips; and

18 (B) Imposing reasonably calculated per ride fees on each  
19 passenger ride arranged through a transportation network company helps  
20 ensure that transportation network companies pay their fair share of costs  
21 to reduce and mitigate the increased environmental and health impacts of  
22 such prearranged rides; and

23 (V) Ensure that the current two dollar daily motor vehicle rental  
24 fee is indexed to inflation and collected on rentals of twenty-four hours  
25 or longer but not more than thirty days that are enabled by a car sharing  
26 program;

27 (i) Because greenhouse gas pollution resulting from the

1 production, distribution, and use of motor vehicle fuels produces many  
2 social costs, including but not limited to adverse public health impacts,  
3 increased heat waves, droughts, water supply shortages, flooding,  
4 biodiversity loss, and forest health issues such as forest fires, and also  
5 adversely impacts specific industries such as agriculture and outdoor  
6 recreation, it is necessary and appropriate that the state, when estimating  
7 the social costs of transportation-related greenhouse gas pollution,  
8 estimate those costs as accurately as possible and that the methodology  
9 to be used by the state when making such estimates be specified by law  
10 as provided for in this act; and

11 (j) (I) As part of its national infrastructure funding and job  
12 creation plan, the federal government is expected to provide substantial  
13 federal funding to the state for multimodal transportation and the  
14 widespread adoption of electric motor vehicles to help minimize and  
15 mitigate adverse environmental and health impacts.

16 (II) If the state receives such federal funding, the general  
17 assembly intends that the state executive branch departments, agencies,  
18 and enterprises involved in the planning, funding, development,  
19 construction, maintenance, and supervision of a sustainable transportation  
20 system evaluate whether the allocation of fee revenue authorized by this  
21 act should be modified. Further, the general assembly intends that the  
22 aggregate amount of fee revenue going to the community access  
23 enterprise, the clean fleet enterprise, the clean transit enterprise, the  
24 nonattainment area air pollution mitigation enterprise, and the multimodal  
25 transportation and mitigation options fund not be decreased. If it is  
26 determined that the allocation should be modified, the general assembly  
27 intends that recommendations be made to the general assembly regarding

1 the modifications that should be made.

2 (2) The general assembly further finds and declares that:

3 (a) The planning, funding, development, construction,  
4 maintenance, and supervision of a sustainable transportation system  
5 requires the implementation of a comprehensive regulatory scheme that  
6 appropriately balances and funds the necessary elements of such a system,  
7 including but not limited to:

8 (I) The construction, maintenance, and supervision of highways  
9 and traditional highway infrastructure; and

10 (II) The infrastructure, programs, and incentives needed to support  
11 the widespread adoption of electric motor vehicles for personal,  
12 commercial, and government use and, by doing so and through other  
13 appropriate means, minimize and mitigate the adverse environmental and  
14 health impacts of transportation-related air pollution and greenhouse gas  
15 pollutant emissions that affect the general public, including  
16 disproportionately impacted communities;

17 (b) The planning, funding, development, construction,  
18 maintenance, and supervision of a sustainable transportation system  
19 depends, at a minimum, on the institutional and individual knowledge,  
20 expertise, and experience of the Colorado energy office, the department  
21 of transportation, the department of public health and environment, other  
22 organizations and individuals interested in a sustainable transportation  
23 system, and the general public;

24 (c) It is necessary and appropriate to coordinate the  
25 implementation of the scheme by:

26 (I) Providing additional sustainable funding for the construction,  
27 maintenance, and supervision of traditional highway infrastructure by the

1 department of transportation, counties, and municipalities and for  
2 multimodal transportation projects; and

3 (II) Creating and funding a community access enterprise, a clean  
4 fleet enterprise, a clean transit enterprise, and a nonattainment area air  
5 pollution mitigation enterprise, each of which uses its distinctive  
6 competencies to contribute in a distinct way to the implementation of the  
7 scheme to support a sustainable transportation system and each of which  
8 has a governing board that includes members selected in part based on  
9 knowledge, expertise, or experience deemed specifically relevant to the  
10 development and use of the distinctive competencies of the enterprise and  
11 the individual mission of the enterprise;

12 (d) The community access enterprise, the clean fleet enterprise,  
13 the clean transit enterprise, and the nonattainment area air pollution  
14 mitigation enterprise created in this act have distinctive competencies and  
15 are each charged with implementing different components of the scheme  
16 required for the planning, funding, development, construction,  
17 maintenance, and supervision of a sustainable transportation system.  
18 Specifically:

19 (I) The community access enterprise is created to serve the  
20 primary business purpose of equitably reducing and mitigating the  
21 adverse environmental and health impacts of air pollution and greenhouse  
22 gas emissions produced by motor vehicles used to make retail deliveries  
23 to consumers within local communities. The enterprise will support the  
24 adoption of electric motor vehicles and electric alternatives to motor  
25 vehicles at the community level, which will support communities,  
26 including rural, urban, and disproportionately impacted communities,  
27 throughout the state, and will pursue its primary business purpose by, at

1 a minimum, providing funding or financing to:

2 (A) Construct or install the sufficient and accessible electric motor  
3 vehicle charging infrastructure needed to reduce range anxiety and ensure  
4 that electric motor vehicles are viable in all communities; and

5 (B) Provide financial incentives and assistance that make it  
6 possible for owners of older, less fuel efficient, and higher polluting  
7 vehicles to replace those motor vehicles with electric motor vehicles and  
8 encourage use of electric alternatives to motor vehicles and public transit;

9 (II) The clean fleet enterprise is created to serve the primary  
10 business purpose of reducing and mitigating the adverse environmental  
11 and health impacts of air pollution and greenhouse gas emissions  
12 produced by the increasing number of fleet motor vehicles being used to  
13 provide transportation network company rides and make retail deliveries  
14 by supporting the electrification of such fleets and other motor vehicle  
15 fleets, and the enterprise will support the electrification of motor vehicle  
16 fleets and pursue its primary business purpose by, at a minimum,  
17 providing funding or financing to:

18 (A) Help owners and operators of motor vehicle fleets finance  
19 electric motor vehicle acquisitions and upgrades;

20 (B) Coordinate engagement and develop strategies for electrifying  
21 motor vehicle fleets and other not yet electrified freight transportation and  
22 retail delivery operations that can be electrified; and

23 (C) Provide or support the delivery of companion services such as  
24 fleet motor vehicle testing, inspection, and readjustment services;

25 (III) The clean transit enterprise is created to serve the primary  
26 business purpose of reducing and mitigating the adverse environmental  
27 and health impacts of air pollution and greenhouse gas emissions

1 produced by retail deliveries by supporting the replacement of existing  
2 gasoline and diesel public transit vehicles with electric motor vehicles,  
3 providing the associated recharging infrastructure for electric transit fleet  
4 motor vehicles, supporting facility modifications that allow for the safe  
5 operation and maintenance of electric transit motor vehicles, and funding  
6 planning studies that enable transit agencies to plan for transit vehicle  
7 electrification; and

8 (IV) The nonattainment area air pollution mitigation enterprise is  
9 created to serve the primary business purpose of mitigating the  
10 environmental and health impacts of increased air pollution from motor  
11 vehicle emissions in nonattainment areas that results from the rapid and  
12 continuing growth in retail deliveries made by motor vehicles and in  
13 prearranged rides provided by transportation network companies by  
14 providing funding for eligible projects that reduce traffic, including  
15 demand management projects that encourage alternatives to driving alone  
16 or that directly reduce air pollution, such as retrofitting of construction  
17 equipment, construction of roadside vegetation barriers, and planting trees  
18 along medians;

19 (e) The community access enterprise, the clean fleet enterprise,  
20 the clean transit enterprise, and the nonattainment area air pollution  
21 mitigation enterprise each serve a separate primary purpose and none of  
22 the enterprises serve primarily the same purpose as any other enterprise  
23 created in Senate Bill 21-260, enacted in 2021, or otherwise created  
24 within the five preceding years;

25 (f) Because the community access enterprise, the clean fleet  
26 enterprise, the nonattainment area air pollution mitigation enterprise, and  
27 the clean transit enterprise each serve primarily their own purpose and

1 each enterprise is projected to receive revenue from fees and surcharges  
2 of less than one hundred million dollars in its first five fiscal years,  
3 including the fiscal year in which its board first meets, section 24-77-108,  
4 C.R.S., does not require any of the enterprises to be approved at a  
5 statewide general election; and

6 (g) Consistent with the determination of the Colorado supreme  
7 court in *Colorado Union of Taxpayers Foundation v. City of Aspen*, 2018  
8 CO 36, that a charge is not a tax if the primary purpose of the charge is  
9 to not to raise revenue for general governmental purposes but is instead  
10 to defray some of the costs of regulating an activity under a  
11 comprehensive regulatory scheme, the charges imposed by the state and  
12 by each enterprise as authorized by this act are fees, not taxes, because  
13 each fee is collected from transportation system users for the primary  
14 purpose of defraying the costs of mitigating the impact caused by the  
15 transportation system user when engaging in an activity that is subject to  
16 the fee in an amount reasonably related to the impacts caused by the  
17 activity subject and the amount expended to mitigate that impact.

18 **SECTION 2.** In Colorado Revised Statutes, 8-20-206.5, **amend**  
19 **(6)(a)(II)** as follows:

20 **8-20-206.5. Environmental response surcharge - liquefied**  
21 **petroleum gas and natural gas inspection fund - perfluoroalkyl and**  
22 **polyfluoroalkyl substances cash fund - definitions.** (6) (a) In addition  
23 to the payment collected under subsection (1)(a) of this section, the  
24 executive director of the department of revenue shall also collect a fee to:

25 (II) Support the department of transportation in functions related  
26 to freight movement and infrastructure in the state, INCLUDING THE  
27 FUNCTIONS OF THE FREIGHT MOBILITY AND SAFETY BRANCH OF THE



1 TRANSPORTATION DEVELOPMENT DIVISION OF THE DEPARTMENT OF  
2 TRANSPORTATION CREATED IN SECTION 43-1-117 (4), as well as  
3 infrastructure projects that enhance the safety of movement of  
4 commercial materials;

5 **SECTION 3.** In Colorado Revised Statutes, 24-1-119, **add** (13)  
6 as follows:

7 **24-1-119. Department of public health and environment -**  
8 **creation.** (13) THE CLEAN FLEET ENTERPRISE, CREATED IN SECTION  
9 25-7.5-103, SHALL EXERCISE ITS POWERS AND PERFORM ITS DUTIES AS IF  
10 THE SAME WERE TRANSFERRED BY A **TYPE 1** TRANSFER, AS DEFINED IN  
11 SECTION 24-1-105, TO THE DEPARTMENT OF PUBLIC HEALTH AND  
12 ENVIRONMENT.

13 **SECTION 4.** In Colorado Revised Statutes, 24-1-128.7, **amend**  
14 (5); and **add** (9) and (10) as follows:

15 **24-1-128.7. Department of transportation - creation.** (5) The  
16 statewide bridge AND TUNNEL enterprise created in section 43-4-805 (2),  
17 ~~C.R.S.~~, shall exercise its powers and perform its duties and functions as  
18 if the same were transferred by a **type 1** transfer, as defined in section  
19 24-1-105, to the department of transportation.

20 (9) THE CLEAN TRANSIT ENTERPRISE, CREATED IN SECTION  
21 43-4-1203, SHALL EXERCISE ITS POWERS AND PERFORM ITS DUTIES AS IF  
22 THE SAME WERE TRANSFERRED BY A **TYPE 1** TRANSFER, AS DEFINED IN  
23 SECTION 24-1-105, TO THE DEPARTMENT OF TRANSPORTATION.

24 (10) THE NONATTAINMENT AREA AIR POLLUTION MITIGATION  
25 ENTERPRISE, CREATED IN SECTION 43-4-1303, SHALL EXERCISE ITS POWERS  
26 AND PERFORM ITS DUTIES AS IF THE SAME WERE TRANSFERRED BY A **TYPE**  
27 **1** TRANSFER, AS DEFINED IN SECTION 24-1-105, TO THE DEPARTMENT OF

1 TRANSPORTATION.

2 **SECTION 5.** In Colorado Revised Statutes, **add** 24-38.5-110 and  
3 24-38.5-111 as follows:

4 **24-38.5-110. Electric vehicle plan and greenhouse gas**  
5 **pollution reduction roadmap - annual progress reports.** FOR STATE  
6 FISCAL YEAR 2022-23, AND FOR EACH SUBSEQUENT STATE FISCAL YEAR,  
7 THE COLORADO ENERGY OFFICE AND THE DEPARTMENT OF PUBLIC HEALTH  
8 AND ENVIRONMENT SHALL, AFTER CONSULTATION WITH THE DEPARTMENT  
9 OF TRANSPORTATION, JOINTLY PREPARE AND PRESENT TO THE  
10 TRANSPORTATION AND LOCAL GOVERNMENT AND ENERGY AND  
11 ENVIRONMENT COMMITTEES OF THE HOUSE OF REPRESENTATIVES AND THE  
12 TRANSPORTATION AND ENERGY COMMITTEE OF THE SENATE, OR ANY  
13 SUCCESSOR COMMITTEES, AN ANNUAL REPORT DETAILING THE PROGRESS  
14 MADE TOWARD THE ELECTRIC MOTOR VEHICLE ADOPTION GOALS SET  
15 FORTH IN THE "COLORADO ELECTRIC VEHICLE PLAN 2020" AND THE  
16 TRANSPORTATION SECTOR GREENHOUSE GAS POLLUTION REDUCTION  
17 GOALS SET FORTH IN THE "COLORADO GREENHOUSE GAS POLLUTION  
18 REDUCTION ROADMAP", PUBLISHED BY THE COLORADO ENERGY OFFICE.  
19 THE COMMUNITY ACCESS ENTERPRISE CREATED IN SECTION 24-38.5-303  
20 (1) AND THE CLEAN FLEET ENTERPRISE CREATED IN SECTION 25-7.5-103  
21 (1)(a) SHALL ALSO POST THE ANNUAL REPORT ON THEIR WEBSITES.

22 **24-38.5-111. Social cost of greenhouse gas pollution - estimate**  
23 **methodology.** EXCEPT WHERE A DIFFERENT METHODOLOGY IS  
24 PRESCRIBED BY LAW, THE COLORADO ENERGY OFFICE, THE DEPARTMENT  
25 OF TRANSPORTATION, AND THE DEPARTMENT OF PUBLIC HEALTH AND  
26 ENVIRONMENT SHALL, WHEN ESTIMATING THE SOCIAL COSTS OF  
27 GREENHOUSE GAS POLLUTION, BASE THEIR ESTIMATE ON THE MOST

1 RECENT ASSESSMENT OF THE SOCIAL COST OF CARBON DIOXIDE AND OTHER  
2 GREENHOUSE GAS POLLUTANTS DEVELOPED BY THE FEDERAL  
3 GOVERNMENT USING A DISCOUNT RATE THAT IS TWO AND ONE-HALF  
4 PERCENT OR LESS AND DOES NOT YIELD A LOWER ESTIMATE OF COSTS  
5 THAN THE COSTS PUBLISHED IN THE TECHNICAL SUPPORT DOCUMENT OF  
6 THE FEDERAL INTERAGENCY WORKING GROUP ON THE SOCIAL COST OF  
7 GREENHOUSE GASES ENTITLED "TECHNICAL UPDATE OF THE SOCIAL COST  
8 OF CARBON FOR REGULATORY IMPACT ANALYSIS UNDER EXECUTIVE  
9 ORDER 12866".

10 **SECTION 6.** In Colorado Revised Statutes, **add** part 3 to article  
11 38.5 of title 24 as follows:

12 PART 3

13 COMMUNITY ACCESS TO ELECTRIC VEHICLE

14 CHARGING AND FUELING INFRASTRUCTURE

15 **24-38.5-301. Legislative declaration.** (1) THE GENERAL  
16 ASSEMBLY HEREBY FINDS AND DECLARES THAT:

17 (a) RETAIL DELIVERIES ARE INCREASING AND ARE EXPECTED TO  
18 CONTINUE TO INCREASE IN URBAN AND RURAL COMMUNITIES;

19 (b) THE MOTOR VEHICLES USED TO MAKE RETAIL DELIVERIES ARE  
20 SOME OF THE MOST POLLUTING VEHICLES ON THE ROAD, WHICH HAS  
21 RESULTED IN ADDITIONAL AND INCREASING AIR AND GREENHOUSE GAS  
22 POLLUTION AT THE LOCAL COMMUNITY LEVEL FROM IDLING DELIVERY  
23 VEHICLES IN NEIGHBORHOODS;

24 (c) THE ADVERSE ENVIRONMENTAL AND HEALTH IMPACTS OF  
25 INCREASED LOCAL EMISSIONS FROM MOTOR VEHICLES USED TO MAKE  
26 RETAIL DELIVERIES CAN BE MITIGATED AND OFFSET BY INVESTING IN THE  
27 CHARGING AND FUELING INFRASTRUCTURE NEEDED TO SUPPORT

1 WIDESPREAD PUBLIC ADOPTION OF ELECTRIC MOTOR VEHICLES AND ZERO  
2 EMISSION VEHICLES AND BY REPLACING THE STATE'S DIRTIEST PASSENGER  
3 VEHICLES WITH ZERO EMISSION VEHICLES;

4 (d) INSTEAD OF REDUCING THE IMPACTS OF RETAIL DELIVERIES BY  
5 LIMITING RETAIL DELIVERY ACTIVITY THROUGH REGULATION, IT IS MORE  
6 APPROPRIATE TO CONTINUE TO ALLOW PERSONS WHO RECEIVE RETAIL  
7 DELIVERIES TO BENEFIT FROM THE CONVENIENCE AFFORDED BY  
8 UNFETTERED RETAIL DELIVERIES AND INSTEAD IMPOSE A SMALL FEE ON  
9 EACH RETAIL DELIVERY AND USE FEE REVENUE TO FUND NECESSARY  
10 MITIGATION ACTIVITIES;

11 (e) IT IS NECESSARY, APPROPRIATE, AND IN THE BEST INTEREST OF  
12 THE STATE AND ALL COLORADANS TO INCENTIVIZE, SUPPORT, AND  
13 ACCELERATE THE USE OF ELECTRIC MOTOR VEHICLES THROUGHOUT THE  
14 STATE AND TO ENABLE THE STATE TO ACHIEVE ITS ELECTRIC MOTOR  
15 VEHICLE ADOPTION GOALS AS SET FORTH IN THE COLORADO ENERGY  
16 OFFICE'S "COLORADO ELECTRIC VEHICLE PLAN 2020" BECAUSE  
17 WIDESPREAD ADOPTION OF ELECTRIC MOTOR VEHICLES:

18 (I) REDUCES EMISSIONS OF AIR POLLUTANTS, INCLUDING  
19 HAZARDOUS AIR POLLUTANTS AND GREENHOUSE GASES, AT THE  
20 COMMUNITY LEVEL THAT CONTRIBUTE TO ADVERSE HUMAN HEALTH  
21 EFFECTS SUCH AS ASTHMA, HEART ATTACKS, AND LUNG CANCER, AND  
22 ADVERSE ENVIRONMENTAL EFFECTS, INCLUDING BUT NOT LIMITED TO  
23 CLIMATE CHANGE, AND HELPS THE STATE MEET ITS STATEWIDE  
24 GREENHOUSE GAS POLLUTION REDUCTION TARGETS ESTABLISHED IN  
25 SECTION 25-7-102 (2)(g) AND ITS TRANSPORTATION SECTOR GREENHOUSE  
26 GAS POLLUTION REDUCTION TARGETS ESTABLISHED IN THE COLORADO  
27 ENERGY OFFICE'S "COLORADO GREENHOUSE GAS POLLUTION REDUCTION

1 ROADMAP" AND COMPLY WITH AIR QUALITY ATTAINMENT STANDARDS;

2 (II) HELPS BUSINESSES AND GOVERNMENTAL ENTITIES OPERATE  
3 MORE EFFICIENTLY AND HELPS INDIVIDUALS AND FAMILIES SAVE MONEY  
4 OVER TIME BY REDUCING FUEL AND MAINTENANCE COSTS ASSOCIATED  
5 WITH THE USE OF MOTOR VEHICLES; AND

6 (III) REDUCES THE SOCIAL COSTS OF EMISSIONS OF GREENHOUSE  
7 GASES AND OTHER AIR POLLUTANTS BY REDUCING SUCH EMISSIONS; AND

8 (IV) REDUCES HIGHER EMISSIONS OF AIR POLLUTANTS IN LOCAL  
9 COMMUNITIES, INCLUDING DISPROPORTIONATELY IMPACTED  
10 COMMUNITIES, WHERE THERE IS INCREASED EXPOSURE TO  
11 TRANSPORTATION-RELATED AIR POLLUTION AND WHERE, AS MANY  
12 STUDIES CONFIRM, INCREASED EXPOSURE TO TRAFFIC AND AIR POLLUTION  
13 RESULTS IN A HIGHER RISK FOR ADVERSE HEALTH OUTCOMES;

14 (f) RETIRING A RELATIVELY SMALL NUMBER OF HIGH-EMITTING  
15 PASSENGER VEHICLES AND REPLACING THEM WITH LOW OR ZERO EMISSION  
16 VEHICLES WOULD HAVE A RELATIVELY LARGE IMPACT ON EMISSIONS  
17 REDUCTIONS, AS SHOWN BY A 2009 STUDY THAT FOUND THAT TEN  
18 PERCENT OF PASSENGER VEHICLES ARE RESPONSIBLE FOR MORE THAN  
19 THIRTY PERCENT OF NITROGEN OXIDE EMISSIONS AND NEARLY FIFTY  
20 PERCENT OF HYDROCARBON EMISSIONS.

21 (g) ONE OF THE BEST WAYS TO INCENTIVIZE, SUPPORT, AND  
22 ACCELERATE THE ADOPTION OF ELECTRIC MOTOR VEHICLES IN BOTH  
23 URBAN AND RURAL AREAS IS TO REDUCE RANGE ANXIETY AND  
24 INCONVENIENCE FOR ELECTRIC MOTOR VEHICLE USERS BY BUILDING  
25 READILY AVAILABLE, ROBUST, EASY TO USE, AND EFFICIENT ELECTRIC  
26 MOTOR VEHICLE CHARGING AND FUELING INFRASTRUCTURE IN  
27 COMMUNITIES AND ALONG MAJOR HIGHWAY CORRIDORS THROUGHOUT THE

1 STATE;

2 (h) ANOTHER WAY TO INCENTIVIZE, SUPPORT, AND ACCELERATE  
3 THE ADOPTION OF ELECTRIC MOTOR VEHICLES, PROMOTE EQUITABLE  
4 ACCESS TO ELECTRICAL MOTOR VEHICLES AND LESS EXPENSIVE  
5 ELECTRICAL ALTERNATIVES TO MOTOR VEHICLES, AND ENCOURAGE CLEAN  
6 TRAVEL IS TO PROVIDE INCENTIVES IN COMMUNITIES, INCLUDING BUT NOT  
7 LIMITED TO DISPROPORTIONATELY IMPACTED COMMUNITIES, FOR  
8 ACQUISITION OR USE OF ELECTRIC MOTOR VEHICLES OR ELECTRIC  
9 ALTERNATIVES TO MOTOR VEHICLES AND USE OF TRANSIT. CREATING  
10 ACCESS TO ELECTRIC MOTOR VEHICLES OR ELECTRIC ALTERNATIVES TO  
11 MOTOR VEHICLES FOR COMMUNITIES, INCLUDING BUT NOT LIMITED TO  
12 DISPROPORTIONATELY IMPACTED COMMUNITIES, ADDRESSES INEQUITIES  
13 BY ALLOWING INDIVIDUALS WHO CANNOT AFFORD TO UPGRADE TO MORE  
14 FUEL EFFICIENT MOTOR VEHICLES TO UPGRADE TO MOTOR VEHICLES THAT  
15 PRODUCE LITTLE OR NO EMISSIONS IN THEIR COMMUNITIES.

16 (i) BY REDUCING MOTOR VEHICLE EMISSIONS, INCENTIVIZING,  
17 SUPPORTING, AND ACCELERATING THE ADOPTION OF ELECTRIC MOTOR  
18 VEHICLES AT THE COMMUNITY LEVEL EFFECTIVELY REMEDIATES SOME OF  
19 THE IMPACTS OF RETAIL DELIVERIES BY OFFSETTING A PORTION OF THE  
20 INCREASED MOTOR VEHICLE EMISSIONS RESULTING FROM RETAIL  
21 DELIVERIES.

22 (2) THE GENERAL ASSEMBLY FURTHER FINDS AND DECLARES THAT:

23 (a) TO INCENTIVIZE, SUPPORT, AND ACCELERATE THE  
24 CONSTRUCTION OF ELECTRIC MOTOR VEHICLE CHARGING AND FUELING  
25 INFRASTRUCTURE IN COMMUNITIES THROUGHOUT THE STATE;  
26 INCENTIVIZE, SUPPORT, AND ACCELERATE THE ADOPTION OF ELECTRIC  
27 MOTOR VEHICLES BY BUSINESSES, INCLUDING TRANSPORTATION NETWORK

1 COMPANIES, GOVERNMENTAL ENTITIES, AND INDIVIDUALS; AND THEREBY  
2 INCREASE ACCESS TO ELECTRIC MOTOR VEHICLES, MINIMIZE AND MITIGATE  
3 THE ENVIRONMENTAL AND HEALTH IMPACTS CAUSED BY  
4 TRANSPORTATION-RELATED EMISSIONS OF AIR POLLUTANTS AND  
5 GREENHOUSE GASES, AND ALLOW THE STATE AND ITS CITIZENS TO REAP  
6 THE ENVIRONMENTAL, HEALTH, BUSINESS AND GOVERNMENTAL  
7 OPERATIONAL EFFICIENCY, AND PERSONAL MOTOR VEHICLE TOTAL  
8 OWNERSHIP COST SAVINGS BENEFITS OF WIDESPREAD ADOPTION OF  
9 ELECTRIC MOTOR VEHICLES, IT IS NECESSARY, APPROPRIATE, AND IN THE  
10 BEST INTEREST OF THE STATE TO CREATE A COMMUNITY ACCESS  
11 ENTERPRISE THAT CAN PROVIDE SPECIALIZED BUSINESS SERVICES,  
12 INCLUDING IMPACT REMEDIATION SERVICES, THAT HELP COMMUNITIES,  
13 BUSINESSES, AND GOVERNMENTAL ENTITIES CONSTRUCT THE ELECTRIC  
14 MOTOR VEHICLE CHARGING AND FUELING INFRASTRUCTURE NEEDED TO  
15 SUPPORT WIDESPREAD ADOPTION OF ELECTRIC MOTOR VEHICLES,  
16 INCLUDING LIGHT-DUTY, MEDIUM-DUTY, AND HEAVY-DUTY MOTOR  
17 VEHICLES AND MOTOR VEHICLES USED TO MAKE RETAIL DELIVERIES, AND  
18 THEREBY ASSUAGE RANGE ANXIETY CONCERNS, SUPPLY CHAIN  
19 DISRUPTION CONCERNS, AND ANY OTHER CONCERNS THAT CURRENTLY  
20 DISINCENTIVIZE THE WIDESPREAD ADOPTION OF ELECTRIC MOTOR  
21 VEHICLES;

22 (b) THE SPECIFIC FOCUS OF THE ENTERPRISE IS THE EQUITABLE  
23 REDUCTION AND MITIGATION OF THE ADVERSE ENVIRONMENTAL AND  
24 HEALTH IMPACTS OF AIR POLLUTION AND GREENHOUSE GAS EMISSIONS AT  
25 THE COMMUNITY LEVEL THROUGH SUPPORT OF THE ADOPTION OF ELECTRIC  
26 MOTOR VEHICLES AND ELECTRIC ALTERNATIVES TO MOTOR VEHICLES AT  
27 THE COMMUNITY LEVEL, INCLUDING BUT NOT LIMITED TO WITHIN

1 DISPROPORTIONATELY IMPACTED COMMUNITIES THROUGHOUT THE STATE;

2 (c) THE ENTERPRISE PROVIDES IMPACT REMEDIATION SERVICES  
3 WHEN, IN EXCHANGE FOR THE PAYMENT OF COMMUNITY ACCESS RETAIL  
4 DELIVERY FEES BY PURCHASERS OF TANGIBLE PERSONAL PROPERTY FOR  
5 RETAIL DELIVERY, IT ACTS TO MITIGATE THE IMPACTS OF RESIDENTIAL AND  
6 COMMERCIAL DELIVERIES ON THE STATE'S TRANSPORTATION  
7 INFRASTRUCTURE, AIR QUALITY, AND EMISSIONS BY:

8 (I) FUNDING THE CONSTRUCTION OF ELECTRIC MOTOR VEHICLE  
9 CHARGING INFRASTRUCTURE THAT SUPPORTS THE USE OF CLEAN AND  
10 QUIET ELECTRIC MOTOR VEHICLES, INCLUDING MOTOR VEHICLES USED TO  
11 MAKE RETAIL DELIVERIES;

12 (II) SPECIFICALLY SUPPORTING AND INCENTIVIZING THE  
13 RETIREMENT OF OLD AND INEFFICIENT MOTOR VEHICLES POWERED BY  
14 INTERNAL COMBUSTION ENGINES AND THE ADOPTION OF ELECTRIC MOTOR  
15 VEHICLES, ELECTRIC ALTERNATIVES TO MOTOR VEHICLES, AND TRANSIT  
16 USE IN COMMUNITIES, INCLUDING BUT NOT LIMITED TO  
17 DISPROPORTIONATELY IMPACTED COMMUNITIES, THAT GENERALLY BEAR  
18 THE GREATEST BURDEN OF THE ENVIRONMENTAL AND HEALTH IMPACTS OF  
19 TRANSPORTATION EMISSIONS DUE TO DISPARITIES IN TRANSPORTATION  
20 POLLUTION EXPOSURE;

21 (III) PROVIDING OUTREACH, EDUCATION, PLANNING FUNDS, OR  
22 TRAINING TO SUPPORT THE SUCCESSFUL APPLICATIONS FOR FUNDING AND  
23 THE PERFORMANCE OF ENTITIES RECEIVING FUNDS;

24 (IV) CONTRIBUTING TO THE COMPREHENSIVE REGULATORY  
25 SCHEME REQUIRED FOR THE PLANNING, FUNDING, DEVELOPMENT,  
26 CONSTRUCTION, MAINTENANCE, AND SUPERVISION OF A SUSTAINABLE  
27 TRANSPORTATION SYSTEM; AND



1 (V) PROVIDING ADDITIONAL REMEDIATION SERVICES TO OFFSET  
2 IMPACTS CAUSED BY FEE PAYERS AS MAY BE PROVIDED BY LAW;

3 (d) BY PROVIDING REMEDIATION SERVICES AS AUTHORIZED BY  
4 THIS SECTION, THE ENTERPRISE PROVIDES A BENEFIT TO FEE PAYERS WHEN  
5 IT REMEDIATES THE IMPACTS THEY CAUSE AND THEREFORE OPERATES AS  
6 A BUSINESS IN ACCORDANCE WITH THE DETERMINATION OF THE  
7 COLORADO SUPREME COURT IN *COLORADO UNION OF TAXPAYERS*  
8 *FOUNDATION V. CITY OF ASPEN*, 2018 CO 36;

9 (e) CONSISTENT WITH THE DETERMINATION OF THE COLORADO  
10 SUPREME COURT IN *NICHOLL V. E-470 PUBLIC HIGHWAY AUTHORITY*, 896  
11 P.2d 859 (COLO. 1995), THAT THE POWER TO IMPOSE TAXES IS  
12 INCONSISTENT WITH ENTERPRISE STATUS UNDER SECTION 20 OF ARTICLE  
13 X OF THE STATE CONSTITUTION, IT IS THE CONCLUSION OF THE GENERAL  
14 ASSEMBLY THAT THE REVENUE COLLECTED BY THE ENTERPRISE IS  
15 GENERATED BY FEES, NOT TAXES, BECAUSE THE COMMUNITY ACCESS  
16 RETAIL DELIVERY FEE IMPOSED BY THE ENTERPRISE AS AUTHORIZED BY  
17 SECTION 24-38.5-303 (7) IS:

18 (I) IMPOSED FOR THE SPECIFIC PURPOSE OF ALLOWING THE  
19 ENTERPRISE TO DEFRAY THE COSTS OF PROVIDING THE REMEDIATION  
20 SERVICES SPECIFIED IN THIS SECTION, INCLUDING MITIGATING IMPACTS TO  
21 AIR QUALITY AND GREENHOUSE GAS EMISSIONS CAUSED BY THE  
22 ACTIVITIES ON WHICH THE FEE IS ASSESSED, AND CONTRIBUTES TO THE  
23 IMPLEMENTATION OF THE COMPREHENSIVE REGULATORY SCHEME  
24 REQUIRED FOR THE PLANNING, FUNDING, DEVELOPMENT, CONSTRUCTION,  
25 MAINTENANCE, AND SUPERVISION OF A SUSTAINABLE TRANSPORTATION  
26 SYSTEM; AND

27 (II) COLLECTED AT RATES THAT ARE REASONABLY CALCULATED

1     BASED ON THE IMPACTS CAUSED BY FEE PAYERS AND THE COST OF  
2     REMEDIATING THOSE IMPACTS; AND

3             (f) SO LONG AS THE ENTERPRISE QUALIFIES AS AN ENTERPRISE FOR  
4     PURPOSES OF SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION, THE  
5     REVENUE FROM THE COMMUNITY ACCESS RETAIL DELIVERY FEE  
6     COLLECTED BY THE ENTERPRISE IS NOT STATE FISCAL YEAR SPENDING, AS  
7     DEFINED IN SECTION 24-77-102 (17), OR STATE REVENUES, AS DEFINED IN  
8     SECTION 24-77-103.6 (6)(c), AND DOES NOT COUNT AGAINST EITHER THE  
9     STATE FISCAL YEAR SPENDING LIMIT IMPOSED BY SECTION 20 OF ARTICLE  
10    X OF THE STATE CONSTITUTION OR THE EXCESS STATE REVENUES CAP, AS  
11    DEFINED IN SECTION 24-77-103.6 (6)(b)(I)(D).

12            **24-38.5-302. Definitions.** AS USED IN THIS PART 3, UNLESS THE  
13    CONTEXT OTHERWISE REQUIRES:

14            (1) "BATTERY ELECTRIC MOTOR VEHICLE" MEANS A MOTOR  
15    VEHICLE THAT IS POWERED EXCLUSIVELY BY A RECHARGEABLE BATTERY  
16    PACK THAT CAN BE RECHARGED BY BEING PLUGGED INTO AN EXTERNAL  
17    SOURCE OF ELECTRICITY AND THAT HAS NO SECONDARY SOURCE OF  
18    PROPULSION.

19            (2) "BOARD" MEANS THE GOVERNING BOARD OF THE ENTERPRISE.

20            (3) (a) "DISPROPORTIONATELY IMPACTED COMMUNITY" MEANS A  
21    COMMUNITY THAT IS IN A CENSUS BLOCK GROUP, AS DETERMINED IN  
22    ACCORDANCE WITH THE MOST RECENT UNITED STATES DECENNIAL  
23    CENSUS, WHERE THE PROPORTION OF HOUSEHOLDS THAT ARE LOW INCOME  
24    IS GREATER THAN FORTY PERCENT, THE PROPORTION OF HOUSEHOLDS  
25    THAT IDENTIFY AS MINORITY IS GREATER THAN FORTY PERCENT, OR THE  
26    PROPORTION OF HOUSEHOLDS THAT ARE HOUSING COST-BURDENED IS  
27    GREATER THAN FORTY PERCENT.

1 (b) AS USED IN THIS SUBSECTION (3):

2 (I) "COST-BURDENED" MEANS A HOUSEHOLD THAT SPENDS MORE  
3 THAN THIRTY PERCENT OF ITS INCOME ON HOUSING.

4 (II) "LOW INCOME" MEANS THE MEDIAN HOUSEHOLD INCOME IS  
5 LESS THAN OR EQUAL TO TWO HUNDRED PERCENT OF THE FEDERAL  
6 POVERTY GUIDELINE.

7 (4) "ELECTRIC ALTERNATIVE TO MOTOR VEHICLES" MEANS A  
8 VEHICLE, AS DEFINED IN SECTION 42-1-102 (112), THAT IS NOT A MOTOR  
9 VEHICLE, AND THAT USES ELECTRICAL POWER IN WHOLE OR IN PART FOR  
10 PROPULSION.

11 (5) "ELECTRIC MOTOR VEHICLE" MEANS A BATTERY ELECTRIC  
12 MOTOR VEHICLE, A HYDROGEN FUEL CELL MOTOR VEHICLE, OR A PLUG-IN  
13 HYBRID ELECTRIC MOTOR VEHICLE.

14 (6) "ELECTRIC MOTOR VEHICLE CHARGING INFRASTRUCTURE"  
15 MEANS ELECTRIC VEHICLE CHARGING SYSTEMS AND OTHER ELECTRICAL  
16 EQUIPMENT INSTALLED ON SITE TO SUPPORT ELECTRIC MOTOR VEHICLE  
17 CHARGING INCLUDING BUT NOT LIMITED TO BATTERY ENERGY STORAGE  
18 SYSTEMS.

19 (7) "ELECTRIC VEHICLE CHARGING SYSTEM" HAS THE SAME  
20 MEANING AS SET FORTH IN SECTION 38-33.3-106.8 (7)(a).

21 (8) "ENTERPRISE" MEANS THE COMMUNITY ACCESS ENTERPRISE  
22 CREATED IN SECTION 24-38.5-303 (1).

23 (9) "FUND" MEANS THE COMMUNITY ACCESS ENTERPRISE FUND  
24 CREATED IN SECTION 24-38.5-303 (5).

25 (10) "HEAVY-DUTY ELECTRIC MOTOR VEHICLE" MEANS AN  
26 ELECTRIC MOTOR VEHICLE THAT HAS A GROSS VEHICLE WEIGHT RATING,  
27 AS DEFINED IN SECTION 42-2-402 (6), OF GREATER THAN TWENTY-SIX

1 THOUSAND POUNDS.

2 (11) "HYDROGEN FUEL CELL MOTOR VEHICLE" MEANS A MOTOR  
3 VEHICLE THAT IS POWERED BY ELECTRICITY PRODUCED FROM A FUEL CELL  
4 THAT USES HYDROGEN GAS AS FUEL.

5 (12) "INFLATION" MEANS THE AVERAGE ANNUAL PERCENTAGE  
6 CHANGE IN THE UNITED STATES DEPARTMENT OF LABOR, BUREAU OF  
7 LABOR STATISTICS, CONSUMER PRICE INDEX FOR  
8 DENVER-AURORA-LAKEWOOD FOR ALL ITEMS AND ALL URBAN  
9 CONSUMERS, OR ITS APPLICABLE PREDECESSOR OR SUCCESSOR INDEX, FOR  
10 THE FIVE YEARS ENDING ON THE LAST DECEMBER 31 BEFORE THE STATE  
11 FISCAL YEAR FOR WHICH AN INFLATION ADJUSTMENT TO BE MADE TO THE  
12 COMMUNITY ACCESS RETAIL DELIVERY FEE IMPOSED PURSUANT TO  
13 SECTION 24-38.5-303 (7) BEGINS.

14 (13) "LIGHT-DUTY ELECTRIC MOTOR VEHICLE" MEANS AN  
15 ELECTRIC MOTOR VEHICLE THAT HAS A GROSS VEHICLE WEIGHT RATING,  
16 AS DEFINED IN SECTION 42-4-402 (6), OF NOT MORE THAN TEN THOUSAND  
17 POUNDS.

18 (14) "MEDIUM-DUTY ELECTRIC MOTOR VEHICLE" MEANS AN  
19 ELECTRIC MOTOR VEHICLE THAT HAS A GROSS VEHICLE WEIGHT RATING,  
20 AS DEFINED IN SECTION 42-4-402 (6), OF MORE THAN TEN THOUSAND  
21 POUNDS AND NOT MORE THAN TWENTY-SIX THOUSAND POUNDS.

22 (15) "MOTOR VEHICLE" HAS THE MEANING SET FORTH IN SECTION  
23 42-1-102 (58). THE TERM DOES NOT INCLUDE A PERSONAL DELIVERY  
24 DEVICE.

25 (16) "PERSONAL DELIVERY DEVICE" MEANS AN AUTONOMOUSLY  
26 OPERATED ROBOT THAT IS:

27 (I) DESIGNED AND MANUFACTURED FOR THE PURPOSE OF

1 TRANSPORTING TANGIBLE PERSONAL PROPERTY PRIMARILY ON  
2 SIDEWALKS, CROSSWALKS, AND OTHER PUBLIC RIGHTS-OF-WAY THAT ARE  
3 TYPICALLY USED BY PEDESTRIANS;

4 (II) WEIGHS NO MORE THAN FIVE HUNDRED FIFTY POUNDS,  
5 EXCLUDING ANY TANGIBLE PERSONAL PROPERTY BEING TRANSPORTED;  
6 AND

7 (III) OPERATES AT SPEEDS OF LESS THAN TEN MILES PER HOUR  
8 WHEN ON SIDEWALKS, CROSSWALKS, AND OTHER PUBLIC RIGHTS-OF-WAY  
9 THAT ARE TYPICALLY USED BY PEDESTRIANS.

10 (17) "PLUG-IN HYBRID ELECTRIC MOTOR VEHICLE" MEANS A  
11 MOTOR VEHICLE THAT IS POWERED BY BOTH A RECHARGEABLE BATTERY  
12 PACK THAT CAN BE RECHARGED BY BEING PLUGGED INTO AN EXTERNAL  
13 SOURCE OF ELECTRICITY AND A SECONDARY SOURCE OF PROPULSION SUCH  
14 AS AN INTERNAL COMBUSTION ENGINE.

15 (18) "RETAIL DELIVERY" MEANS A RETAIL SALE OF TANGIBLE  
16 PERSONAL PROPERTY BY A RETAILER FOR DELIVERY BY A MOTOR VEHICLE  
17 OWNED OR OPERATED BY THE RETAILER OR ANY OTHER PERSON TO THE  
18 PURCHASER AT A LOCATION IN THE STATE, WHICH SALE INCLUDES AT  
19 LEAST ONE ITEM OF TANGIBLE PERSONAL PROPERTY THAT IS SUBJECT TO  
20 TAXATION UNDER ARTICLE 26 OF TITLE 39. EACH SUCH RETAIL SALE IS A  
21 SINGLE RETAIL DELIVERY REGARDLESS OF THE NUMBER OF SHIPMENTS  
22 NECESSARY TO DELIVER THE ITEMS OF TANGIBLE PERSONAL PROPERTY  
23 PURCHASED.

24 (19) "RETAILER" HAS THE SAME MEANING AS SET FORTH IN  
25 SECTION 39-26-102 (8).

26 (20) "RETAIL SALE" HAS THE SAME MEANING AS SET FORTH IN  
27 SECTION 39-26-102 (9).

1           (21) "TANGIBLE PERSONAL PROPERTY" HAS THE SAME MEANING AS  
2 SET FORTH IN SECTION 39-26-102 (15).

3           (22) "TRANSPORTATION NETWORK COMPANY" HAS THE SAME  
4 MEANING AS SET FORTH IN SECTION 40-10.1-602 (3).

5           (23) "TRANSPORTATION NETWORK COMPANY DRIVER" HAS THE  
6 SAME MEANING AS SET FORTH IN SECTION 40-10.1-602 (4).

7           (24) "TRANSPORTATION NETWORK COMPANY SERVICES" HAS THE  
8 SAME MEANING AS SET FORTH IN SECTION 40-10.1-602 (6).

9           **24-38.5-303. Community access enterprise - creation - board**  
10 **- powers and duties - fund - fee - transparency and reporting.**

11 (1) THE COMMUNITY ACCESS ENTERPRISE IS HEREBY CREATED IN THE  
12 COLORADO ENERGY OFFICE. THE ENTERPRISE IS AND OPERATES AS A  
13 GOVERNMENT-OWNED BUSINESS WITHIN THE OFFICE TO EXECUTE ITS  
14 BUSINESS PURPOSE AS SPECIFIED IN SUBSECTION (3) OF THIS SECTION BY  
15 EXERCISING THE POWERS AND PERFORMING THE DUTIES SET FORTH IN THIS  
16 SECTION.

17 (2) (a) THE GOVERNING BOARD OF THE ENTERPRISE CONSISTS OF  
18 SEVEN MEMBERS AS FOLLOWS:

19 (I) THE GOVERNOR SHALL APPOINT FOUR MEMBERS WITH THE  
20 ADVICE AND CONSENT OF THE SENATE FOR TERMS OF THE LENGTH  
21 SPECIFIED IN SUBSECTION (2)(b) OF THIS SECTION. OF THE FOUR, AT LEAST  
22 ONE OF THE MEMBERS MUST REPRESENT DISPROPORTIONATELY IMPACTED  
23 COMMUNITIES; AT LEAST ONE OF THE MEMBERS MUST REPRESENT THE  
24 INTERESTS OF MOTOR VEHICLE MANUFACTURERS, THE ELECTRIC VEHICLE  
25 CHARGING AND FUELING BUSINESSES, OR OWNERS OR OPERATORS OF  
26 MOTOR VEHICLE FLEETS; AND AT LEAST ONE OF THE MEMBERS MUST  
27 REPRESENT A BUSINESS OR ORGANIZATION THAT SUPPORTS ELECTRIC

1 ALTERNATIVES TO MOTOR VEHICLES. THE GOVERNOR SHALL MAKE  
2 REASONABLE EFFORTS, TO THE EXTENT SUCH APPLICATIONS HAVE BEEN  
3 SUBMITTED FOR CONSIDERATION FOR THE BOARD, TO CONSIDER MEMBERS  
4 THAT REFLECT THE STATE'S GEOGRAPHIC DIVERSITY WHEN MAKING  
5 APPOINTMENTS AND SHALL MAKE INITIAL APPOINTMENTS TO THE BOARD  
6 NO LATER THAN OCTOBER 1, 2021.

7 (II) THE DIRECTOR OF THE COLORADO ENERGY OFFICE OR THE  
8 DIRECTOR'S DESIGNEE;

9 (III) THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF PUBLIC  
10 HEALTH AND ENVIRONMENT OR THE EXECUTIVE DIRECTOR'S DESIGNEE;  
11 AND

12 (IV) THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF  
13 TRANSPORTATION OR THE EXECUTIVE DIRECTOR'S DESIGNEE.

14 (b) THE MEMBERS OF THE BOARD APPOINTED BY THE GOVERNOR  
15 SERVE FOR TERMS OF FOUR YEARS; EXCEPT THAT TWO OF THE MEMBERS  
16 INITIALLY APPOINTED SHALL SERVE FOR INITIAL TERMS OF THREE YEARS.  
17 A MEMBER WHO IS APPOINTED BY THE GOVERNOR TO FILL A VACANCY ON  
18 THE BOARD SHALL SERVE THE REMAINDER OF THE UNEXPIRED TERM OF  
19 THE FORMER MEMBER. THE OTHER BOARD MEMBERS SERVE FOR AS LONG  
20 AS THEY HOLD THEIR POSITIONS OR ARE DESIGNATED TO SERVE.

21 (c) MEMBERS OF THE BOARD SERVE WITHOUT COMPENSATION BUT  
22 MUST BE REIMBURSED FROM MONEY IN THE FUND FOR ACTUAL AND  
23 NECESSARY EXPENSES INCURRED IN THE PERFORMANCE OF THEIR DUTIES  
24 PURSUANT TO THIS PART 3.

25 (3) THE BUSINESS PURPOSE OF THE ENTERPRISE IS TO SUPPORT THE  
26 WIDESPREAD ADOPTION OF ELECTRIC MOTOR VEHICLES, INCLUDING MOTOR  
27 VEHICLES THAT ORIGINALLY WERE POWERED EXCLUSIVELY BY INTERNAL

1 COMBUSTION ENGINES BUT HAVE BEEN CONVERTED INTO ELECTRIC MOTOR  
2 VEHICLES, IN AN EQUITABLE MANNER BY DIRECTLY INVESTING IN  
3 TRANSPORTATION INFRASTRUCTURE, MAKING GRANTS OR PROVIDING  
4 REBATES OR OTHER FINANCING OPTIONS TO FUND THE CONSTRUCTION OF  
5 ELECTRIC MOTOR VEHICLE CHARGING INFRASTRUCTURE THROUGHOUT THE  
6 STATE, AND INCENTIVIZING THE ACQUISITION AND USE OF ELECTRIC  
7 MOTOR VEHICLES AND ELECTRIC ALTERNATIVES TO MOTOR VEHICLES IN  
8 COMMUNITIES, INCLUDING BUT NOT LIMITED TO DISPROPORTIONATELY  
9 IMPACTED COMMUNITIES, AND BY OWNERS OF OLDER, LESS FUEL  
10 EFFICIENT, AND HIGHER POLLUTING VEHICLES. TO ALLOW THE ENTERPRISE  
11 TO ACCOMPLISH THIS BUSINESS PURPOSE AND FULLY EXERCISE ITS POWERS  
12 AND DUTIES THROUGH THE BOARD, THE ENTERPRISE MAY:

13 (a) IMPOSE A COMMUNITY ACCESS RETAIL DELIVERY FEE AS  
14 AUTHORIZED BY SUBSECTION (7) OF THIS SECTION;

15 (b) INVEST IN TRANSPORTATION INFRASTRUCTURE PROGRAMS AS  
16 AUTHORIZED BY SUBSECTION (8) OF THIS SECTION; AND

17 (c) ISSUE REVENUE BONDS PAYABLE FROM THE REVENUE AND  
18 OTHER AVAILABLE MONEY OF THE ENTERPRISE.

19 (4) THE ENTERPRISE CONSTITUTES AN ENTERPRISE FOR PURPOSES  
20 OF SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION SO LONG AS IT  
21 RETAINS THE AUTHORITY TO ISSUE REVENUE BONDS AND RECEIVES LESS  
22 THAN TEN PERCENT OF ITS TOTAL ANNUAL REVENUE IN GRANTS FROM ALL  
23 COLORADO STATE AND LOCAL GOVERNMENTS COMBINED. SO LONG AS IT  
24 CONSTITUTES AN ENTERPRISE PURSUANT TO THIS SUBSECTION (4), THE  
25 ENTERPRISE IS NOT SUBJECT TO SECTION 20 OF ARTICLE X OF THE STATE  
26 CONSTITUTION.

27 (5) (a) THE COMMUNITY ACCESS ENTERPRISE FUND IS HEREBY



1       CREATED IN THE STATE TREASURY. THE FUND CONSISTS OF COMMUNITY  
2       ACCESS RETAIL DELIVERY FEE REVENUE CREDITED TO THE FUND PURSUANT  
3       TO SUBSECTION (7) OF THIS SECTION, ANY MONETARY GIFTS, GRANTS,  
4       DONATIONS, OR OTHER PAYMENTS RECEIVED BY THE ENTERPRISE, ANY  
5       FEDERAL MONEY THAT MAY BE CREDITED TO THE FUND, AND ANY OTHER  
6       MONEY THAT THE GENERAL ASSEMBLY MAY APPROPRIATE OR TRANSFER  
7       TO THE FUND. THE STATE TREASURER SHALL CREDIT ALL INTEREST AND  
8       INCOME DERIVED FROM THE DEPOSIT AND INVESTMENT OF MONEY IN THE  
9       FUND TO THE FUND. MONEY IN THE FUND IS CONTINUOUSLY APPROPRIATED  
10      TO THE ENTERPRISE AND MAY BE EXPENDED TO PROVIDE GRANTS AND  
11      REBATES, PAY ITS REASONABLE AND NECESSARY OPERATING EXPENSES,  
12      INCLUDING THE REPAYMENT OF ANY LOAN RECEIVED PURSUANT TO  
13      SUBSECTION (5)(b) OF THIS SECTION, AND OTHERWISE EXERCISE ITS  
14      POWERS AND PERFORM ITS DUTIES AS AUTHORIZED BY THIS PART 3.

15           (b) THE COLORADO ENERGY OFFICE MAY TRANSFER MONEY FROM  
16      THE ENERGY FUND CREATED IN SECTION 24-38.5-102.4 TO THE ENTERPRISE  
17      FOR THE PURPOSE OF DEFRAYING EXPENSES INCURRED BY THE ENTERPRISE  
18      BEFORE IT RECEIVES FEE REVENUE OR REVENUE BOND PROCEEDS. THE  
19      ENTERPRISE MAY ACCEPT AND EXPEND ANY MONEY SO TRANSFERRED,  
20      AND, NOTWITHSTANDING ANY STATE FISCAL RULE OR GENERALLY  
21      ACCEPTED ACCOUNTING PRINCIPLE THAT COULD OTHERWISE BE  
22      INTERPRETED TO REQUIRE A CONTRARY CONCLUSION, SUCH A TRANSFER  
23      IS A LOAN FROM THE COLORADO ENERGY OFFICE TO THE ENTERPRISE THAT  
24      IS REQUIRED TO BE REPAYED AND IS NOT A GRANT FOR PURPOSES OF SECTION  
25      20 (2)(d) OF ARTICLE X OF THE STATE CONSTITUTION OR AS DEFINED IN  
26      SECTION 24-77-102 (7). ALL MONEY TRANSFERRED AS A LOAN TO THE  
27      ENTERPRISE SHALL BE CREDITED TO THE COMMUNITY ACCESS ENTERPRISE

1 INITIAL EXPENSES FUND, WHICH IS HEREBY CREATED IN THE STATE  
2 TREASURY, AND LOAN LIABILITIES THAT ARE RECORDED IN THE  
3 COMMUNITY ACCESS ENTERPRISE INITIAL EXPENSES FUND BUT THAT ARE  
4 NOT REQUIRED TO BE PAID IN THE CURRENT FISCAL YEAR SHALL NOT BE  
5 CONSIDERED WHEN CALCULATING SUFFICIENT STATUTORY FUND BALANCE  
6 FOR PURPOSES OF SECTION 24-75-109. THE STATE TREASURER SHALL  
7 CREDIT ALL INTEREST AND INCOME DERIVED FROM THE DEPOSIT AND  
8 INVESTMENT OF MONEY IN THE COMMUNITY ACCESS ENTERPRISE INITIAL  
9 EXPENSES FUND TO THE FUND. THE COMMUNITY ACCESS ENTERPRISE  
10 INITIAL EXPENSES FUND IS CONTINUOUSLY APPROPRIATED TO THE  
11 ENTERPRISE FOR THE PURPOSE OF DEFRAYING EXPENSES INCURRED BY THE  
12 ENTERPRISE BEFORE IT RECEIVES FEE REVENUE OR REVENUE BOND  
13 PROCEEDS. AS THE ENTERPRISE RECEIVES SUFFICIENT REVENUE IN EXCESS  
14 OF EXPENSES, THE ENTERPRISE SHALL REIMBURSE THE ENERGY FUND FOR  
15 THE PRINCIPAL AMOUNT OF ANY LOAN FROM THE ENERGY FUND MADE BY  
16 THE COLORADO ENERGY OFFICE PLUS INTEREST AT A RATE SET BY THE  
17 COLORADO ENERGY OFFICE. UPON RECEIPT OF SUCH REIMBURSEMENT, THE  
18 COLORADO ENERGY OFFICE SHALL INSTRUCT THE STATE TREASURER TO  
19 TRANSFER FROM THE ENERGY FUND TO THE GENERAL FUND THE AMOUNT  
20 NEEDED TO FULLY REPAY THE AMOUNT OF ANY GENERAL FUND MONEY  
21 APPROPRIATED TO THE ENERGY FUND FOR THE PURPOSE OF FUNDING THE  
22 LOAN MADE PURSUANT TO THIS SUBSECTION (5)(b) PLUS THE INTEREST  
23 INCLUDED IN THE REIMBURSEMENT.

24 (6) IN ADDITION TO ANY OTHER POWERS AND DUTIES SPECIFIED IN  
25 THIS SECTION, THE BOARD HAS THE FOLLOWING GENERAL POWERS AND  
26 DUTIES:

27 (a) TO ADOPT BYLAWS FOR THE REGULATION OF ITS AFFAIRS AND

1 THE CONDUCT OF ITS BUSINESS;

2 (b) TO ACQUIRE, HOLD TITLE TO, AND DISPOSE OF REAL AND  
3 PERSONAL PROPERTY;

4 (c) IN CONSULTATION WITH THE DIRECTOR OF THE COLORADO  
5 ENERGY OFFICE OR THE DIRECTOR'S DESIGNEE, TO EMPLOY AND SUPERVISE  
6 INDIVIDUALS, PROFESSIONAL CONSULTANTS, AND CONTRACTORS AS ARE  
7 NECESSARY IN ITS JUDGMENT TO CARRY OUT ITS BUSINESS PURPOSE;

8 (d) TO CONTRACT WITH ANY PUBLIC OR PRIVATE ENTITY  
9 INCLUDING STATE AGENCIES, CONSULTANTS, AND THE ATTORNEY  
10 GENERAL'S OFFICE FOR PROFESSIONAL AND TECHNICAL ASSISTANCE,  
11 OFFICE SPACE AND ADMINISTRATIVE SERVICES, ADVICE, AND OTHER  
12 SERVICES RELATED TO THE CONDUCT OF THE AFFAIRS OF THE         
13 ENTERPRISE. THE ENTERPRISE IS ENCOURAGED TO ISSUE GRANTS ON A  
14 COMPETITIVE BASIS BASED ON WRITTEN CRITERIA ESTABLISHED BY THE  
15 ENTERPRISE IN ADVANCE OF ANY DEADLINES FOR THE SUBMISSION OF  
16 GRANT APPLICATIONS. THE BOARD SHALL GENERALLY AVOID USING  
17 SOLE-SOURCE CONTRACTS.

18 (e) TO SEEK, ACCEPT, AND EXPEND GIFTS, GRANTS, DONATIONS, OR  
19 OTHER PAYMENTS FROM PRIVATE OR PUBLIC SOURCES FOR THE PURPOSES  
20 OF THIS PART 3 SO LONG AS THE TOTAL AMOUNT OF ALL GRANTS FROM  
21 COLORADO STATE AND LOCAL GOVERNMENTS RECEIVED IN ANY STATE  
22 FISCAL YEAR IS LESS THAN TEN PERCENT OF THE ENTERPRISE'S TOTAL  
23 ANNUAL REVENUE FOR THE STATE FISCAL YEAR. THE ENTERPRISE SHALL  
24 TRANSMIT ANY MONEY RECEIVED THROUGH GIFTS, GRANTS, DONATIONS,  
25 OR OTHER PAYMENTS TO THE STATE TREASURER, WHO SHALL CREDIT THE  
26 MONEY TO THE FUND.

27 (f) TO PUBLISH GRANT AND SIMILAR PROGRAM PROCESSES BY

1 WHICH THE ENTERPRISE ACCEPTS APPLICATIONS, THE CRITERIA USED FOR  
2 EVALUATING APPLICATIONS, AND A LIST OF GRANTEEES PURSUANT TO  
3 SUBSECTION (8) OF THIS SECTION;     

4 (g) TO PROMULGATE RULES FOR THE SOLE PURPOSE OF SETTING  
5 THE AMOUNT OF THE COMMUNITY ACCESS RETAIL DELIVERY FEE AT OR  
6 BELOW THE MAXIMUM AMOUNT AUTHORIZED IN THIS SECTION; AND

7 (h) TO HAVE AND EXERCISE ALL RIGHTS AND POWERS NECESSARY  
8 OR INCIDENTAL TO OR IMPLIED FROM THE SPECIFIC POWERS AND DUTIES  
9 GRANTED BY THIS SECTION.

10 (7) (a) IN FURTHERANCE OF ITS BUSINESS PURPOSE, BEGINNING IN  
11 STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL IMPOSE, AND THE  
12 DEPARTMENT OF REVENUE SHALL COLLECT ON BEHALF OF THE  
13 ENTERPRISE, A COMMUNITY ACCESS RETAIL DELIVERY FEE ON EACH RETAIL  
14 DELIVERY. EACH RETAILER WHO MAKES A RETAIL DELIVERY SHALL ADD  
15 TO THE PRICE OF THE RETAIL DELIVERY, COLLECT FROM THE PURCHASER,  
16 AND PAY TO THE DEPARTMENT OF REVENUE AT THE TIME AND IN THE  
17 MANNER PRESCRIBED BY THE DEPARTMENT IN ACCORDANCE WITH SECTION  
18 43-4-218 (6) THE COMMUNITY ACCESS RETAIL DELIVERY FEE. FOR THE  
19 PURPOSE OF MINIMIZING COMPLIANCE COSTS FOR RETAILERS AND  
20 ADMINISTRATIVE COSTS FOR THE STATE, THE DEPARTMENT OF REVENUE  
21 SHALL COLLECT AND ADMINISTER THE COMMUNITY ACCESS RETAIL  
22 DELIVERY FEE ON BEHALF OF THE ENTERPRISE IN THE SAME MANNER IN  
23 WHICH IT COLLECTS AND ADMINISTERS THE RETAIL DELIVERY FEE IMPOSED  
24 BY SECTION 43-4-218 (3).

25 (b) FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY  
26 PURCHASED DURING STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL  
27 IMPOSE THE COMMUNITY ACCESS RETAIL DELIVERY FEE IN A MAXIMUM

1 AMOUNT OF SIX AND NINE-TENTHS CENTS.

2 (c) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (7)(c)(II)  
3 OF THIS SECTION, FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL  
4 PROPERTY PURCHASED DURING STATE FISCAL YEAR 2023-24 OR DURING  
5 ANY SUBSEQUENT STATE FISCAL YEAR, THE ENTERPRISE SHALL IMPOSE THE  
6 COMMUNITY ACCESS RETAIL DELIVERY FEE IN A MAXIMUM AMOUNT THAT  
7 IS THE MAXIMUM AMOUNT FOR THE PRIOR STATE FISCAL YEAR ADJUSTED  
8 FOR INFLATION. THE ENTERPRISE SHALL NOTIFY THE DEPARTMENT OF  
9 REVENUE OF THE AMOUNT OF THE COMMUNITY ACCESS RETAIL DELIVERY  
10 FEE TO BE COLLECTED FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL  
11 PROPERTY PURCHASED DURING EACH STATE FISCAL YEAR NO LATER THAN  
12 MARCH 15 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR  
13 BEGINS, AND THE DEPARTMENT OF REVENUE SHALL PUBLISH THE AMOUNT  
14 NO LATER THAN APRIL 15 OF THE CALENDAR YEAR IN WHICH THE STATE  
15 FISCAL YEAR BEGINS.

16 (II) THE ENTERPRISE IS AUTHORIZED TO ADJUST THE AMOUNT OF  
17 THE COMMUNITY ACCESS RETAIL DELIVERY FEE FOR RETAIL DELIVERIES OF  
18 TANGIBLE PERSONAL PROPERTY PURCHASED DURING A STATE FISCAL YEAR  
19 ONLY IF THE DEPARTMENT OF REVENUE ADJUSTS THE AMOUNT OF THE  
20 RETAIL DELIVERY FEE IMPOSED BY SECTION 43-4-218 (3) FOR RETAIL  
21 DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED DURING THE  
22 STATE FISCAL YEAR.

23 (8) IN FURTHERANCE OF ITS BUSINESS PURPOSE, AND SUBJECT TO  
24 THE REQUIREMENTS SET FORTH IN THIS SUBSECTION (8), THE ENTERPRISE  
25 IS AUTHORIZED TO IMPLEMENT GRANT, LOAN, OR REBATE PROGRAMS FOR  
26 THE FOLLOWING PURPOSES:

27 (a) TO FUND THE CONSTRUCTION OF ELECTRIC MOTOR VEHICLE

1 CHARGING INFRASTRUCTURE INCLUDING BUT NOT LIMITED TO:

2 (I) PUBLIC, WORKPLACE, TRANSPORTATION NETWORK COMPANY,  
3 AND MULTIFAMILY ELECTRIC VEHICLE CHARGERS;

4 (II) ELECTRIC VEHICLE CHARGERS FOR COMMUNITIES, INCLUDING  
5 BUT NOT LIMITED TO DISPROPORTIONATELY IMPACTED COMMUNITIES;

6 (III) ELECTRIC VEHICLE CHARGERS FOR MEDIUM-DUTY ELECTRIC  
7 MOTOR VEHICLES AND HEAVY-DUTY ELECTRIC MOTOR VEHICLES,  
8 INCLUDING ELECTRIFIED REFRIGERATED TRAILERS;

9 (IV) INFRASTRUCTURE NEEDS TO SUPPORT THE POWERING OF  
10 HYDROGEN FUEL CELL MOTOR VEHICLES; AND

11 (V) NETWORKS AND PLAZAS OF DIRECT CURRENT CHARGING  
12 INFRASTRUCTURE THAT OFFER FAST CHARGING FOR ELECTRIC MOTOR  
13 VEHICLES;

14 (b) TO PROVIDE INEXPENSIVE AND ACCESSIBLE ELECTRIC  
15 ALTERNATIVES TO MOTOR VEHICLES SUCH AS ELECTRICAL ASSISTED  
16 BICYCLES AND ELECTRIC SCOOTERS;

17 (c) TO SUPPORT THE ADOPTION OF ELECTRIC MOTOR VEHICLES IN  
18 COMMUNITIES, INCLUDING BUT NOT LIMITED TO DISPROPORTIONATELY  
19 IMPACTED COMMUNITIES, INCLUDING BY INCENTIVIZING REPLACEMENT OF  
20 HIGH-EMITTING MOTOR VEHICLES WITH ELECTRIC MOTOR VEHICLES; AND

21 (d) TO PROVIDE INCENTIVES FOR TRANSPORTATION NETWORK  
22 COMPANIES AND COMPANIES THAT RENT MOTOR VEHICLES TO  
23 TRANSPORTATION NETWORK COMPANY DRIVERS FOR USE IN PROVIDING  
24 TRANSPORTATION NETWORK COMPANY SERVICES TO INCREASE ACCESS TO  
25 OVERNIGHT CHARGING CAPABILITY FOR DRIVERS.

26 (9) THE ENTERPRISE SHALL CONTRACT WITH THE AIR POLLUTION  
27 CONTROL DIVISION OF THE DEPARTMENT OF PUBLIC HEALTH AND

1 ENVIRONMENT TO DEVELOP PROPOSED RULES FOR THE CONSIDERATION OF  
2 THE AIR QUALITY CONTROL COMMISSION THAT WILL SUPPORT THE  
3 ENTERPRISE'S BUSINESS SERVICES, INCLUDING REMEDIATION SERVICES, IN  
4 A MANNER THAT MAINTAINS COMPLIANCE WITH THE FEDERAL AND STATE  
5 STATUTES, RULES, AND REGULATIONS GOVERNING AIR QUALITY. THE  
6 DIVISION SHALL COLLABORATE WITH THE COLORADO ENERGY OFFICE AND  
7 THE DEPARTMENT OF TRANSPORTATION WHEN DEVELOPING THE RULES.

8 (10) (a) TO ENSURE TRANSPARENCY AND ACCOUNTABILITY, THE  
9 ENTERPRISE SHALL:

10 (I) NO LATER THAN JUNE 1, 2022, PUBLISH AND POST ON ITS  
11 WEBSITE A TEN-YEAR PLAN THAT DETAILS HOW THE ENTERPRISE WILL  
12 EXECUTE ITS BUSINESS PURPOSE DURING STATE FISCAL YEARS 2022-23  
13 THROUGH 2031-32 AND ESTIMATES THE AMOUNT OF FUNDING NEEDED TO  
14 IMPLEMENT THE PLAN. NO LATER THAN JANUARY 1, 2032, THE ENTERPRISE  
15 SHALL PUBLISH AND POST ON ITS WEBSITE A NEW TEN-YEAR PLAN FOR  
16 STATE FISCAL YEARS 2032-33 THROUGH 2041-42.

17 (II) CREATE, MAINTAIN, AND REGULARLY UPDATE ON ITS WEBSITE  
18 A PUBLIC ACCOUNTABILITY DASHBOARD THAT PROVIDES, AT A MINIMUM,  
19 ACCESSIBLE AND TRANSPARENT SUMMARY INFORMATION REGARDING THE  
20 IMPLEMENTATION OF ITS TEN-YEAR PLAN, THE FUNDING STATUS AND  
21 PROGRESS TOWARD COMPLETION OF EACH PROJECT THAT IT WHOLLY OR  
22 PARTLY FUNDS, AND ITS PER PROJECT AND TOTAL FUNDING AND  
23 EXPENDITURES;

24 (III) ENGAGE REGULARLY REGARDING ITS PROJECTS AND  
25 ACTIVITIES WITH THE PUBLIC, SPECIFICALLY REACHING OUT TO AND  
26 SEEKING INPUT FROM COMMUNITIES, INCLUDING BUT NOT LIMITED TO  
27 DISPROPORTIONATELY IMPACTED COMMUNITIES, AND INTEREST GROUPS

1 THAT ARE LIKELY TO BE INTERESTED IN THE PROJECTS AND ACTIVITIES;  
2 AND

3 (IV) PREPARE AN ANNUAL REPORT REGARDING ITS ACTIVITIES AND  
4 FUNDING AND PRESENT THE REPORT TO THE TRANSPORTATION  
5 COMMISSION CREATED IN SECTION 43-1-106 (1) AND TO THE  
6 TRANSPORTATION AND LOCAL GOVERNMENT AND ENERGY AND  
7 ENVIRONMENT COMMITTEES OF THE HOUSE OF REPRESENTATIVES AND THE  
8 TRANSPORTATION AND ENERGY COMMITTEE OF THE SENATE, OR ANY  
9 SUCCESSOR COMMITTEES. THE ENTERPRISE SHALL ALSO POST THE ANNUAL  
10 REPORT ON ITS WEBSITE. NOTWITHSTANDING THE REQUIREMENT IN  
11 SECTION 24-1-136 (11)(a)(I), THE REQUIREMENT TO SUBMIT THE REPORT  
12 REQUIRED IN THIS SUBSECTION (10)(a)(IV) TO THE SPECIFIED LEGISLATIVE  
13 COMMITTEES CONTINUES INDEFINITELY.

14 (b) THE ENTERPRISE IS SUBJECT TO THE OPEN MEETINGS  
15 PROVISIONS OF THE "COLORADO SUNSHINE ACT OF 1972", CONTAINED IN  
16 PART 4 OF ARTICLE 6 OF THIS TITLE 24, AND THE "COLORADO OPEN  
17 RECORDS ACT", PART 2 OF ARTICLE 72 OF THIS TITLE 24.

18 (c) FOR PURPOSES OF THE "COLORADO OPEN RECORDS ACT", PART  
19 2 OF ARTICLE 72 OF THIS TITLE 24, AND EXCEPT AS MAY OTHERWISE BE  
20 PROVIDED BY FEDERAL LAW OR REGULATION OR STATE LAW, THE RECORDS  
21 OF THE ENTERPRISE ARE PUBLIC RECORDS, AS DEFINED IN SECTION  
22 24-72-202 (6), REGARDLESS OF WHETHER THE ENTERPRISE RECEIVES LESS  
23 THAN TEN PERCENT OF ITS TOTAL ANNUAL REVENUE IN GRANTS, AS  
24 DEFINED IN SECTION 24-77-102 (7), FROM ALL COLORADO STATE AND  
25 LOCAL GOVERNMENTS COMBINED.

26 (d) THE ENTERPRISE IS A PUBLIC ENTITY FOR PURPOSES OF PART 2  
27 OF ARTICLE 57 OF TITLE 11.



1           **SECTION 7.** In Colorado Revised Statutes, 24-75-219, **amend**  
2 (1)(g); **repeal** (2) and (5); and **add** (1)(g.5), (7), and (8) as follows:

3           **24-75-219. Transfers - transportation - capital construction -**  
4 **definitions - repeal.** (1) As used in this section, unless the context  
5 otherwise requires:

6           (g) "Multimodal transportation AND MITIGATION options fund"  
7 means the multimodal transportation AND MITIGATION options fund  
8 created in section 43-4-1103 (1).

9           (g.5) "REVITALIZING MAIN STREETS PROGRAM" MEANS THE  
10 DEPARTMENT OF TRANSPORTATION'S GRANT PROGRAM TO SUPPORT  
11 COMMUNITIES ACROSS THE STATE AS THEY BUILD AND IMPROVE  
12 MULTIMODAL INFRASTRUCTURE IN A WAY THAT SAFELY CONNECTS  
13 COLORADANS TO THE COMMUNITY-FOCUSED DOWNTOWNS WHERE THEY  
14 LIVE, WORK, DINE, AND SHOP.

15           ~~(2) (a) On June 30, 2016, the state treasurer shall transfer:~~

16           ~~(I) One hundred ninety-nine million two hundred thousand dollars~~  
17 ~~from the general fund to the highway users tax fund; and~~

18           ~~(II) Forty-nine million eight hundred thousand dollars from the~~  
19 ~~general fund to the capital construction fund.~~

20           ~~(b) On June 30, 2017, the state treasurer shall transfer:~~

21           ~~(I) Seventy-nine million dollars from the general fund to the~~  
22 ~~highway users tax fund; and~~

23           ~~(II) Fifty-two million seven hundred thousand dollars from the~~  
24 ~~general fund to the capital construction fund.~~

25           ~~(c) On June 30, 2018, the state treasurer shall transfer~~  
26 ~~seventy-nine million dollars from the general fund to the highway users~~  
27 ~~tax fund.~~

1           ~~(c.3) On June 30, 2019, the state treasurer shall transfer:~~  
2           ~~(I) Repealed.~~  
3           ~~(II) Sixty million dollars from the general fund to the capital~~  
4           ~~construction fund.~~  
5           ~~(c.7) On June 30, 2020, the state treasurer shall transfer:~~  
6           ~~(I) Repealed.~~  
7           ~~(II) Sixty million dollars from the general fund to the capital~~  
8           ~~construction fund.~~  
9           ~~(d) For each state fiscal year beginning on or after July 1, 2020,~~  
10           ~~the general assembly may appropriate or transfer, in its sole discretion,~~  
11           ~~moneys from the general fund to the highway users tax fund, the capital~~  
12           ~~construction fund, or both funds.~~  
13           ~~(e) Repealed.~~  
14           ~~(5) (a) On July 1, 2018, the state treasurer shall transfer a total~~  
15           ~~amount of four hundred ninety-five million dollars from the general fund~~  
16           ~~for the purposes of funding state and local transportation needs as~~  
17           ~~follows:~~  
18           ~~(I) Three hundred forty-six million five hundred thousand dollars~~  
19           ~~to the state highway fund;~~  
20           ~~(II) Seventy-four million two hundred fifty thousand dollars to the~~  
21           ~~highway users tax fund for allocation to counties and municipalities as~~  
22           ~~specified in section 43-4-205 (6.4); and~~  
23           ~~(III) Seventy-four million two hundred fifty thousand dollars to~~  
24           ~~the multimodal transportation options fund.~~  
25           ~~(b) On July 1, 2019, the state treasurer shall transfer a total~~  
26           ~~amount of one hundred fifty million dollars from the general fund for the~~  
27           ~~purposes of funding state and local transportation needs as follows:~~

1           ~~(I) One hundred five million dollars to the state highway fund;~~

2           ~~(II) Twenty-two million five hundred thousand dollars to the~~  
3 ~~highway users tax fund for allocation to counties and municipalities as~~  
4 ~~specified in section 43-4-205 (6.4); and~~

5           ~~(III) Twenty-two million five hundred thousand dollars to the~~  
6 ~~multimodal transportation options fund.~~

7           ~~(b.5) On July 1, 2019, the state treasurer shall transfer one~~  
8 ~~hundred million dollars from the general fund to the highway users tax~~  
9 ~~fund.~~

10           ~~(c) The state treasurer shall transfer fifty million dollars from the~~  
11 ~~general fund to the state highway fund on June 30, 2020. Except as~~  
12 ~~otherwise provided in subsection (5)(d) of this section and section~~  
13 ~~43-4-714 (2)(a), On June 30, 2023, and on each succeeding June 30~~  
14 ~~through June 30, 2040, the state treasurer shall transfer money from the~~  
15 ~~general fund to the state highway fund. as follows:~~

16           ~~(I) and (II) Repealed.~~

17           ~~(III) (A) If a ballot issue that authorizes the state to issue~~  
18 ~~transportation revenue anticipation notes is submitted to the registered~~  
19 ~~electors of the state for their approval or rejection at the November 2021~~  
20 ~~statewide election pursuant to section 43-4-705 (13)(b) and a majority of~~  
21 ~~the electors voting on the ballot issue vote "No/Against", fifty million~~  
22 ~~dollars;~~

23           ~~(B) (Deleted by amendment, L. 2019.)~~

24           ~~(C) This subsection (5)(c)(III) is repealed, effective January 1,~~  
25 ~~2022, if a ballot issue that authorizes the state to issue transportation~~  
26 ~~revenue anticipation notes is submitted to the registered electors of the~~  
27 ~~state for their approval or rejection at the November 2021 statewide~~

1 election pursuant to section 43-4-705 (13)(b) and a majority of the  
2 electors voting on the ballot issue vote "Yes/For";

3 ~~(D) This subsection (5)(c)(III)(D) and subsection (5)(c)(III)(C) of~~  
4 ~~this section are repealed, effective January 1, 2022, if a ballot issue that~~  
5 ~~authorizes the state to issue transportation revenue anticipation notes is~~  
6 ~~submitted to the registered electors of the state for their approval or~~  
7 ~~rejection at the November 2021 statewide election pursuant to section~~  
8 ~~43-4-705 (13)(b) and a majority of the electors voting on the ballot issue~~  
9 ~~vote "No/Against"; or~~

10 ~~(IV) (A) If a ballot issue that authorizes the state to issue~~  
11 ~~transportation revenue anticipation notes is submitted to the registered~~  
12 ~~electors of the state for their approval or rejection at the November 2021~~  
13 ~~statewide election pursuant to section 43-4-705 (13)(b) and a majority of~~  
14 ~~the electors voting on the ballot issue vote "Yes/For", seventy-nine~~  
15 ~~million five hundred thousand dollars;~~

16 ~~(B) (Deleted by amendment, L. 2019.)~~

17 ~~(C) This subsection (5)(c)(IV) is repealed, effective January 1,~~  
18 ~~2022, if a ballot issue that authorizes the state to issue transportation~~  
19 ~~revenue anticipation notes is submitted to the registered electors of the~~  
20 ~~state for their approval or rejection at the November 2021 statewide~~  
21 ~~election pursuant to section 43-4-705 (13)(b) and a majority of the~~  
22 ~~electors voting on the ballot issue vote "No/Against";~~

23 ~~(D) This subsection (5)(c)(IV)(D) and subsection (5)(c)(IV)(C) of~~  
24 ~~this section are repealed, effective January 1, 2022, if a ballot issue that~~  
25 ~~authorizes the state to issue transportation revenue anticipation notes is~~  
26 ~~submitted to the registered electors of the state for their approval or~~  
27 ~~rejection at the November 2021 statewide election pursuant to section~~

1 ~~43-4-705 (13)(b) and a majority of the electors voting on the ballot issue~~  
2 ~~vote "Yes/For"; or~~

3 ~~(d) (I) If the transportation commission allocates money from the~~  
4 ~~transportation revenue anticipation notes reserve account of the state~~  
5 ~~highway fund pursuant to section 43-4-714 (2) during any state fiscal~~  
6 ~~year, the amount of any transfer required by subsection (5)(c)(IV)(A) of~~  
7 ~~this section is reduced by an amount equal to the amount of the allocation~~  
8 ~~from the account.~~

9 ~~(H) This subsection (5)(d) is repealed:~~

10 ~~(A) (Deleted by amendment, L. 2019.)~~

11 ~~(B) Effective January 1, 2022, if a ballot issue that authorizes the~~  
12 ~~state to issue transportation revenue anticipation notes is submitted to the~~  
13 ~~registered electors of the state for their approval or rejection at the~~  
14 ~~November 2021 statewide election pursuant to section 43-4-705 (13)(b)~~  
15 ~~and a majority of the electors voting on the ballot issue vote~~  
16 ~~"No/Against".~~

17 ~~(H) This subsection (5)(d)(H) and subsection (5)(d)(I) of this~~  
18 ~~section are repealed, effective January 1, 2022, if a ballot issue that~~  
19 ~~authorizes the state to issue transportation revenue anticipation notes is~~  
20 ~~submitted to the registered electors of the state for their approval or~~  
21 ~~rejection at the November 2021 statewide election pursuant to section~~  
22 ~~43-4-705 (13)(b) and a majority of the electors voting on the ballot issue~~  
23 ~~vote "Yes/For".~~

24 (7) IN ADDITION TO ANY OTHER TRANSFERS REQUIRED BY THIS  
25 SECTION:

26 (a) ON THE LATER OF JULY 1, 2021, OR THE EFFECTIVE DATE OF  
27 THIS SUBSECTION (7)(a), THE STATE TREASURER SHALL TRANSFER:

1 (I) THREE HUNDRED TWENTY-NINE MILLION DOLLARS FROM THE  
2 GENERAL FUND TO THE STATE HIGHWAY FUND;

3 (II) TWENTY-FOUR MILLION DOLLARS FROM THE GENERAL FUND TO  
4 THE HIGHWAY USERS TAX FUND;

5 (III) ONE HUNDRED TWENTY-SEVEN MILLION EIGHT HUNDRED  
6 FORTY THOUSAND DOLLARS FROM THE GENERAL FUND TO THE  
7 MULTIMODAL TRANSPORTATION AND MITIGATION OPTIONS FUND; AND

8 (IV) AN ADDITIONAL EIGHT MILLION ONE HUNDRED SIXTY  
9 THOUSAND DOLLARS FROM THE GENERAL FUND TO THE STATE HIGHWAY  
10 FUND FOR THE PURPOSE OF PROVIDING ADDITIONAL FUNDING FOR THE  
11 REVITALIZING MAIN STREETS PROGRAM.

12 (b) ON JULY 1, 2022, THE STATE TREASURER SHALL TRANSFER  
13 TWELVE MILLION DOLLARS FROM THE GENERAL FUND TO THE HIGHWAY  
14 USERS TAX FUND.

15 (c) ON EACH JULY 1 FROM JULY 1, 2022, THROUGH JULY 1, 2031,  
16 THE STATE TREASURER SHALL TRANSFER:

17 (I) TEN MILLION FIVE HUNDRED THOUSAND DOLLARS FROM THE  
18 GENERAL FUND TO THE MULTIMODAL TRANSPORTATION AND MITIGATION  
19 OPTIONS FUND; AND

20 (II) SEVEN MILLION DOLLARS FROM THE GENERAL FUND TO THE  
21 STATE HIGHWAY FUND FOR THE PURPOSE OF PROVIDING ADDITIONAL  
22 FUNDING FOR THE REVITALIZING MAIN STREETS PROGRAM.

23 (d) (I) ON EACH JULY 1 FROM JULY 1, 2024, THROUGH JULY 1,  
24 2028, THE STATE TREASURER SHALL TRANSFER ONE HUNDRED MILLION  
25 DOLLARS FROM THE GENERAL FUND TO THE STATE HIGHWAY FUND; AND

26 (II) ON EACH JULY 1 FROM JULY 1, 2029, THROUGH JULY 1, 2031,  
27 THE STATE TREASURER SHALL TRANSFER EIGHTY-TWO MILLION FIVE

1 HUNDRED THOUSAND DOLLARS FROM THE GENERAL FUND TO THE STATE  
2 HIGHWAY FUND.

3 (e) THE DEPARTMENT OF TRANSPORTATION SHALL EXPEND FIVE  
4 MILLION DOLLARS OF EACH TRANSFER FROM THE GENERAL FUND TO THE  
5 STATE HIGHWAY FUND MADE PURSUANT TO SUBSECTION (7)(d) OF THIS  
6 SECTION FROM JULY 1, 2024, THROUGH JULY 1, 2028, SOLELY TO  
7 MITIGATE THE ENVIRONMENTAL AND HEALTH IMPACTS OF INCREASED AIR  
8 POLLUTION FROM MOTOR VEHICLE EMISSIONS IN NONATTAINMENT AREAS  
9 BY FUNDING PROJECTS THAT REDUCE VEHICLE MILES TRAVELED OR THAT  
10 DIRECTLY REDUCE AIR POLLUTION.

11 (f)(I) ON JUNE 30, 2022, THE STATE TREASURER SHALL TRANSFER  
12 FROM THE GENERAL FUND AN AMOUNT EQUAL TO THE LESSER OF FIFTY  
13 PERCENT OF THE AMOUNT BY WHICH REVENUE FOR THE 2020-21 STATE  
14 FISCAL YEAR THAT IS SUBJECT TO THE EXCESS STATE REVENUES CAP, AS  
15 DEFINED IN SECTION 24-77-103.6 (6)(b), AND DOES NOT EXCEED THE CAP  
16 EXCEEDED WHAT THE CAP WOULD HAVE BEEN IF THE CAP HAD BEEN  
17 CALCULATED IN ACCORDANCE WITH LAW IN EFFECT IMMEDIATELY PRIOR  
18 TO THE ENACTMENT OF SENATE BILL 21-260, ENACTED IN 2021, OR ONE  
19 HUNDRED FIFTEEN MILLION DOLLARS AS FOLLOWS:

20 (A) NINETY-FOUR PERCENT OF THE AMOUNT TO THE MULTIMODAL  
21 TRANSPORTATION AND MITIGATION OPTIONS FUND; AND

22 (B) SIX PERCENT OF THE AMOUNT TO THE STATE HIGHWAY FUND  
23 FOR THE PURPOSE OF PROVIDING ADDITIONAL FUNDING FOR THE  
24 REVITALIZING MAIN STREETS PROGRAM.

25 (II) ON JUNE 30, 2023, AND ON JUNE 30 OF EACH SUCCEEDING  
26 STATE FISCAL YEAR THROUGH JUNE 30, 2026, THE STATE TREASURER  
27 SHALL TRANSFER FROM THE GENERAL FUND AN AMOUNT EQUAL TO THE

1 LESSER OF FIFTY PERCENT OF THE AMOUNT BY WHICH REVENUE FOR THE  
2 PRIOR STATE FISCAL YEAR THAT IS SUBJECT TO THE EXCESS STATE  
3 REVENUES CAP, AS DEFINED IN SECTION 24-77-103.6 (6)(b), AND DOES NOT  
4 EXCEED THE CAP FOR THE PRIOR STATE FISCAL YEAR IS ESTIMATED TO  
5 EXCEED WHAT THE CAP WOULD HAVE BEEN IF THE CAP HAD BEEN  
6 CALCULATED IN ACCORDANCE WITH LAW IN EFFECT IMMEDIATELY PRIOR  
7 TO THE ENACTMENT OF SENATE BILL 21-260, ENACTED IN 2021, OR ONE  
8 HUNDRED FIFTEEN MILLION DOLLARS LESS THE CUMULATIVE AMOUNT OF  
9 ALL TRANSFERS PREVIOUSLY MADE PURSUANT TO THIS SUBSECTION (7)(f)  
10 AS FOLLOWS:

11 (A) NINETY-FOUR PERCENT OF THE AMOUNT TO THE MULTIMODAL  
12 TRANSPORTATION AND MITIGATION OPTIONS FUND; AND

13 (B) SIX PERCENT OF THE AMOUNT TO THE STATE HIGHWAY FUND  
14 FOR THE PURPOSE OF PROVIDING ADDITIONAL FUNDING FOR THE  
15 REVITALIZING MAIN STREETS PROGRAM.

16 (8) IN ADDITION TO ANY OTHER TRANSFERS REQUIRED BY THIS  
17 SECTION:

18 (a) On June 30, 2021, the state treasurer shall transfer from the  
19 revenue loss restoration cash fund created in section 24-75-226 (3)(a),  
20 ENACTED BY SENATE BILL 21-\_\_\_, ENACTED IN 2021:

21 (I) ONE HUNDRED EIGHTY-ONE MILLION SIX HUNDRED SIXTY  
22 THOUSAND DOLLARS TO THE STATE HIGHWAY FUND. OF THIS AMOUNT,  
23 TWENTY-TWO MILLION ONE HUNDRED SIXTY THOUSAND DOLLARS IS FOR  
24 THE PURPOSE OF PROVIDING ADDITIONAL FUNDING FOR THE REVITALIZING  
25 MAIN STREETS PROGRAM AND FIVE HUNDRED THOUSAND DOLLARS IS FOR  
26 THE PURPOSE OF ACQUIRING, PLANNING THE DEVELOPMENT OF, OR  
27 DEVELOPING THE BURNHAM YARD RAIL PROPERTY IN DENVER.



1 (II) ONE HUNDRED SIXTY MILLION EIGHT HUNDRED FORTY  
2 THOUSAND DOLLARS TO THE MULTIMODAL TRANSPORTATION AND  
3 MITIGATION OPTIONS FUND; AND

4 (III) THIRTY-SIX MILLION DOLLARS TO THE HIGHWAY USERS TAX  
5 FUND.

6 (b) ON JULY 1, 2021, THE STATE TREASURER SHALL TRANSFER ONE  
7 HUNDRED SEVENTY MILLION DOLLARS FROM THE GENERAL FUND TO THE  
8 STATE HIGHWAY FUND.

9 (c) ON EACH JULY 1 FROM JULY 1, 2024, THROUGH JULY 1, 2031,  
10 THE STATE TREASURER SHALL TRANSFER:

11 (I) TEN MILLION FIVE HUNDRED THOUSAND DOLLARS FROM THE  
12 GENERAL FUND TO THE MULTIMODAL TRANSPORTATION AND MITIGATION  
13 OPTIONS FUND; AND

14 (II) SEVEN MILLION DOLLARS FROM THE GENERAL FUND TO THE  
15 STATE HIGHWAY FUND FOR THE PURPOSE OF PROVIDING ADDITIONAL  
16 FUNDING FOR THE REVITALIZING MAIN STREETS PROGRAM.

17 (d) (I) ON EACH JULY 1 FROM JULY 1, 2024, THROUGH JULY 1,  
18 2028, THE STATE TREASURER SHALL TRANSFER ONE HUNDRED MILLION  
19 DOLLARS FROM THE GENERAL FUND TO THE STATE HIGHWAY FUND; AND

20 (II) ON EACH JULY 1 FROM JULY 1, 2029, THROUGH JULY 1, 2031,  
21 THE STATE TREASURER SHALL TRANSFER EIGHTY-TWO MILLION FIVE  
22 HUNDRED THOUSAND DOLLARS FROM THE GENERAL FUND TO THE STATE  
23 HIGHWAY FUND.

24 (e) THE DEPARTMENT OF TRANSPORTATION SHALL EXPEND FIVE  
25 MILLION DOLLARS OF EACH TRANSFER FROM THE GENERAL FUND TO THE  
26 STATE HIGHWAY FUND MADE PURSUANT TO SUBSECTION (8)(d) OF THIS  
27 SECTION FROM JULY 1, 2024, THROUGH JULY 1, 2028, SOLELY TO MITIGATE

1 THE ENVIRONMENTAL AND HEALTH IMPACTS OF INCREASED AIR POLLUTION  
2 FROM MOTOR VEHICLE EMISSIONS IN NONATTAINMENT AREAS BY FUNDING  
3 PROJECTS THAT REDUCE VEHICLE MILES TRAVELED OR THAT DIRECTLY  
4 REDUCE AIR POLLUTION.

5 (f) (I) ON JUNE 30, 2022, THE STATE TREASURER SHALL TRANSFER  
6 FROM THE GENERAL FUND AN AMOUNT EQUAL TO THE LESSER OF FIFTY  
7 PERCENT OF THE AMOUNT BY WHICH REVENUE FOR THE 2020-21 STATE  
8 FISCAL YEAR THAT IS SUBJECT TO THE EXCESS STATE REVENUES CAP, AS  
9 DEFINED IN SECTION 24-77-103.6 (6)(b), AND DOES NOT EXCEED THE CAP  
10 EXCEEDED WHAT THE CAP WOULD HAVE BEEN IF THE CAP HAD BEEN  
11 CALCULATED IN ACCORDANCE WITH LAW IN EFFECT IMMEDIATELY PRIOR  
12 TO THE ENACTMENT OF SENATE BILL 21-260, ENACTED IN 2021, OR ONE  
13 HUNDRED FIFTEEN MILLION DOLLARS AS FOLLOWS:

14 (A) NINETY-FOUR PERCENT OF THE AMOUNT TO THE MULTIMODAL  
15 TRANSPORTATION AND MITIGATION OPTIONS FUND; AND

16 (B) SIX PERCENT OF THE AMOUNT TO THE STATE HIGHWAY FUND  
17 FOR THE PURPOSE OF PROVIDING ADDITIONAL FUNDING FOR THE  
18 REVITALIZING MAIN STREETS PROGRAM.

19 (II) ON JUNE 30, 2023, AND ON JUNE 30 OF EACH SUCCEEDING  
20 STATE FISCAL YEAR THROUGH JUNE 30, 2026, THE STATE TREASURER  
21 SHALL TRANSFER FROM THE GENERAL FUND AN AMOUNT EQUAL TO THE  
22 LESSER OF FIFTY PERCENT OF THE AMOUNT BY WHICH REVENUE FOR THE  
23 PRIOR STATE FISCAL YEAR THAT IS SUBJECT TO THE EXCESS STATE  
24 REVENUES CAP, AS DEFINED IN SECTION 24-77-103.6 (6)(b), AND DOES NOT  
25 EXCEED THE CAP FOR THE PRIOR STATE FISCAL YEAR IS ESTIMATED TO  
26 EXCEED WHAT THE CAP WOULD HAVE BEEN IF THE CAP HAD BEEN  
27 CALCULATED IN ACCORDANCE WITH LAW IN EFFECT IMMEDIATELY PRIOR

1 TO THE ENACTMENT OF SENATE BILL 21-260, ENACTED IN 2021, OR ONE  
2 HUNDRED FIFTEEN MILLION DOLLARS LESS THE CUMULATIVE AMOUNT OF  
3 ALL TRANSFERS PREVIOUSLY MADE PURSUANT TO THIS SUBSECTION (8)(f)  
4 AS FOLLOWS:

5 (A) NINETY-FOUR PERCENT OF THE AMOUNT TO THE MULTIMODAL  
6 TRANSPORTATION AND MITIGATION OPTIONS FUND; AND

7 (B) SIX PERCENT OF THE AMOUNT TO THE STATE HIGHWAY FUND  
8 FOR THE PURPOSE OF PROVIDING ADDITIONAL FUNDING FOR THE  
9 REVITALIZING MAIN STREETS PROGRAM.

10 **SECTION 8.** In Colorado Revised Statutes, 24-77-103.6, **amend**  
11 (6)(b)(I)(C) and (6)(b)(I)(D); and **add** (6)(b)(I)(E), (6)(b)(I)(F), and  
12 (6)(b)(I)(G) as follows:

13 **24-77-103.6. Retention of excess state revenues - general fund**  
14 **exempt account - required uses - excess state revenues legislative**  
15 **report - definitions.** (6) As used in this section:

16 (b) (I) "Excess state revenues cap" for a given fiscal year means:

17 (C) For the 2017-18 fiscal year, an amount that is equal to the  
18 excess state revenues cap for the 2016-17 fiscal year calculated pursuant  
19 to subsection (6)(b)(I)(B) of this section, adjusted for inflation, the  
20 percentage change in state population, the qualification or disqualification  
21 of enterprises, and debt service changes, less two hundred million dollars;  
22 **and**

23 (D) For the 2018-19 fiscal year, ~~and each succeeding fiscal year,~~  
24 the amount of the excess state revenues cap for the 2017-18 fiscal year  
25 calculated pursuant to subsection (6)(b)(I)(C) of this section, adjusted  
26 ~~each subsequent fiscal year~~ for inflation, the percentage change in state  
27 population, the qualification or disqualification of enterprises, and debt

1 service changes;

2 (E) FOR THE 2019-20 FISCAL YEAR, THE AMOUNT OF THE EXCESS  
3 STATE REVENUES CAP FOR THE 2018-19 FISCAL YEAR CALCULATED  
4 PURSUANT TO SUBSECTION (6)(b)(I)(D) OF THIS SECTION, ADJUSTED FOR  
5 INFLATION, THE PERCENTAGE CHANGE IN STATE POPULATION, THE  
6 QUALIFICATION OR DISQUALIFICATION OF ENTERPRISES, AND DEBT SERVICE  
7 CHANGES;

8 (F) FOR THE 2020-21 FISCAL YEAR, AN AMOUNT THAT IS EQUAL TO  
9 THE EXCESS STATE REVENUES CAP FOR THE 2019-20 FISCAL YEAR  
10 CALCULATED PURSUANT TO SUBSECTION (6)(b)(I)(E) OF THIS SECTION,  
11 ADJUSTED FOR INFLATION, THE PERCENTAGE CHANGE IN STATE  
12 POPULATION, THE QUALIFICATION OR DISQUALIFICATION OF ENTERPRISES,  
13 AND DEBT SERVICE CHANGES, PLUS TWO HUNDRED TWENTY-FOUR MILLION  
14 NINE HUNDRED FIFTY-SEVEN THOUSAND SIX HUNDRED TWO DOLLARS; AND

15 (G) FOR THE 2021-22 FISCAL YEAR AND EACH SUCCEEDING FISCAL  
16 YEAR, THE AMOUNT OF THE EXCESS STATE REVENUES CAP FOR THE  
17 2020-21 FISCAL YEAR CALCULATED PURSUANT TO SUBSECTION (6)(b)(I)(F)  
18 OF THIS SECTION, ADJUSTED EACH SUBSEQUENT FISCAL YEAR FOR  
19 INFLATION, THE PERCENTAGE CHANGE IN STATE POPULATION, THE  
20 QUALIFICATION OR DISQUALIFICATION OF ENTERPRISES, AND DEBT SERVICE  
21 CHANGES.

22 **SECTION 9.** In Colorado Revised Statutes, 24-82-1303, **repeal**  
23 **as they will become effective only if a ballot issue is proclaimed by the**  
24 **governor** (2)(b) and (2)(d)(II) as follows:

25 **24-82-1303. Lease-purchase agreements for capital**  
26 **construction and transportation projects.** (2) (b) ~~The anticipated~~  
27 ~~annual state-funded payments for the principal and interest components~~

1 of the amount payable under all lease-purchase agreements entered into  
2 pursuant to subsection (2)(a) of this section shall not exceed one hundred  
3 twelve million five hundred thousand dollars.

4 (d) Any lease-purchase agreement executed as required by  
5 subsection (2)(a) of this section shall provide that all of the obligations of  
6 the state under the agreement are subject to the action of the general  
7 assembly in annually making money available for all payments  
8 thereunder. Payments under any lease-purchase agreement must be made,  
9 subject to annual allocation pursuant to section 43-1-113 by the  
10 transportation commission created in section 43-1-106 (1) or subject to  
11 annual appropriation by the general assembly, as applicable, from the  
12 following sources of money:

13 (II) ~~Next, for state fiscal year 2021-22 and for each succeeding~~  
14 ~~state fiscal year for which a payment under any lease-purchase agreement~~  
15 ~~must be made, thirty-six million seven hundred thousand dollars annually,~~  
16 ~~or any lesser amount that is sufficient to make each full payment due,~~  
17 ~~shall be paid from any legally available money under the control of the~~  
18 ~~transportation commission solely for the purpose of allowing the~~  
19 ~~construction, supervision, and maintenance of state highways to be~~  
20 ~~funded with the proceeds of lease-purchase agreements as specified in~~  
21 ~~subsection (4)(b) of this section and section 43-4-206 (1)(b)(V); except~~  
22 ~~that, for the payment due during state fiscal year 2021-22 only, forty-eight~~  
23 ~~million seven hundred thousand dollars, or any lesser amount that is~~  
24 ~~sufficient to make the full payment due shall be paid from such legally~~  
25 ~~available money for said purpose; and~~

26 **SECTION 10.** In Colorado Revised Statutes, **add** 24-93-110 as  
27 follows:

1           **24-93-110. Department of transportation - additional**  
2           **requirements for integrated project delivery contracts - short-listing**

3           **- transparency.** (1) THE DEPARTMENT OF TRANSPORTATION SHALL NOT  
4 EXCLUDE A PARTICIPATING ENTITY FROM A SHORT LIST, PREPARED AND  
5 ANNOUNCED BY THE DEPARTMENT AS REQUIRED BY SECTION 24-93-105  
6 (2), OF RESPONDING PARTICIPATING ENTITIES THAT HAVE BEEN  
7 DETERMINED TO BE MOST QUALIFIED TO RECEIVE A REQUEST FOR  
8 PROPOSALS FOR AN IPD CONTRACT FOR A PUBLIC PROJECT BASED SOLELY  
9 ON THE PARTICIPATING ENTITY'S LACK OF EXPERIENCE IN DELIVERING A  
10 PUBLIC PROJECT IN THE STATE BY THE IPD METHOD TO BE USED FOR THE  
11 PUBLIC PROJECT.

12           (2) (a) IF THE COST TO COMPLETE A PUBLIC PROJECT IS EXPECTED  
13 TO EXCEED SEVENTY-FIVE MILLION DOLLARS, THE DEPARTMENT OF  
14 TRANSPORTATION SHALL, BEFORE SELECTING THE IPD METHOD FOR A  
15 CONSTRUCTION PROJECT AND BEGINNING THE PROCUREMENT PROCESS:

16           (I) HOLD PUBLIC MEETINGS WITH THE CONSTRUCTION INDUSTRY  
17 AND THE GENERAL PUBLIC TO DISCUSS THE JUSTIFICATION FOR SELECTING  
18 THE IPD METHOD. THE REQUIRED PUBLIC MEETINGS MAY BE HELD IN  
19 CONJUNCTION WITH OTHER REQUIRED PUBLIC MEETINGS ABOUT THE  
20 PROJECT OR AS STAND-ALONE MEETINGS.

21           (II) OBTAIN APPROVAL FOR THE USE OF THE IPD METHOD FROM  
22 THE TRANSPORTATION COMMISSION CREATED IN SECTION 43-1-106.

23           (b) FOR ANY PUBLIC PROJECT, REGARDLESS OF THE EXPECTED COST  
24 OF COMPLETION, TO BE COMPLETED USING THE IPD METHOD, THE  
25 DEPARTMENT OF TRANSPORTATION SHALL:

26           (I) BEFORE BEGINNING THE PROCUREMENT PROCESS, PUBLISH ON  
27 THE DEPARTMENT'S WEBSITE, THE JUSTIFICATION FOR SELECTING THE IPD

1 METHOD;

2 (II) DURING THE PROCUREMENT PROCESS, INCLUDE THE  
3 JUSTIFICATION FOR SELECTING THE IPD METHOD IN ANY REQUEST FOR  
4 QUALIFICATIONS, AND IN THE REQUEST FOR PROPOSALS;

5 (III) FOLLOWING THE AWARD OF THE IPD CONTRACT TO A  
6 PARTICIPATING ENTITY, PUBLISH ON THE DEPARTMENT'S WEBSITE THE  
7 EVALUATION SCORES FOR EACH STEP OF THE IPD CONTRACT SOLICITATION  
8 PHASE FOR ALL SOLICITATIONS RECEIVED AND EVALUATED; AND

9 (IV) FROM THE TIME THE IPD CONTRACT IS EXECUTED UNTIL THE  
10 DEPARTMENT'S FINAL ACCEPTANCE OF THE COMPLETED PUBLIC PROJECT,  
11 PROVIDE, MAINTAIN, AND UPDATE ON THE DEPARTMENT'S WEBSITE A  
12 TRANSPARENCY PLATFORM SUCH AS A DASHBOARD THAT INDICATES THE  
13 ONGOING STATUS OF THE PUBLIC PROJECT.

14 (3) THE REQUIREMENTS OF THIS SECTION APPLY ONLY TO A PUBLIC  
15 PROJECT INVOLVING INFRASTRUCTURE THAT IS PART OF THE STATE  
16 HIGHWAY SYSTEM, AS DESCRIBED IN SECTION 43-2-101 (1).

17 **SECTION 11.** In Colorado Revised Statutes, **add** article 7.5 to  
18 title 25 as follows:

19 **ARTICLE 7.5**

20 **Clean Motor Vehicle Fleet Support**

21 **25-7.5-101. Legislative declaration.** (1) THE GENERAL  
22 ASSEMBLY HEREBY FINDS AND DECLARES THAT:

23 (a) AN INCREASING NUMBER OF FLEET MOTOR VEHICLES ARE ON  
24 THE ROAD TO MEET INCREASING DEMANDS FOR RETAIL DELIVERIES AND  
25 RIDES ARRANGED THROUGH TRANSPORTATION NETWORK COMPANIES;

26 (b) THESE FLEET VEHICLES ARE SOME OF THE MOST POLLUTING  
27 VEHICLES ON THE ROAD, WHICH HAS RESULTED IN ADDITIONAL AND

1 INCREASING AIR AND GREENHOUSE GAS POLLUTION AND RELATED  
2 ADVERSE ENVIRONMENTAL AND HEALTH IMPACTS ACROSS THE STATE;

3 (c) THE ADVERSE ENVIRONMENTAL AND HEALTH IMPACTS OF  
4 INCREASED EMISSIONS FROM FLEET MOTOR VEHICLES USED TO MAKE  
5 RETAIL DELIVERIES AND PROVIDE RIDES ARRANGED THROUGH  
6 TRANSPORTATION NETWORK COMPANIES CAN BE MITIGATED AND OFFSET  
7 BY SUPPORTING THE WIDESPREAD ADOPTION OF ELECTRIC MOTOR  
8 VEHICLES FOR USE IN MOTOR VEHICLE FLEETS;

9 (d) INSTEAD OF REDUCING THE IMPACTS OF RETAIL DELIVERIES  
10 AND RIDES ARRANGED THROUGH TRANSPORTATION NETWORK COMPANIES  
11 BY LIMITING RETAIL DELIVERY AND TRANSPORTATION NETWORK COMPANY  
12 RIDE ACTIVITY THROUGH REGULATION, IT IS MORE APPROPRIATE TO  
13 CONTINUE TO ALLOW PERSONS WHO RECEIVE RETAIL DELIVERIES AND  
14 BENEFIT FROM THE CONVENIENCE AFFORDED BY UNFETTERED RETAIL  
15 DELIVERIES AND TO ALLOW TRANSPORTATION NETWORK COMPANIES THAT  
16 ARRANGE PREARRANGED RIDES TO CONTINUE TO PROVIDE THAT SERVICE  
17 WITHOUT UNDUE RESTRICTIONS AND INSTEAD IMPOSE A SMALL FEE ON  
18 EACH RETAIL DELIVERY AND RIDE AND USE FEE REVENUE TO FUND  
19 NECESSARY MITIGATION ACTIVITIES; AND

20 (e) IT IS NECESSARY, APPROPRIATE, AND IN THE BEST INTEREST OF  
21 THE STATE AND ALL COLORADANS TO INCENTIVIZE AND SUPPORT THE USE  
22 OF ELECTRIC MOTOR VEHICLES AND, TO THE EXTENT TEMPORARILY  
23 NECESSITATED BY THE LIMITATIONS OF CURRENT ELECTRIC MOTOR  
24 VEHICLE TECHNOLOGY AND AVAILABILITY FOR CERTAIN FLEET USES,  
25 COMPRESSED NATURAL GAS MOTOR VEHICLES THAT ARE FUELED BY  
26 RECOVERED METHANE AND THAT PRODUCE FEWER EMISSIONS THAN  
27 GASOLINE OR DIESEL POWERED MOTOR VEHICLES BY BUSINESSES AND



1 GOVERNMENTAL ENTITIES THAT USE FLEETS OF MOTOR VEHICLES,  
2 INCLUDING FLEETS COMPOSED OF PERSONAL MOTOR VEHICLES OWNED BY  
3 INDIVIDUAL CONTRACTORS WHO PROVIDE PREARRANGED RIDES FOR  
4 TRANSPORTATION NETWORK COMPANIES OR MAKE RETAIL DELIVERIES,  
5 AND TO ENABLE THE STATE TO ACHIEVE ITS STATED ELECTRIC MOTOR  
6 VEHICLE ADOPTION GOALS BECAUSE INCREASED USAGE OF ELECTRIC  
7 MOTOR VEHICLES IN MOTOR VEHICLE FLEETS:

8 (I) GENERALLY REDUCES EMISSIONS OF AIR POLLUTANTS,  
9 INCLUDING OZONE PRECURSORS, PARTICULATE MATTER POLLUTANTS,  
10 OTHER HAZARDOUS AIR POLLUTANTS, AND GREENHOUSE GASES, THAT  
11 CONTRIBUTE TO ADVERSE ENVIRONMENTAL EFFECTS SUCH AS CLIMATE  
12 CHANGE AND ADVERSE HUMAN HEALTH EFFECTS, INCLUDING BUT NOT  
13 LIMITED TO ASTHMA, REDUCED LUNG CAPACITY, INCREASED  
14 SUSCEPTIBILITY TO RESPIRATORY ILLNESSES, CHRONIC BRONCHITIS, HEART  
15 DISEASE, AND LUNG CANCER, AND HELPS THE STATE MEET ITS STATEWIDE  
16 GREENHOUSE GAS POLLUTION REDUCTION TARGETS ESTABLISHED IN  
17 SECTION 25-7-102 (2)(g), COMPLY WITH AIR QUALITY ATTAINMENT  
18 STANDARDS, AND REDUCE ADVERSE ENVIRONMENTAL AND HEALTH  
19 IMPACTS ACROSS THE STATE AND IN COMMUNITIES, INCLUDING BUT NOT  
20 LIMITED TO DISPROPORTIONATELY IMPACTED COMMUNITIES;

21 (II) SPECIFICALLY REDUCES HIGHER LOCALIZED EMISSIONS OF  
22 SUCH AIR POLLUTANTS IN COMMUNITIES, INCLUDING BUT NOT LIMITED TO  
23 DISPROPORTIONATELY IMPACTED COMMUNITIES, WHERE:

24 (A) FLEET YARDS, WAREHOUSES, DISTRIBUTION CENTERS,  
25 REFINERIES, FUEL DEPOTS, WASTE FACILITIES, AND MAJOR INTERSTATE  
26 HIGHWAYS ARE LOCATED;

27 (B) USAGE OF FLEET MOTOR VEHICLES IS CONCENTRATED; AND

1           (C)       RESIDENTS EXPERIENCE INCREASED RISKS OF  
2 AIR-POLLUTION-RELATED HEALTH IMPACTS SUCH AS ASTHMA, REDUCED  
3 LUNG CAPACITY, INCREASED SUSCEPTIBILITY TO RESPIRATORY ILLNESSES,  
4 HEART DISEASE, AND LUNG CANCER; AND

5           (III)     BY REDUCING FUEL AND MAINTENANCE COSTS, HELPS  
6 BUSINESSES AND GOVERNMENTAL ENTITIES OPERATE MORE EFFICIENTLY  
7 OVER TIME, ALLOWING THE COST SAVINGS TO BE REINVESTED IN BUSINESS  
8 GROWTH OR USED FOR BENEFICIAL PUBLIC PURPOSES.

9           (2) THE GENERAL ASSEMBLY FURTHER FINDS AND DECLARES THAT:

10          (a) TO INCENTIVIZE, SUPPORT, AND ACCELERATE THE ADOPTION OF  
11 ELECTRIC MOTOR VEHICLES IN MOTOR VEHICLE FLEETS IN THE STATE AND  
12 THEREBY MINIMIZE AND MITIGATE THE ENVIRONMENTAL AND HEALTH  
13 IMPACTS OF THE TRANSPORTATION SYSTEM AND REAP THE  
14 ENVIRONMENTAL, HEALTH, AND BUSINESS AND GOVERNMENTAL  
15 OPERATIONAL EFFICIENCY BENEFITS THAT RESULT FROM MOTOR VEHICLE  
16 FLEET ELECTRIFICATION, IT IS NECESSARY, APPROPRIATE, AND IN THE BEST  
17 INTEREST OF THE STATE TO CREATE A CLEAN FLEET ENTERPRISE TO HELP  
18 BUSINESSES AND GOVERNMENTAL ENTITIES THAT OWN OR OPERATE FLEETS  
19 OF MOTOR VEHICLES USE MORE ELECTRIC MOTOR VEHICLES, AND, TO THE  
20 EXTENT TEMPORARILY NECESSITATED BY THE LIMITATIONS OF CURRENT  
21 ELECTRIC MOTOR VEHICLE TECHNOLOGY FOR CERTAIN FLEET USES, MORE  
22 COMPRESSED NATURAL GAS MOTOR VEHICLES THAT ARE FUELED BY  
23 RECOVERED METHANE, IN THEIR MOTOR VEHICLE FLEETS;

24          (b) THE ENTERPRISE PROVIDES BUSINESS SERVICES, INCLUDING  
25 REMEDIATION SERVICES, WHEN, IN EXCHANGE FOR THE PAYMENT OF FEES,  
26 IT:

27           (I) PROVIDES FINANCING THROUGH GRANT PROGRAMS, REBATE

1 PROGRAMS, REVOLVING LOAN FUNDS, OR ANY OTHER STRATEGIES THAT  
2 THE BOARD FINDS EFFECTIVE;

3 (II) HELPS OWNERS AND OPERATORS OF MOTOR VEHICLE FLEETS  
4 REDUCE THE UP-FRONT AND TOTAL COSTS OF USING MORE ELECTRIC  
5 MOTOR VEHICLES, AND, TO THE EXTENT TEMPORARILY NECESSITATED BY  
6 THE LIMITATIONS OF CURRENT ELECTRIC MOTOR VEHICLE TECHNOLOGY  
7 FOR CERTAIN FLEET USES, MORE COMPRESSED NATURAL GAS MOTOR  
8 VEHICLES THAT ARE FUELED BY RECOVERED METHANE, IN THEIR FLEETS;

9 (III) SUPPORTS COMPANION SERVICES SUCH AS TESTING,  
10 INSPECTION, AND READJUSTMENT SERVICES;

11 (IV) PROVIDES OUTREACH, EDUCATION, OR TRAINING TO SUPPORT  
12 THE SUCCESSFUL APPLICATION AND PERFORMANCE OF ENTITIES RECEIVING  
13 FUNDS;

14 (V) SUPPORTS THE DEVELOPMENT OF A CLEAN TRANSPORTATION  
15 WORKFORCE THAT CAN SUPPORT BUSINESSES AS THEY TRANSITION TO  
16 USING MORE ELECTRIC MOTOR VEHICLES IN THEIR FLEETS;

17 (VI) ASSESSES AND SUPPORTS THE IMPLEMENTATION OF CLEANER  
18 AND MORE EFFICIENT COMMERCIAL VEHICLE TECHNOLOGY TO SUPPORT  
19 MOTOR VEHICLE FLEET ELECTRIFICATION;

20 (VII) RESEARCHES AND DEVELOPS STRATEGIES, BUSINESS PLANS,  
21 AND GUIDANCE TO SUPPORT THE CONSISTENT APPLICATION OF GRANTS  
22 AND OTHER ENTERPRISE BUSINESS SERVICES, INCLUDING REMEDIATION  
23 SERVICES;

24 (VIII) CONTRIBUTES TO THE IMPLEMENTATION OF THE  
25 COMPREHENSIVE REGULATORY SCHEME REQUIRED FOR THE PLANNING,  
26 FUNDING, DEVELOPMENT, CONSTRUCTION, MAINTENANCE, AND  
27 SUPERVISION OF A SUSTAINABLE TRANSPORTATION SYSTEM; AND

1 (IX) PROVIDES ADDITIONAL REMEDIATION SERVICES TO OFFSET  
2 IMPACTS CAUSED BY FEE PAYERS AS MAY BE PROVIDED BY LAW,  
3 INCLUDING BUT NOT LIMITED TO:

4 (A) INCENTIVIZING THE USE OF CLEAN MOBILE EQUIPMENT;

5 (B) PROVIDING PLANNING SERVICES TO SUPPORT COMMUNITIES,  
6 INCLUDING BUT NOT LIMITED TO DISPROPORTIONATELY IMPACTED  
7 COMMUNITIES; AND

8 (C) PROVIDING SCRAPPAGE SERVICES;

9 (c) BY PROVIDING REMEDIATION SERVICES AS AUTHORIZED BY THIS  
10 SECTION, THE ENTERPRISE ENGAGES IN AN ACTIVITY CONDUCTED IN THE  
11 PURSUIT OF A BENEFIT, GAIN, OR LIVELIHOOD AND THEREFORE OPERATES  
12 AS A BUSINESS;

13 (d) BY PROVIDING REMEDIATION SERVICES AS AUTHORIZED BY  
14 THIS SECTION, THE ENTERPRISE PROVIDES A BENEFIT TO FEE PAYERS WHEN  
15 IT REMEDIATES THE IMPACTS THEY CAUSE AND THEREFORE OPERATES AS  
16 A BUSINESS IN ACCORDANCE WITH THE DETERMINATION OF THE  
17 COLORADO SUPREME COURT IN *COLORADO UNION OF TAXPAYERS*  
18 *FOUNDATION V. CITY OF ASPEN*, 2018 CO 36;

19 (e) CONSISTENT WITH THE DETERMINATION OF THE COLORADO  
20 SUPREME COURT IN *NICHOLL V. E-470 PUBLIC HIGHWAY AUTHORITY*, 896  
21 P.2D 859 (COLO. 1995), THAT THE POWER TO IMPOSE TAXES IS  
22 INCONSISTENT WITH ENTERPRISE STATUS UNDER SECTION 20 OF ARTICLE  
23 X OF THE STATE CONSTITUTION, IT IS THE CONCLUSION OF THE GENERAL  
24 ASSEMBLY THAT THE REVENUE COLLECTED BY THE ENTERPRISE IS  
25 GENERATED BY FEES, NOT TAXES, BECAUSE THE FEES IMPOSED BY THE  
26 ENTERPRISE AS AUTHORIZED BY SECTION 25-7.5-103 (7) AND (8) ARE:

27 (I) IMPOSED FOR THE SPECIFIC PURPOSE OF ALLOWING THE

1 ENTERPRISE TO DEFRAY THE COSTS OF PROVIDING THE REMEDIATION  
2 SERVICES SPECIFIED IN THIS SECTION, INCLUDING MITIGATING IMPACTS TO  
3 AIR QUALITY AND GREENHOUSE GAS EMISSIONS CAUSED BY THE  
4 ACTIVITIES ON WHICH THE FEE IS ASSESSED, AND CONTRIBUTES TO THE  
5 IMPLEMENTATION OF THE COMPREHENSIVE REGULATORY SCHEME  
6 REQUIRED FOR THE PLANNING, FUNDING, DEVELOPMENT, CONSTRUCTION,  
7 MAINTENANCE, AND SUPERVISION OF A SUSTAINABLE TRANSPORTATION  
8 SYSTEM; AND

9 (II) COLLECTED AT RATES THAT ARE REASONABLY CALCULATED  
10 BASED ON THE IMPACTS CAUSED BY FEE PAYERS AND THE COST OF  
11 REMEDIATING THOSE IMPACTS; AND

12 (f) SO LONG AS THE ENTERPRISE QUALIFIES AS AN ENTERPRISE FOR  
13 PURPOSES OF SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION, THE  
14 REVENUE FROM THE FEES COLLECTED BY THE ENTERPRISE IS NOT STATE  
15 FISCAL YEAR SPENDING, AS DEFINED IN SECTION 24-77-102 (17), OR STATE  
16 REVENUES, AS DEFINED IN SECTION 24-77-103.6 (6)(c), AND DOES NOT  
17 COUNT AGAINST EITHER THE STATE FISCAL YEAR SPENDING LIMIT IMPOSED  
18 BY SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION OR THE EXCESS  
19 STATE REVENUES CAP, AS DEFINED IN SECTION 24-77-103.6 (6)(b)(I)(D).

20 **25-7.5-102. Definitions.** AS USED IN THIS ARTICLE 7.5, UNLESS  
21 THE CONTEXT OTHERWISE REQUIRES:

22 (1) "BATTERY ELECTRIC MOTOR VEHICLE" MEANS A MOTOR  
23 VEHICLE THAT IS POWERED EXCLUSIVELY BY A RECHARGEABLE BATTERY  
24 PACK THAT CAN BE RECHARGED BY BEING PLUGGED INTO AN EXTERNAL  
25 SOURCE OF ELECTRICITY AND THAT HAS NO SECONDARY SOURCE OF  
26 PROPULSION.

27 (2) "BOARD" MEANS THE GOVERNING BOARD OF THE ENTERPRISE.

1           (3) "CARSHARE RIDE" MEANS A PREARRANGED RIDE FOR WHICH  
2 THE RIDER AGREES, AT THE TIME THE RIDER REQUESTS THE RIDE THROUGH  
3 A DIGITAL NETWORK, TO BE TRANSPORTED WITH ANOTHER RIDER WHO HAS  
4 SEPARATELY REQUESTED A PREARRANGED RIDE REGARDLESS OF WHETHER  
5 OR NOT ANOTHER RIDER IS ACTUALLY TRANSPORTED WITH THE RIDER.

6           (4) "COMMISSION" MEANS THE AIR QUALITY CONTROL COMMISSION  
7 CREATED IN SECTION 25-7-104.

8           (5) "COMPRESSED NATURAL GAS MOTOR VEHICLE" MEANS A  
9 VEHICLE THAT IS POWERED BY AN ENGINE FUELED BY COMPRESSED  
10 NATURAL GAS.

11           (6) "DEPARTMENT" MEANS THE DEPARTMENT OF PUBLIC HEALTH  
12 AND ENVIRONMENT CREATED IN SECTION 24-1-119 (1).

13           (7) (a) "DISPROPORTIONATELY IMPACTED COMMUNITY" MEANS A  
14 COMMUNITY THAT IS IN A CENSUS BLOCK GROUP, AS DETERMINED IN  
15 ACCORDANCE WITH THE MOST RECENT UNITED STATES DECENNIAL  
16 CENSUS, WHERE THE PROPORTION OF HOUSEHOLDS THAT ARE LOW INCOME  
17 IS GREATER THAN FORTY PERCENT, THE PROPORTION OF HOUSEHOLDS  
18 THAT IDENTIFY AS MINORITY IS GREATER THAN FORTY PERCENT, OR THE  
19 PROPORTION OF HOUSEHOLDS THAT ARE HOUSING COST-BURDENED IS  
20 GREATER THAN FORTY PERCENT.

21           (b) AS USED IN THIS SUBSECTION (7):

22           (I) "COST-BURDENED" MEANS A HOUSEHOLD THAT SPENDS MORE  
23 THAN THIRTY PERCENT OF ITS INCOME ON HOUSING.

24           (II) "LOW INCOME" MEANS THE MEDIAN HOUSEHOLD INCOME IS  
25 LESS THAN OR EQUAL TO TWO HUNDRED PERCENT OF THE FEDERAL  
26 POVERTY GUIDELINE.

27           (8) "ELECTRIC MOTOR VEHICLE" MEANS A BATTERY ELECTRIC

1 MOTOR VEHICLE, A HYDROGEN FUEL CELL MOTOR VEHICLE, OR A PLUG-IN  
2 HYBRID ELECTRIC MOTOR VEHICLE.

3 (9) "ENTERPRISE" MEANS THE CLEAN FLEET ENTERPRISE CREATED  
4 IN SECTION 25-7.5-103 (1)(a)(I).

5 (10) "FUND" MEANS THE CLEAN FLEET ENTERPRISE FUND CREATED  
6 IN SECTION 25-7.5-103 (5).

7 (11) "HEAVY-DUTY MOTOR VEHICLE" MEANS A MOTOR VEHICLE  
8 THAT HAS A GROSS VEHICLE WEIGHT RATING, AS DEFINED IN SECTION  
9 42-2-402 (6), OF GREATER THAN TWENTY-SIX THOUSAND POUNDS.

10 (12) "HYDROGEN FUEL CELL MOTOR VEHICLE" MEANS A MOTOR  
11 VEHICLE THAT IS POWERED BY ELECTRICITY PRODUCED FROM A FUEL CELL  
12 THAT USES HYDROGEN GAS AS FUEL.

13 (13) "INFLATION" MEANS THE AVERAGE ANNUAL PERCENTAGE  
14 CHANGE IN THE UNITED STATES DEPARTMENT OF LABOR, BUREAU OF  
15 LABOR STATISTICS, CONSUMER PRICE INDEX FOR  
16 DENVER-AURORA-LAKEWOOD FOR ALL ITEMS AND ALL URBAN  
17 CONSUMERS, OR ITS APPLICABLE PREDECESSOR OR SUCCESSOR INDEX, FOR  
18 THE FIVE YEARS ENDING ON THE LAST DECEMBER 31 BEFORE A STATE  
19 FISCAL YEAR FOR WHICH AN INFLATION ADJUSTMENT TO BE MADE TO THE  
20 CLEAN FLEET PER RIDE FEE IMPOSED BY SECTION 25-7.5-103 (7) OR THE  
21 CLEAN FLEET RETAIL DELIVERY FEE IMPOSED BY SECTION 25-7.5-103 (8)  
22 BEGINS.

23 (14) "MEDIUM-DUTY MOTOR VEHICLE" MEANS A MOTOR VEHICLE  
24 THAT HAS A GROSS VEHICLE WEIGHT RATING, AS DEFINED IN SECTION  
25 42-2-402 (6), OF MORE THAN TEN THOUSAND POUNDS AND NOT MORE  
26 THAN TWENTY-SIX THOUSAND POUNDS.

27 (15) "MOTOR VEHICLE" HAS THE MEANING SET FORTH IN SECTION

1 42-1-102 (58). THE TERM DOES NOT INCLUDE A PERSONAL DELIVERY  
2 DEVICE.

3 (16) "MOTOR VEHICLE FLEET" MEANS A GROUP OF MOTOR  
4 VEHICLES THAT IS OWNED OR OPERATED:

5 (a) BY A GOVERNMENTAL ENTITY FOR A PUBLIC PURPOSE  
6 INCLUDING BUT NOT LIMITED TO PUBLIC SCHOOL TRANSPORTATION OR  
7 LAW ENFORCEMENT; OR

8 (b) BY A BUSINESS ENTITY FOR A BUSINESS IF:

9 (I) THE GROUP OF MOTOR VEHICLES IS COMPOSED PRIMARILY OF  
10 HEAVY-DUTY MOTOR VEHICLES, MEDIUM-DUTY MOTOR VEHICLES, OR  
11 REFRIGERATED TRAILER UNITS; OR

12 (II) THE GROUP OF MOTOR VEHICLES IS OWNED OR OPERATED BY  
13 A COMPANY THAT RENTS MOTOR VEHICLES IN THE FLEET TO  
14 TRANSPORTATION NETWORK COMPANY DRIVERS FOR USE IN PROVIDING  
15 TRANSPORTATION NETWORK COMPANY SERVICES OR IS OWNED AND  
16 OPERATED DIRECTLY, OR INDIRECTLY THROUGH INDEPENDENT  
17 CONTRACTORS WHO OWN OR LEASE INDIVIDUAL MOTOR VEHICLES IN THE  
18 GROUP, BY A TRANSPORTATION NETWORK COMPANY OR BY A RETAILER  
19 FOR THE PURPOSE OF MAKING RETAIL DELIVERIES.

20 (17) "PERSONAL DELIVERY DEVICE" MEANS AN AUTONOMOUSLY  
21 OPERATED ROBOT THAT IS:

22 (a) DESIGNED AND MANUFACTURED FOR THE PURPOSE OF  
23 TRANSPORTING TANGIBLE PERSONAL PROPERTY PRIMARILY ON  
24 SIDEWALKS, CROSSWALKS, AND OTHER PUBLIC RIGHTS-OF-WAY THAT ARE  
25 TYPICALLY USED BY PEDESTRIANS;

26 (b) WEIGHS NO MORE THAN FIVE HUNDRED FIFTY POUNDS,  
27 EXCLUDING ANY TANGIBLE PERSONAL PROPERTY BEING TRANSPORTED;



1 AND

2 (c) OPERATES AT SPEEDS OF LESS THAN TEN MILES PER HOUR WHEN  
3 ON SIDEWALKS, CROSSWALKS, AND OTHER PUBLIC RIGHTS-OF-WAY THAT  
4 ARE TYPICALLY USED BY PEDESTRIANS.

5 (18) "PLUG-IN HYBRID ELECTRIC MOTOR VEHICLE" MEANS A  
6 MOTOR VEHICLE THAT IS POWERED BY BOTH A RECHARGEABLE BATTERY  
7 PACK THAT CAN BE RECHARGED BY BEING PLUGGED INTO AN EXTERNAL  
8 SOURCE OF ELECTRICITY AND A SECONDARY SOURCE OF PROPULSION SUCH  
9 AS AN INTERNAL COMBUSTION ENGINE.

10 (19) "PREARRANGED RIDE" HAS THE SAME MEANING AS SET FORTH  
11 IN SECTION 40-10.1-602 (2).

12 (20) "RECOVERED METHANE" MEANS ANY OF THE FOLLOWING IF  
13 THE AIR POLLUTION CONTROL DIVISION DETERMINES THEM TO PROVIDE A  
14 NET REDUCTION IN GREENHOUSE GAS EMISSIONS:

15 (a) BIOMETHANE;

16 (b) METHANE DERIVED FROM:

17 (I) MUNICIPAL SOLID WASTE;

18 (II) BIOMASS PYROLYSIS OR ENZYMATIC BIOMASS; OR

19 (III) WASTEWATER TREATMENT; AND

20 (c) COAL MINE METHANE, AS DEFINED IN SECTION 40-2-124  
21 (1)(a)(II).

22 (21) "RETAIL DELIVERY" MEANS A RETAIL SALE OF TANGIBLE  
23 PERSONAL PROPERTY BY A RETAILER FOR DELIVERY BY A MOTOR VEHICLE  
24 OWNED OR OPERATED BY THE RETAILER OR ANY OTHER PERSON TO THE  
25 PURCHASER AT A LOCATION IN THE STATE, WHICH SALE INCLUDES AT  
26 LEAST ONE ITEM OF TANGIBLE PERSONAL PROPERTY THAT IS SUBJECT TO  
27 TAXATION UNDER ARTICLE 26 OF TITLE 39. EACH SUCH RETAIL SALE IS A

1 SINGLE RETAIL DELIVERY REGARDLESS OF THE NUMBER OF SHIPMENTS  
2 NECESSARY TO DELIVER THE ITEMS OF TANGIBLE PERSONAL PROPERTY  
3 PURCHASED.

4 (22) "RETAILER" HAS THE SAME MEANING AS SET FORTH IN  
5 SECTION 39-26-102 (8).

6 (23) "RETAIL SALE" HAS THE SAME MEANING AS SET FORTH IN  
7 SECTION 39-26-102 (9).

8 (24) "RIDER" HAS THE SAME MEANING AS SET FORTH IN SECTION  
9 40-10.1-602 (5).

10 (25) "TANGIBLE PERSONAL PROPERTY" HAS THE SAME MEANING AS  
11 SET FORTH IN SECTION 39-26-102 (15).

12 (26) "TRANSPORTATION NETWORK COMPANY" HAS THE SAME  
13 MEANING AS SET FORTH IN SECTION 40-10.1-602 (3).

14 (27) "TRANSPORTATION NETWORK COMPANY DRIVER" HAS THE  
15 SAME MEANING AS SET FORTH IN SECTION 40-10.1-602 (4).

16 (28) "TRANSPORTATION NETWORK COMPANY SERVICES" HAS THE  
17 SAME MEANING AS SET FORTH IN SECTION 40-10.1-602 (6).

18 (29) "ZERO EMISSIONS MOTOR VEHICLE" MEANS A BATTERY  
19 ELECTRIC MOTOR VEHICLE OR A HYDROGEN FUEL CELL MOTOR VEHICLE.

20 **25-7.5-103. Clean fleet enterprise - creation - board - powers**  
21 **and duties - fees - fund.** (1) (a) THE CLEAN FLEET ENTERPRISE IS HEREBY  
22 CREATED IN THE DEPARTMENT. THE ENTERPRISE IS AND OPERATES AS A  
23 GOVERNMENT-OWNED BUSINESS WITHIN THE DEPARTMENT IN ORDER TO  
24 EXECUTE ITS BUSINESS PURPOSE AS SPECIFIED IN SUBSECTION (3) OF THIS  
25 SECTION BY EXERCISING THE POWERS AND PERFORMING THE DUTIES SET  
26 FORTH IN THIS SECTION.

27 (b) THE ENTERPRISE EXERCISES ITS POWERS AND PERFORMS ITS

1 DUTIES AND FUNCTIONS UNDER THE DEPARTMENT AS IF THE SAME WERE  
2 TRANSFERRED TO THE DEPARTMENT BY A **TYPE 1** TRANSFER, AS DEFINED  
3 IN SECTION 24-1-105.

4 (2) (a) THE GOVERNING BOARD OF THE ENTERPRISE CONSISTS OF  
5 NINE MEMBERS AS FOLLOWS:

6 (I) THE GOVERNOR SHALL APPOINT SIX MEMBERS WITH THE  
7 ADVICE AND CONSENT OF THE SENATE FOR TERMS OF THE LENGTH  
8 SPECIFIED IN SUBSECTION (2)(b) OF THIS SECTION. ONE MEMBER SHALL  
9 REPRESENT A DISPROPORTIONATELY IMPACTED COMMUNITY, ONE MEMBER  
10 SHALL HAVE EXPERTISE IN AIR POLLUTION REDUCTION, ONE MEMBER  
11 SHALL HAVE EXPERTISE IN TRANSPORTATION, ONE MEMBER SHALL HAVE  
12 EXPERTISE IN MOTOR VEHICLE FLEET ELECTRIFICATION, ONE MEMBER  
13 SHALL HAVE EXPERTISE IN BUSINESS OR SUPPLY CHAIN MANAGEMENT, AND  
14 ONE MEMBER SHALL REPRESENT A BUSINESS THAT OWNS OR OPERATES A  
15 MOTOR VEHICLE FLEET. THE GOVERNOR SHALL MAKE REASONABLE  
16 EFFORTS, TO THE EXTENT SUCH APPLICATIONS HAVE BEEN SUBMITTED FOR  
17 CONSIDERATION FOR THE BOARD, TO CONSIDER MEMBERS THAT REFLECT  
18 THE STATE'S GEOGRAPHIC DIVERSITY WHEN MAKING APPOINTMENTS AND  
19 SHALL MAKE INITIAL APPOINTMENTS NO LATER THAN OCTOBER 1, 2021.

20 (II) THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OR THE  
21 EXECUTIVE DIRECTOR'S DESIGNEE;

22 (III) THE DIRECTOR OF THE COLORADO ENERGY OFFICE OR THE  
23 DIRECTOR'S DESIGNEE; AND

24 (IV) THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF  
25 TRANSPORTATION OR THE EXECUTIVE DIRECTOR'S DESIGNEE.

26 (b) MEMBERS OF THE BOARD APPOINTED BY THE GOVERNOR SERVE  
27 FOR TERMS OF FOUR YEARS; EXCEPT THAT FOUR OF THE MEMBERS

1 INITIALLY APPOINTED SHALL SERVE FOR INITIAL TERMS OF THREE YEARS.  
2 A MEMBER WHO IS APPOINTED TO FILL A VACANCY ON THE BOARD SHALL  
3 SERVE THE REMAINDER OF THE UNEXPIRED TERM OF THE FORMER MEMBER.  
4 THE OTHER BOARD MEMBERS SERVE FOR AS LONG AS THEY HOLD THEIR  
5 POSITIONS OR ARE DESIGNATED TO SERVE.

6 (c) MEMBERS OF THE BOARD SERVE WITHOUT COMPENSATION BUT  
7 MUST BE REIMBURSED FROM MONEY IN THE FUND FOR ACTUAL AND  
8 NECESSARY EXPENSES INCURRED IN THE PERFORMANCE OF THEIR DUTIES  
9 PURSUANT TO THIS ARTICLE 7.5.

10 (3) THE BUSINESS PURPOSE OF THE ENTERPRISE IS TO INCENTIVIZE  
11 AND SUPPORT THE USE OF ELECTRIC MOTOR VEHICLES, INCLUDING MOTOR  
12 VEHICLES THAT ORIGINALLY WERE POWERED EXCLUSIVELY BY INTERNAL  
13 COMBUSTION ENGINES BUT HAVE BEEN CONVERTED INTO ELECTRIC MOTOR  
14 VEHICLES, AND, TO THE EXTENT TEMPORARILY NECESSITATED BY THE  
15 LIMITATIONS OF CURRENT ELECTRIC MOTOR VEHICLE TECHNOLOGY FOR  
16 CERTAIN FLEET USES, COMPRESSED NATURAL GAS MOTOR VEHICLES THAT  
17 ARE FUELED BY RECOVERED METHANE, BY BUSINESSES AND  
18 GOVERNMENTAL ENTITIES THAT OWN OR OPERATE FLEETS OF MOTOR  
19 VEHICLES, INCLUDING FLEETS COMPOSED OF PERSONAL MOTOR VEHICLES  
20 OWNED OR LEASED BY INDIVIDUAL CONTRACTORS WHO PROVIDE  
21 PREARRANGED RIDES FOR TRANSPORTATION NETWORK COMPANIES OR  
22 DELIVER GOODS FOR A THIRD-PARTY DELIVERY SERVICE. TO ALLOW THE  
23 ENTERPRISE TO ACCOMPLISH THIS PURPOSE AND FULLY EXERCISE ITS  
24 POWERS AND DUTIES THROUGH THE BOARD, THE ENTERPRISE MAY:

25 (a) IMPOSE A CLEAN FLEET PER RIDE FEE AND A CLEAN FLEET  
26 RETAIL DELIVERY FEE AS AUTHORIZED BY SUBSECTIONS (7) AND (8) OF  
27 THIS SECTION;

1           (b) ISSUE GRANTS, LOANS, AND REBATES AS AUTHORIZED BY  
2 SUBSECTION (9) OF THIS SECTION; AND

3           (c) ISSUE REVENUE BONDS PAYABLE FROM THE REVENUE AND  
4 OTHER AVAILABLE MONEY OF THE ENTERPRISE.

5           (4) THE ENTERPRISE CONSTITUTES AN ENTERPRISE FOR PURPOSES  
6 OF SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION SO LONG AS IT  
7 RETAINS THE AUTHORITY TO ISSUE REVENUE BONDS AND RECEIVES LESS  
8 THAN TEN PERCENT OF ITS TOTAL ANNUAL REVENUE IN GRANTS FROM ALL  
9 COLORADO STATE AND LOCAL GOVERNMENTS COMBINED. SO LONG AS IT  
10 CONSTITUTES AN ENTERPRISE PURSUANT TO THIS SUBSECTION (4), THE  
11 ENTERPRISE IS NOT SUBJECT TO SECTION 20 OF ARTICLE X OF THE STATE  
12 CONSTITUTION.

13           (5) (a) THE CLEAN FLEET ENTERPRISE FUND IS HEREBY CREATED IN  
14 THE STATE TREASURY. THE FUND CONSISTS OF CLEAN FLEET PER RIDE FEE  
15 REVENUE AND CLEAN FLEET RETAIL DELIVERY FEE REVENUE CREDITED TO  
16 THE FUND PURSUANT TO SUBSECTIONS (7) AND (8) OF THIS SECTION, ANY  
17 MONETARY GIFTS, GRANTS, DONATIONS, OR OTHER PAYMENTS RECEIVED  
18 BY THE ENTERPRISE, ANY FEDERAL MONEY THAT MAY BE CREDITED TO THE  
19 FUND, AND ANY OTHER MONEY THAT THE GENERAL ASSEMBLY MAY  
20 APPROPRIATE OR TRANSFER TO THE FUND. THE STATE TREASURER SHALL  
21 CREDIT ALL INTEREST AND INCOME DERIVED FROM THE DEPOSIT AND  
22 INVESTMENT OF MONEY IN THE FUND TO THE FUND. MONEY IN THE FUND  
23 IS CONTINUOUSLY APPROPRIATED TO THE ENTERPRISE FOR THE PURPOSES  
24 SET FORTH IN THIS ARTICLE 7.5 AND TO PAY THE ENTERPRISE'S  
25 REASONABLE AND NECESSARY OPERATING EXPENSES, INCLUDING THE  
26 REPAYMENT OF ANY LOAN RECEIVED PURSUANT TO SUBSECTION (5)(b) OF  
27 THIS SECTION.

1 (b) THE DEPARTMENT MAY TRANSFER MONEY FROM ANY LEGALLY  
2 AVAILABLE SOURCE TO THE ENTERPRISE FOR THE PURPOSE OF DEFRAYING  
3 EXPENSES INCURRED BY THE ENTERPRISE BEFORE IT RECEIVES FEE  
4 REVENUE OR REVENUE BOND PROCEEDS. THE ENTERPRISE MAY ACCEPT  
5 AN EXPEND ANY MONEY SO TRANSFERRED, AND, NOTWITHSTANDING ANY  
6 STATE FISCAL RULE OR GENERALLY ACCEPTED ACCOUNTING PRINCIPLE  
7 THAT COULD OTHERWISE BE INTERPRETED TO REQUIRE A CONTRARY  
8 CONCLUSION, SUCH A TRANSFER IS A LOAN FROM THE DEPARTMENT TO THE  
9 ENTERPRISE THAT IS REQUIRED TO BE REPAID AND IS NOT A GRANT FOR  
10 PURPOSES OF SECTION 20 (2)(d) OF ARTICLE X OF THE STATE  
11 CONSTITUTION OR AS DEFINED IN SECTION 24-77-102 (7). ALL MONEY  
12 TRANSFERRED AS A LOAN TO THE ENTERPRISE SHALL BE CREDITED TO THE  
13 CLEAN FLEET ENTERPRISE INITIAL EXPENSES FUND, WHICH IS HEREBY  
14 CREATED IN THE STATE TREASURY, AND LOAN LIABILITIES THAT ARE  
15 RECORDED IN THE CLEAN FLEET ENTERPRISE INITIAL EXPENSES FUND BUT  
16 THAT ARE NOT REQUIRED TO BE PAID IN THE CURRENT FISCAL YEAR SHALL  
17 NOT BE CONSIDERED WHEN CALCULATING SUFFICIENT STATUTORY FUND  
18 BALANCE FOR PURPOSES OF SECTION 24-75-109. THE STATE TREASURER  
19 SHALL CREDIT ALL INTEREST AND INCOME DERIVED FROM THE DEPOSIT  
20 AND INVESTMENT OF MONEY IN THE CLEAN FLEET ENTERPRISE INITIAL  
21 EXPENSES FUND TO THE FUND. THE CLEAN FLEET ENTERPRISE INITIAL  
22 EXPENSES FUND IS CONTINUOUSLY APPROPRIATED TO THE ENTERPRISE FOR  
23 THE PURPOSE OF DEFRAYING EXPENSES INCURRED BY THE ENTERPRISE  
24 BEFORE IT RECEIVES FEE REVENUE OR REVENUE BOND PROCEEDS. AS THE  
25 ENTERPRISE RECEIVES SUFFICIENT REVENUE IN EXCESS OF EXPENSES, THE  
26 ENTERPRISE SHALL REIMBURSE THE DEPARTMENT FOR THE PRINCIPAL  
27 AMOUNT OF ANY LOAN MADE BY THE DEPARTMENT PLUS INTEREST AT A

1 RATE SET BY THE DEPARTMENT. UPON RECEIPT OF SUCH REIMBURSEMENT,  
2 THE DEPARTMENT SHALL REMIT TO THE STATE TREASURER FOR CREDITING  
3 TO THE GENERAL FUND THE AMOUNT NEEDED TO FULLY REPAY THE  
4 AMOUNT OF ANY GENERAL FUND MONEY APPROPRIATED TO THE  
5 DEPARTMENT FOR THE PURPOSE OF FUNDING THE LOAN MADE PURSUANT  
6 TO THIS SUBSECTION (5)(b) PLUS THE INTEREST INCLUDED IN THE  
7 REIMBURSEMENT.

8 (6) IN ADDITION TO ANY OTHER POWERS AND DUTIES SPECIFIED IN  
9 THIS SECTION, THE BOARD HAS THE FOLLOWING GENERAL POWERS AND  
10 DUTIES:

11 (a) TO ADOPT BYLAWS FOR THE REGULATION OF ITS AFFAIRS AND  
12 THE CONDUCT OF ITS BUSINESS;

13 (b) TO ACQUIRE, HOLD TITLE TO, AND DISPOSE OF REAL AND  
14 PERSONAL PROPERTY;

15 (c) IN CONSULTATION WITH THE EXECUTIVE DIRECTOR OF THE  
16 DEPARTMENT, OR THE EXECUTIVE DIRECTOR'S DESIGNEE, TO EMPLOY AND  
17 SUPERVISE INDIVIDUALS, PROFESSIONAL CONSULTANTS AND  
18 CONTRACTORS AS ARE NECESSARY IN ITS JUDGMENT TO CARRY OUT ITS  
19 BUSINESS PURPOSE;

20 (d) TO CONTRACT WITH ANY PUBLIC OR PRIVATE ENTITY,  
21 INCLUDING STATE AGENCIES, CONSULTANTS, AND THE ATTORNEY  
22 GENERAL'S OFFICE, FOR PROFESSIONAL AND TECHNICAL ASSISTANCE,  
23 OFFICE SPACE, AND ADMINISTRATIVE SERVICES, ADVICE, AND OTHER  
24 SERVICES RELATED TO THE CONDUCT OF THE AFFAIRS OF THE         
25 ENTERPRISE. THE ENTERPRISE IS ENCOURAGED TO ISSUE GRANTS ON A  
26 COMPETITIVE BASIS BASED ON WRITTEN CRITERIA ESTABLISHED BY THE  
27 ENTERPRISE IN ADVANCE OF ANY DEADLINES FOR THE SUBMISSION OF

1 GRANT APPLICATIONS. THE BOARD SHALL GENERALLY AVOID USING  
2 SOLE-SOURCE CONTRACTS.

3 (e) TO SEEK, ACCEPT, AND EXPEND GIFTS, GRANTS, DONATIONS, OR  
4 OTHER PAYMENTS FROM PRIVATE OR PUBLIC SOURCES FOR THE PURPOSES  
5 OF THIS ARTICLE 7.5 SO LONG AS THE TOTAL AMOUNT OF ALL GRANTS  
6 FROM COLORADO STATE AND LOCAL GOVERNMENTS RECEIVED IN ANY  
7 STATE FISCAL YEAR IS LESS THAN TEN PERCENT OF THE ENTERPRISE'S  
8 TOTAL ANNUAL REVENUE FOR THE STATE FISCAL YEAR. THE ENTERPRISE  
9 SHALL TRANSMIT ANY MONEY RECEIVED THROUGH GIFTS, GRANTS,  
10 DONATIONS, OR OTHER PAYMENTS TO THE STATE TREASURER, WHO SHALL  
11 CREDIT THE MONEY TO THE FUND.

12 (f) TO PROVIDE SERVICES AS SET FORTH IN SUBSECTION (9) OF THIS  
13 SECTION;

14 (g) TO PUBLISH THE PROCESSES BY WHICH THE ENTERPRISE  
15 ACCEPTS APPLICATIONS, THE CRITERIA FOR EVALUATING APPLICATIONS,  
16 AND A LIST OF GRANTEEES OR PROGRAM PARTICIPANTS PURSUANT TO  
17 SUBSECTION (9) OF THIS SECTION;     

18 (h) TO PROMULGATE RULES FOR THE SOLE PURPOSE OF SETTING  
19 THE AMOUNTS OF THE CLEAN FLEET PER RIDE FEE AND THE CLEAN FLEET  
20 RETAIL DELIVERY FEE AT OR BELOW THE MAXIMUM AMOUNTS AUTHORIZED  
21 IN THIS SECTION; AND

22 (i) TO HAVE AND EXERCISE ALL RIGHTS AND POWERS NECESSARY  
23 OR INCIDENTAL TO OR IMPLIED FROM THE SPECIFIC POWERS AND DUTIES  
24 GRANTED BY THIS SECTION.

25 (7) (a) IN FURTHERANCE OF ITS BUSINESS PURPOSE, BEGINNING IN  
26 STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL IMPOSE A CLEAN  
27 FLEET PER RIDE FEE TO BE PAID BY A TRANSPORTATION NETWORK



1 COMPANY FOR EACH PREARRANGED RIDE REQUESTED AND ACCEPTED  
2 THROUGH THE COMPANY'S DIGITAL NETWORK. FOR THE PURPOSE OF  
3 MINIMIZING COMPLIANCE COSTS FOR TRANSPORTATION NETWORK  
4 COMPANIES AND ADMINISTRATIVE COSTS FOR THE STATE, THE  
5 DEPARTMENT OF REVENUE SHALL COLLECT THE CLEAN FLEET PER RIDE FEE  
6 ON BEHALF OF THE ENTERPRISE, AND A TRANSPORTATION NETWORK  
7 COMPANY SHALL PAY THE FEE TO THE DEPARTMENT OF REVENUE AS  
8 REQUIRED BY SECTION 40-10.1-607.5 (2). THE ENTERPRISE SHALL ENSURE  
9 THAT DURING THE FIRST TEN STATE FISCAL YEARS OF FEE COLLECTIONS,  
10 EXPENDITURES THAT SUPPORT TRANSPORTATION NETWORK COMPANY  
11 OPERATIONS EQUAL OR EXCEED CUMULATIVE CLEAN FLEET PER RIDE FEE  
12 REVENUE.

13 (b) FOR PREARRANGED RIDES REQUESTED AND ACCEPTED DURING  
14 STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL IMPOSE THE CLEAN  
15 FLEET PER RIDE FEE IN A MAXIMUM AMOUNT OF:

16 (I) THREE AND THREE-QUARTERS CENTS FOR EACH PREARRANGED  
17 RIDE THAT IS A CARSHARE RIDE OR FOR WHICH THE DRIVER TRANSPORTS  
18 THE RIDER IN A ZERO EMISSIONS MOTOR VEHICLE; AND

19 (II) SEVEN AND ONE-HALF CENTS FOR EVERY OTHER  
20 PREARRANGED RIDE.

21 (c) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (7)(c)(II)  
22 OF THIS SECTION, FOR PREARRANGED RIDES REQUESTED AND ACCEPTED  
23 DURING STATE FISCAL YEAR 2023-24 OR DURING ANY SUBSEQUENT STATE  
24 FISCAL YEAR, THE ENTERPRISE SHALL IMPOSE THE CLEAN FLEET PER RIDE  
25 FEE IN A MAXIMUM AMOUNT THAT IS THE APPLICABLE MAXIMUM AMOUNT  
26 FOR THE PRIOR STATE FISCAL YEAR ADJUSTED FOR INFLATION. THE  
27 ENTERPRISE SHALL NOTIFY THE DEPARTMENT OF REVENUE OF THE AMOUNT

1 OF THE CLEAN FLEET PER RIDE FEE TO BE COLLECTED FOR RIDES  
2 REQUESTED AND ACCEPTED DURING EACH STATE FISCAL YEAR NO LATER  
3 THAN MARCH 15 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL  
4 YEAR BEGINS AND THE DEPARTMENT OF REVENUE SHALL PUBLISH THE  
5 AMOUNT NO LATER THAN APRIL 15 OF THE CALENDAR YEAR IN WHICH THE  
6 STATE FISCAL YEAR BEGINS.

7 (II) THE ENTERPRISE IS AUTHORIZED TO ADJUST THE AMOUNT OF  
8 THE CLEAN FLEET PER RIDE FEE FOR PREARRANGED RIDES REQUESTED AND  
9 ACCEPTED DURING A STATE FISCAL YEAR ONLY IF THE RATE OF INFLATION  
10 IS POSITIVE AND CUMULATIVE INFLATION FROM THE TIME OF THE LAST  
11 ADJUSTMENT IN THE AMOUNT OF THE FEE, WHEN APPLIED TO THE SUM OF  
12 THE CURRENT CLEAN FLEET PER RIDE FEE AND THE CURRENT AIR  
13 POLLUTION MITIGATION PER RIDE FEE IMPOSED AS REQUIRED BY SECTION  
14 43-4-1303 (7) AND ROUNDED TO THE NEAREST WHOLE CENT, WILL RESULT  
15 IN AN INCREASE OF AT LEAST ONE WHOLE CENT IN THE TOTAL AMOUNT OF  
16 THE CLEAN FLEET PER RIDE FEE AND THE AIR POLLUTION MITIGATION PER  
17 RIDE FEE PAID BY A PERSON WHO REQUESTS AND ACCEPTS A PREARRANGED  
18 RIDE. THE AMOUNT OF CUMULATIVE INFLATION TO BE APPLIED TO THE SUM  
19 OF THE CURRENT CLEAN FLEET PER RIDE FEE AND THE CURRENT AIR  
20 POLLUTION MITIGATION PER RIDE FEE AND ROUNDED TO THE NEAREST  
21 WHOLE CENT IS THE LESSER OF ACTUAL CUMULATIVE INFLATION OR FIVE  
22 PERCENT.

23 (d) AS REQUIRED BY SECTION 40-10.1-607.5 (3)(a), THE  
24 DEPARTMENT OF REVENUE SHALL TRANSMIT ALL NET CLEAN FLEET PER  
25 RIDE FEE REVENUE COLLECTED TO THE STATE TREASURER, WHO SHALL  
26 CREDIT THE REVENUE TO THE FUND.

27 (8) (a) IN FURTHERANCE OF ITS BUSINESS PURPOSE, BEGINNING IN

1 STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL IMPOSE, AND THE  
2 DEPARTMENT OF REVENUE SHALL COLLECT ON BEHALF OF THE  
3 ENTERPRISE, A CLEAN FLEET RETAIL DELIVERY FEE ON EACH RETAIL  
4 DELIVERY. EACH RETAILER WHO MAKES A RETAIL DELIVERY SHALL ADD  
5 TO THE PRICE OF THE RETAIL DELIVERY, COLLECT FROM THE PURCHASER,  
6 AND PAY TO THE DEPARTMENT OF REVENUE AT THE TIME AND IN THE  
7 MANNER PRESCRIBED BY THE DEPARTMENT IN ACCORDANCE WITH SECTION  
8 43-4-218 (6) THE CLEAN FLEET RETAIL DELIVERY FEE. FOR THE PURPOSE  
9 OF MINIMIZING COMPLIANCE COSTS FOR RETAILERS AND ADMINISTRATIVE  
10 COSTS FOR THE STATE, THE DEPARTMENT OF REVENUE SHALL COLLECT  
11 AND ADMINISTER THE CLEAN FLEET RETAIL DELIVERY FEE ON BEHALF OF  
12 THE ENTERPRISE IN THE SAME MANNER IN WHICH IT COLLECTS AND  
13 ADMINISTERS THE RETAIL DELIVERY FEE IMPOSED BY SECTION 43-4-218  
14 (3).

15 (b) FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY  
16 PURCHASED DURING STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL  
17 IMPOSE THE CLEAN FLEET RETAIL DELIVERY FEE IN A MAXIMUM AMOUNT  
18 OF FIVE AND THREE-TENTHS CENTS.

19 (c) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (8)(c)(II)  
20 OF THIS SECTION, FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL  
21 PROPERTY PURCHASED DURING STATE FISCAL YEAR 2023-24 OR DURING  
22 ANY SUBSEQUENT STATE FISCAL YEAR, THE ENTERPRISE SHALL IMPOSE THE  
23 CLEAN FLEET RETAIL DELIVERY FEE IN A MAXIMUM AMOUNT THAT IS THE  
24 MAXIMUM AMOUNT FOR THE PRIOR STATE FISCAL YEAR ADJUSTED FOR  
25 INFLATION. THE ENTERPRISE SHALL NOTIFY THE DEPARTMENT OF REVENUE  
26 OF THE AMOUNT OF THE CLEAN FLEET RETAIL DELIVERY FEE TO BE  
27 COLLECTED FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY

1 PURCHASED DURING EACH STATE FISCAL YEAR NO LATER THAN MARCH 15  
2 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR BEGINS, AND  
3 THE DEPARTMENT OF REVENUE SHALL PUBLISH THE AMOUNT NO LATER  
4 THAN APRIL 15 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR  
5 BEGINS.

6 (II) THE ENTERPRISE IS AUTHORIZED TO ADJUST THE AMOUNT OF  
7 THE CLEAN FLEET RETAIL DELIVERY FEE FOR RETAIL DELIVERIES OF  
8 TANGIBLE PERSONAL PROPERTY PURCHASED DURING A STATE FISCAL YEAR  
9 ONLY IF THE DEPARTMENT OF REVENUE ADJUSTS THE AMOUNT OF THE  
10 RETAIL DELIVERY FEE IMPOSED BY SECTION 43-4-218 (3) FOR RETAIL  
11 DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED DURING THE  
12 STATE FISCAL YEAR.

13 (9) (a) IN FURTHERANCE OF ITS BUSINESS PURPOSE, AND SUBJECT  
14 TO THE REQUIREMENTS SET FORTH IN THIS SUBSECTION (9), THE  
15 ENTERPRISE IS AUTHORIZED TO INCENTIVIZE, SUPPORT, AND ACCELERATE  
16 THE ADOPTION OF ELECTRIC MOTOR VEHICLES IN MOTOR VEHICLE FLEETS.

17 (b) THE ENTERPRISE MAY PROVIDE FUNDING OR FINANCING  
18 THROUGH GRANT PROGRAMS, REBATE PROGRAMS, REVOLVING LOAN  
19 FUNDS, OR SUCH OTHER STRATEGIES AS THE BOARD FINDS EFFECTIVE:

20 (I) TO HELP PUBLIC AND PRIVATE OWNERS AND OPERATORS OF  
21 MOTOR VEHICLE FLEETS FINANCE ELECTRIC MOTOR VEHICLE ACQUISITIONS  
22 TO REDUCE THE UP-FRONT COSTS OF ACQUIRING ELECTRIC MOTOR  
23 VEHICLES AND, IF THE ENTERPRISE DETERMINES THAT ELECTRIC MOTOR  
24 VEHICLES ARE NOT YET PRACTICALLY AVAILABLE, TO HELP PUBLIC AND  
25 PRIVATE OWNERS FINANCE COMPRESSED NATURAL GAS MOTOR VEHICLE  
26 HEAVY DUTY TRUCK ACQUISITIONS IF AT LEAST NINETY PERCENT OF THE  
27 FUEL FOR THE TRUCKS WILL BE RECOVERED METHANE;

1 (II) TO ASSESS AND IMPLEMENT CLEANER MOBILE SOURCE  
2 TECHNOLOGY TO SUPPORT ELECTRIFICATION OF MOTOR VEHICLES AND  
3 ELECTRIC MOTOR VEHICLE FLEETS;

4 (III) TO COORDINATE ENGAGEMENT WITH PUBLIC ENTITIES AND  
5 OWNERS AND OPERATORS OF MOTOR VEHICLE FLEETS TO DEVELOP  
6 STRATEGIES FOR ELECTRIFYING MOTOR VEHICLE FLEETS AND OTHER NOT  
7 YET ELECTRIFIED FREIGHT TRANSPORTATION AND RETAIL DELIVERY  
8 OPERATIONS THAT CAN BE ELECTRIFIED;

9 (IV) TO RESEARCH AND ASSESS INNOVATIVE AND EMERGING  
10 MOTOR VEHICLE EMISSION STRATEGIES FOR MOTOR VEHICLES AND  
11 ENGINES AND MODERNIZE AND IMPROVE CURRENT TESTING, INSPECTION,  
12 AND READJUSTMENT SERVICES OFFERED BY THE DEPARTMENT;

13 (V) TO PROVIDE TRAINING AND DEVELOPMENT OF A CLEAN  
14 TRANSPORTATION WORKFORCE TO SUPPORT THE ADOPTION OF ELECTRIC  
15 MOTOR VEHICLES FOR USE IN MOTOR VEHICLE FLEETS;

16 (VI) TO RESEARCH AND DEVELOP STRATEGIES, BUSINESS PLANS,  
17 AND GUIDANCE TO SUPPORT THE CONSISTENT APPLICATION OF GRANTS  
18 AND OTHER ENTERPRISE BUSINESS SERVICES, INCLUDING REMEDIATION  
19 SERVICES;

20 (VII) TO PROVIDE OUTREACH, EDUCATION, OR TRAINING TO  
21 SUPPORT THE SUCCESSFUL APPLICATION AND PERFORMANCE BY ENTITIES  
22 RECEIVING FUNDS;

23 (VIII) TO PROVIDE OR SUPPORT THE DELIVERY OF COMPANION  
24 SERVICES SUCH AS FLEET MOTOR VEHICLE TESTING, INSPECTION, AND  
25 READJUSTMENT SERVICES;

26 (IX) TO REDUCE HEALTH DISPARITIES IN DISPROPORTIONATELY  
27 IMPACTED COMMUNITIES RESULTING FROM INCREASED EXPOSURE TO

1 MOTOR VEHICLE FLEET EMISSIONS:

2 (X) TO HELP COMPANIES THAT MAINTAIN MOTOR VEHICLE FLEETS  
3 AND RENT MOTOR VEHICLES IN THE FLEETS TO TRANSPORTATION NETWORK  
4 COMPANY DRIVERS FOR USE IN PROVIDING TRANSPORTATION NETWORK  
5 COMPANY SERVICES PURCHASE OR LEASE ELECTRIC MOTOR VEHICLES FOR  
6 THAT USE;

7 (XI) TO HELP TRANSPORTATION NETWORK COMPANIES PROVIDE  
8 INCENTIVES FOR TRANSPORTATION NETWORK COMPANY DRIVERS TO  
9 PROVIDE PREARRANGED RIDES IN ELECTRIC MOTOR VEHICLES; AND

10 (XII) TO PROVIDE ADDITIONAL REMEDIATION SERVICES TO FEE  
11 PAYERS AS MAY BE PROVIDED BY LAW INCLUDING BUT NOT LIMITED TO  
12 INCENTIVIZING THE USE OF CLEAN MOBILE EQUIPMENT, PROVIDE PLANNING  
13 SERVICES TO SUPPORT COMMUNITIES, INCLUDING BUT NOT LIMITED TO  
14 DISPROPORTIONATELY IMPACTED COMMUNITIES, OR PROVIDE SCRAPPAGE  
15 SERVICES.

16 (10) THE ENTERPRISE SHALL CONTRACT WITH THE AIR POLLUTION  
17 CONTROL DIVISION OF THE DEPARTMENT TO DEVELOP PROPOSED RULES  
18 FOR THE CONSIDERATION OF THE COMMISSION THAT WILL SUPPORT THE  
19 ENTERPRISE'S BUSINESS SERVICES, INCLUDING REMEDIATION SERVICES, IN  
20 A MANNER THAT MAINTAINS COMPLIANCE WITH THE FEDERAL AND STATE  
21 STATUTES, RULES, AND REGULATIONS GOVERNING AIR QUALITY. THE  
22 DIVISION SHALL COLLABORATE WITH THE COLORADO ENERGY OFFICE AND  
23 THE DEPARTMENT OF TRANSPORTATION WHEN DEVELOPING THE RULES.

24 (11) (a) TO ENSURE TRANSPARENCY AND ACCOUNTABILITY, THE  
25 ENTERPRISE SHALL:

26 (I) NO LATER THAN JUNE 1, 2022, PUBLISH AND POST ON ITS  
27 WEBSITE A TEN-YEAR PLAN THAT DETAILS HOW THE ENTERPRISE WILL

1 EXECUTE ITS BUSINESS PURPOSE DURING STATE FISCAL YEARS 2022-23  
2 THROUGH 2031-32 AND ESTIMATES THE AMOUNT OF FUNDING NEEDED TO  
3 IMPLEMENT THE PLAN. NO LATER THAN JANUARY 1, 2032, THE ENTERPRISE  
4 SHALL PUBLISH AND POST ON ITS WEBSITE A NEW TEN-YEAR PLAN FOR  
5 STATE FISCAL YEARS 2032-33 THROUGH 2041-42;

6 (II) CREATE, MAINTAIN, AND REGULARLY UPDATE ON ITS WEBSITE  
7 A PUBLIC ACCOUNTABILITY DASHBOARD THAT PROVIDES, AT A MINIMUM,  
8 ACCESSIBLE AND TRANSPARENT SUMMARY INFORMATION REGARDING THE  
9 IMPLEMENTATION OF ITS TEN-YEAR PLAN, THE FUNDING STATUS AND  
10 PROGRESS TOWARD COMPLETION OF EACH PROJECT THAT IT WHOLLY OR  
11 PARTLY FUNDS, AND ITS PER PROJECT AND TOTAL FUNDING AND  
12 EXPENDITURES;

13 (III) ENGAGE REGULARLY REGARDING ITS PROJECTS AND  
14 ACTIVITIES WITH THE PUBLIC, SPECIFICALLY REACHING OUT TO AND  
15 SEEKING INPUT FROM COMMUNITIES, INCLUDING BUT NOT LIMITED TO  
16 DISPROPORTIONATELY IMPACTED COMMUNITIES, AND INTEREST GROUPS  
17 THAT ARE LIKELY TO BE INTERESTED IN THE PROJECTS AND ACTIVITIES;  
18 AND

19 (IV) PREPARE AN ANNUAL REPORT REGARDING ITS ACTIVITIES AND  
20 FUNDING AND PRESENT THE REPORT TO THE TRANSPORTATION  
21 COMMISSION CREATED IN SECTION 43-1-106 (1) AND TO THE  
22 TRANSPORTATION AND LOCAL GOVERNMENT AND ENERGY AND  
23 ENVIRONMENT COMMITTEES OF THE HOUSE OF REPRESENTATIVES AND THE  
24 TRANSPORTATION AND ENERGY COMMITTEE OF THE SENATE, OR ANY  
25 SUCCESSOR COMMITTEES. THE ENTERPRISE SHALL ALSO POST THE ANNUAL  
26 REPORT ON ITS WEBSITE. NOTWITHSTANDING THE REQUIREMENT IN  
27 SECTION 24-1-136 (11)(a)(I), THE REQUIREMENT TO SUBMIT THE REPORT

1 REQUIRED IN THIS SUBSECTION (11)(a)(IV) TO THE SPECIFIED LEGISLATIVE  
2 COMMITTEES CONTINUES INDEFINITELY.

3 (b) THE ENTERPRISE IS SUBJECT TO THE OPEN MEETINGS  
4 PROVISIONS OF THE "COLORADO SUNSHINE ACT OF 1972", CONTAINED IN  
5 PART 4 OF ARTICLE 6 OF TITLE 24, AND THE "COLORADO OPEN RECORDS  
6 ACT", PART 2 OF ARTICLE 72 OF TITLE 24.

7 (c) FOR PURPOSES OF THE "COLORADO OPEN RECORDS ACT", PART  
8 2 OF ARTICLE 72 OF TITLE 24, AND EXCEPT AS MAY OTHERWISE BE  
9 PROVIDED BY FEDERAL LAW OR REGULATION OR STATE LAW, THE RECORDS  
10 OF THE ENTERPRISE ARE PUBLIC RECORDS, AS DEFINED IN SECTION  
11 24-72-202 (6), REGARDLESS OF WHETHER THE ENTERPRISE RECEIVES LESS  
12 THAN TEN PERCENT OF ITS TOTAL ANNUAL REVENUE IN GRANTS, AS  
13 DEFINED IN SECTION 24-77-102 (7), FROM ALL COLORADO STATE AND  
14 LOCAL GOVERNMENTS COMBINED.

15 (d) THE ENTERPRISE IS A PUBLIC ENTITY FOR PURPOSES OF PART 2  
16 OF ARTICLE 57 OF TITLE 11.

17 **SECTION 12.** In Colorado Revised Statutes, 39-21-102, **add** (7)  
18 as follows:

19 **39-21-102. Scope.** (7) THE PROVISIONS OF THIS ARTICLE 21 APPLY  
20 TO THE FEES IMPOSED PURSUANT TO PART 3 OF ARTICLE 38.5 OF TITLE 24,  
21 ARTICLE 7.5 OF TITLE 25, AND THE FEES COLLECTED PURSUANT TO SECTION  
22 40-10.1-607.5, BUT ONLY TO THE EXTENT THAT THE PROVISIONS OF THIS  
23 ARTICLE 21 ARE NOT INCONSISTENT WITH THE PROVISIONS OF PART 3 OF  
24 ARTICLE 38.5 OF TITLE 24, ARTICLE 7.5 OF TITLE 25, AND SECTION  
25 40-10.1-607.5.

26 **SECTION 13.** In Colorado Revised Statutes, 39-21-119.5,  
27 **amend** (2)(i), (2)(s), (2)(t), (4)(d), (4)(i), and (4)(j); and **add** (2)(u) and



1 (4)(k) as follows:

2 **39-21-119.5. Mandatory electronic filing of returns -**  
3 **mandatory electronic payment - penalty - waiver - definitions.**

4 (2) Except as provided in subsection (6) of this section, the executive  
5 director may, as specified in subsection (3) of this section, require the  
6 electronic filing of returns and require the payment of any tax or fee due  
7 by electronic funds transfer for the following:

8 (i) Any motor fuel tax OR FEE return required to be filed and  
9 payment required to be made pursuant to section 39-27-303;

10 (s) Any prepaid wireless 911 charge report required to be filed and  
11 payment required to be made pursuant to section 29-11-102.5 (3); ~~and~~

12 (t) Any prepaid wireless telecommunications relay service charge  
13 report required to be filed and payment required to be made pursuant to  
14 section 29-11-102.7 (3); AND

15 (u) ANY RETAIL DELIVERY FEE OR ENTERPRISE RETAIL DELIVERY  
16 FEES RETURN REQUIRED TO BE FILED PURSUANT TO SECTION 43-4-218 (6).

17 (4) Except as provided in subsection (6) of this section, on and  
18 after August 2, 2019, electronic filing of returns and the payment of any  
19 tax or fee by electronic funds transfer is required for the following:

20 (d) (I) Any gasoline or special fuel report required to be filed  
21 pursuant to section 39-27-105 and the payment required to be made  
22 pursuant to section 39-27-105.3;

23 (II) ANY ROAD USAGE FEE REPORT OR BRIDGE AND TUNNEL IMPACT  
24 FEE REPORT REQUIRED TO BE FILED WITH A GASOLINE OR SPECIAL FUEL  
25 REPORT PURSUANT TO SECTION 43-4-217 (7);

26 (i) Any tobacco products excise tax return required to be filed and  
27 payment required to be made pursuant to article 28.5 of THIS title 39; ~~and~~

1 (j) Any nicotine products tax return required to be filed and  
2 payment required to be paid pursuant to article 28.6 of this title 39; AND

3 (k) ANY CLEAN FLEET PER RIDE FEE AND AIR POLLUTION  
4 MITIGATION PER RIDE FEE RETURN REQUIRED TO BE FILED AND PAYMENT  
5 REQUIRED PURSUANT TO SECTION 40-10.1-607.5.

6 **SECTION 14.** In Colorado Revised Statutes, 39-26-102, **amend**  
7 (7)(a) introductory portion as follows:

8 **39-26-102. Definitions.** As used in this article 26, unless the  
9 context otherwise requires:

10 (7) (a) "Purchase price" means the price to the consumer,  
11 exclusive of any direct tax imposed by the federal government or by this  
12 ~~article~~ ARTICLE 26, EXCLUSIVE OF ANY RETAIL DELIVERY FEE AND  
13 ENTERPRISE RETAIL DELIVERY FEES IMPOSED OR COLLECTED AS SPECIFIED  
14 IN SECTION 43-4-218, and, in the case of all retail sales involving the  
15 exchange of property, also exclusive of the fair market value of the  
16 property exchanged at the time and place of the exchange, if:

17 **SECTION 15.** In Colorado Revised Statutes, 39-26-123, **repeal**  
18 (3.5) as follows:

19 **39-26-123. Receipts - disposition - transfers of general fund**  
20 **surplus - sales tax holding fund - creation - definitions.** (3.5) ~~For each~~  
21 ~~state fiscal year commencing on or after the first state fiscal year in which~~  
22 ~~an appropriation or transfer is permitted pursuant to section 24-75-219~~  
23 ~~(2)(d), C.R.S., the general assembly may appropriate or transfer, in its~~  
24 ~~sole discretion, moneys from the general fund to the sales and use tax~~  
25 ~~holding fund.~~

26 **SECTION 16.** In Colorado Revised Statutes, 39-27-301, **amend**  
27 (1), (4), and (6); and **add** (3.3) as follows:

1           **39-27-301. Definitions.** As used in this part 3, unless the context  
2 otherwise requires:

3           (1) "Agreement" means a motor fuel tax AND FEE agreement under  
4 this part 3.

5           (3.3) "FEE" MEANS THE ROAD USAGE FEE IMPOSED BY SECTION  
6 43-4-217 (3) AND (4) AND THE BRIDGE AND TUNNEL IMPACT FEE IMPOSED  
7 BY SECTION 43-4-805 (5)(g.5).

8           (4) "Licensee" means a motor carrier who has been issued a fuel  
9 tax license under a motor fuel tax AND FEE agreement.

10          (6) "Motor fuel" means all fuel subject to FEES AND SUBJECT TO  
11 tax under this ~~article~~ ARTICLE 27.

12          **SECTION 17.** In Colorado Revised Statutes, **amend** 39-27-302  
13 as follows:

14          **39-27-302. Agreements between jurisdictions.** The department  
15 may enter into a motor fuel tax AND FEE cooperative agreement with  
16 another jurisdiction or jurisdictions that provide for the administration,  
17 collection, and enforcement of each jurisdiction's motor fuel taxes AND  
18 FEES on motor fuel used by motor carriers. The agreement shall not  
19 contain any provision that exempts any motor vehicle, owner, or operator  
20 from complying with the laws, rules, and regulations pertaining to motor  
21 vehicle licensing, size, weight, load, or operation upon the public  
22 highways of this state.

23          **SECTION 18.** In Colorado Revised Statutes, 39-27-304, **amend**  
24 (1)(a), (1)(b), (1)(c), (1)(e), (1)(f), and (1)(g) as follows:

25          **39-27-304. Provisions of agreements.** (1) An agreement entered  
26 into under this part 3 may provide for:

27          (a) Defining the classes of motor vehicles upon which taxes AND

1 FEES are to be collected under the agreement;

2 (b) Establishing methods for base jurisdiction fuel tax licensing,  
3 license revocation, and tax AND FEE collection from motor carriers on  
4 behalf of the jurisdictions that are parties to the agreement;

5 (c) Establishing procedures for the granting of credits or refunds  
6 on the purchase of excess tax-paid AND FEE-PAID fuel;

7 (e) Establishing tax AND FEE reporting periods not to exceed one  
8 calendar quarter and TAX AND FEE report due dates not to exceed one  
9 calendar month after the close of the reporting period;

10 (f) Penalties and interest for filing of tax AND FEE reports after the  
11 due dates prescribed by the agreement;

12 (g) Establishing procedures for the forwarding of fuel taxes, FEES,  
13 penalties, and interest collected on behalf of another jurisdiction to such  
14 jurisdiction;

15 **SECTION 19.** In Colorado Revised Statutes, **amend** 39-27-305  
16 as follows:

17 **39-27-305. Credit for purchases.** Any licensee purchasing more  
18 tax-paid AND FEE-PAID motor fuel in this state than the licensee uses in  
19 this state during the course of a reporting period shall be permitted a  
20 credit against future tax AND FEE liability for the excess tax-paid AND  
21 FEE-PAID fuel purchased. Upon request, this credit may be refunded to the  
22 licensee by the department in accordance with the agreement.

23 **SECTION 20.** In Colorado Revised Statutes, 39-27-306, **amend**  
24 (1) as follows:

25 **39-27-306. Tax and fee collection.** (1) The agreement may  
26 require the department to perform audits of licensees or persons required  
27 to be licensed and who are based in this state to determine whether motor

1 fuel taxes AND FEES to be collected under the agreement have been  
2 reported properly and paid to each jurisdiction that is a party to the  
3 agreement. The agreement may authorize other jurisdictions to perform  
4 audits on licensees or persons required to be licensed and who are based  
5 in such other jurisdictions on behalf of the state of Colorado and forward  
6 the audit findings to the department. Such findings may be served upon  
7 the licensee or such other person in the same manner as audits performed  
8 by the department.

9 **SECTION 21.** In Colorado Revised Statutes, 39-27-310, **amend**  
10 (1) as follows:

11 **39-27-310. Construction of this part 3 - rules and regulations.**

12 (1) This part 3 shall be applied and construed to effectuate its general  
13 purpose to make uniform the law with respect to the subject of this part  
14 3 among jurisdictions enacting it for the purpose of participating in a  
15 multijurisdictional motor fuel tax AND FEE agreement.

16 **SECTION 22.** In Colorado Revised Statutes, **add** 40-10.1-118 as  
17 follows:

18 **40-10.1-118. Certificated taxi carrier parity report -**  
19 **recommendations - legislative declaration - repeal.** (1) THE GENERAL

20 ASSEMBLY HEREBY FINDS AND DECLARES THAT:

21 (a) WHEN THE GENERAL ASSEMBLY ENACTED SENATE BILL  
22 21-260, ENACTED IN 2021, IT ESTABLISHED A POLICY THAT A SUSTAINABLE  
23 TRANSPORTATION SYSTEM MUST BE FUNDED ADEQUATELY AND  
24 EQUITABLY WITH CONTRIBUTIONS FROM USERS THAT BEAR A REASONABLE  
25 RELATIONSHIP TO THEIR USE OF AND IMPACTS ON THE SYSTEM AND THE  
26 ENVIRONMENT AND THE COSTS INCURRED IN MITIGATING THOSE IMPACTS;

27 (b) AS A RESULT OF THE ENACTMENT OF SENATE BILL 21-260,

1 ENACTED IN 2021, ON AND AFTER JULY 1, 2022, TRANSPORTATION  
2 NETWORK COMPANIES WILL PAY PER RIDE FEES FOR EACH PREARRANGED  
3 RIDE REQUESTED AND ACCEPTED THROUGH THEIR DIGITAL NETWORKS, BUT  
4 CERTIFICATED TAXI CARRIERS WILL NOT BE REQUIRED TO PAY PER RIDE  
5 FEES; AND

6 (c) CONSISTENT WITH THE POLICY THAT THE TRANSPORTATION  
7 SYSTEM BE FUNDED ADEQUATELY AND EQUITABLY WITH CONTRIBUTIONS  
8 FROM USERS, IT IS NECESSARY AND APPROPRIATE TO ASSESS WHETHER  
9 THERE IS PARITY BETWEEN CERTIFICATED TAXI CARRIERS AND  
10 TRANSPORTATION NETWORK COMPANIES WITH RESPECT TO THEIR  
11 CONTRIBUTIONS TO THE FUNDING OF THE TRANSPORTATION SYSTEM.

12 (2) THE STAFF OF THE COMMISSION SHALL REPORT WHETHER,  
13 TAKING INTO ACCOUNT ANY RELEVANT DIFFERENCES IN THEIR BUSINESS  
14 MODELS, REGULATORY BURDENS, AND IMPACTS ON THE SUSTAINABILITY  
15 OF THE TRANSPORTATION SYSTEM, THERE IS PARITY BETWEEN  
16 AUTHORIZED TAXI CARRIERS AND TRANSPORTATION NETWORK COMPANIES  
17 WITH RESPECT TO THEIR CONTRIBUTIONS TO THE FUNDING OF THE  
18 TRANSPORTATION SYSTEM. THE STAFF OF THE COMMISSION SHALL REPORT  
19 ITS FINDINGS TO THE TRANSPORTATION LEGISLATION REVIEW COMMITTEE  
20 OF THE GENERAL ASSEMBLY CREATED IN SECTION 43-2-145 (1)(a) DURING  
21 THE 2023 LEGISLATIVE INTERIM.

22 (3) THIS SECTION IS REPEALED, EFFECTIVE JULY 1, 2024.

23 **SECTION 23.** In Colorado Revised Statutes, 40-10.1-605,  
24 **amend** (1)(d) as follows:

25 **40-10.1-605. Operational requirements.** (1) The following  
26 requirements apply to the provision of services:

27 (d) Before permitting a person to act as a driver on its digital

1 network, a transportation network company shall confirm that the person  
2 HAS SELF-CERTIFIED TO THE TRANSPORTATION NETWORK COMPANY  
3 THROUGH THE TRANSPORTATION NETWORK COMPANY'S ONLINE  
4 APPLICATION OR DIGITAL NETWORK THAT HE OR SHE IS PHYSICALLY AND  
5 MENTALLY FIT TO DRIVE, is at least twenty-one years of age and possesses:

- 6 (I) A valid driver's license;
- 7 (II) Proof of automobile insurance; AND
- 8 (III) Proof of a Colorado vehicle registration; and
- 9 (IV) ~~Within ninety days of June 5, 2014, and pursuant to~~  
10 ~~commission rules, proof that the person is medically fit to drive.~~

11 **SECTION 24.** In Colorado Revised Statutes, **amend** 40-10.1-607  
12 as follows:

13 **40-10.1-607. Fees - transportation network company fund -**  
14 **creation.** The commission shall transmit all fees PAYABLE TO AND  
15 collected BY THE COMMISSION pursuant to this part 6 to the state treasurer,  
16 who shall credit the fees to the transportation network company fund,  
17 which is hereby created in the state treasury. The ~~moneys~~ MONEY in the  
18 fund ~~are~~ IS continuously appropriated to the commission for the purposes  
19 set forth in this part 6. All interest earned from the DEPOSIT AND  
20 investment of ~~moneys~~ MONEY in the fund is credited to the fund. Any  
21 ~~moneys~~ MONEY not expended at the end of the fiscal year ~~remain~~  
22 REMAINS in the fund and ~~do~~ DOES not revert to the general fund or any  
23 other fund.

24 **SECTION 25.** In Colorado Revised Statutes, **add** 40-10.1-607.5  
25 as follows:

26 **40-10.1-607.5. Fees - enterprise per ride fees - collection -**  
27 **distribution of fee proceeds - rules - definitions.** (1) AS USED IN THIS

1 SECTION, UNLESS THE CONTEXT OTHERWISE REQUIRES:

2 (a) "AIR POLLUTION MITIGATION PER RIDE FEE" MEANS THE AIR  
3 POLLUTION MITIGATION PER RIDE FEE IMPOSED BY THE NONATTAINMENT  
4 AREA AIR POLLUTION MITIGATION ENTERPRISE AS REQUIRED BY SECTION  
5 43-4-1303 (7).

6 (b) "CARSHARE RIDE" MEANS A PREARRANGED RIDE FOR WHICH  
7 THE RIDER AGREES, AT THE TIME THE RIDER REQUESTS THE RIDE THROUGH  
8 A DIGITAL NETWORK, TO BE TRANSPORTED WITH ANOTHER RIDER WHO HAS  
9 SEPARATELY REQUESTED A PREARRANGED RIDE.

10 (c) "CLEAN FLEET PER RIDE FEE" MEANS THE CLEAN FLEET PER  
11 RIDE FEE IMPOSED BY THE CLEAN FLEET ENTERPRISE CREATED IN SECTION  
12 25-7.5-103 (1)(a) AS REQUIRED BY SECTION 25-7.5-103 (7).

13 (d) "ENTERPRISE PER RIDE FEES" MEANS THE CLEAN FLEET PER  
14 RIDE FEE AND THE AIR POLLUTION MITIGATION PER RIDE FEE.

15 (2) FOR PREARRANGED RIDES REQUESTED AND ACCEPTED DURING  
16 STATE FISCAL YEAR 2022-23 OR ANY SUBSEQUENT STATE FISCAL YEAR,  
17 EACH TRANSPORTATION NETWORK COMPANY SHALL PAY TO THE  
18 DEPARTMENT OF REVENUE, AT THE TIME AND IN THE MANNER PRESCRIBED  
19 BY THE DEPARTMENT, THE ENTERPRISE PER RIDE FEES, WHICH, FOR THE  
20 PURPOSE OF MINIMIZING COMPLIANCE COSTS FOR TRANSPORTATION  
21 NETWORK COMPANIES AND ADMINISTRATIVE COSTS FOR THE STATE, THE  
22 DEPARTMENT SHALL COLLECT ON BEHALF OF THE ENTERPRISES.

23 (3) THE DEPARTMENT OF REVENUE SHALL TRANSMIT ALL NET  
24 ENTERPRISE PER RIDE FEE REVENUE TO THE STATE TREASURER, WHO SHALL  
25 CREDIT THE NET REVENUE AS FOLLOWS:

26 (a) ALL NET CLEAN FLEET PER RIDE FEE REVENUE SHALL BE  
27 CREDITED TO THE CLEAN FLEET ENTERPRISE FUND CREATED IN SECTION



1 25-7.5-103 (5); AND

2 (b) ALL NET AIR POLLUTION MITIGATION PER RIDE FEE REVENUE  
3 SHALL BE CREDITED TO THE NONATTAINMENT AREA AIR POLLUTION  
4 MITIGATION ENTERPRISE FUND CREATED IN SECTION 43-4-1303 (5).

5 (4) WHEN COLLECTING THE ENTERPRISE PER RIDE FEES, THE  
6 DEPARTMENT OF REVENUE SHALL RETAIN AN AMOUNT THAT DOES NOT  
7 EXCEED THE TOTAL COST OF COLLECTING, ADMINISTERING, AND  
8 ENFORCING THE ENTERPRISE PER RIDE FEES AND SHALL TRANSMIT THE  
9 AMOUNT RETAINED TO THE STATE TREASURER, WHO SHALL CREDIT IT TO  
10 THE ENTERPRISE PER RIDE FEES FUND, WHICH IS HEREBY CREATED IN THE  
11 STATE TREASURY. ALL MONEY IN THE ENTERPRISE PER RIDE FEES FUND IS  
12 CONTINUOUSLY APPROPRIATED TO THE DEPARTMENT OF REVENUE TO  
13 DEFRAID THE COSTS INCURRED BY THE DEPARTMENT IN COLLECTING,  
14 ENFORCING, AND ADMINISTERING THE ENTERPRISE PER RIDE FEES.

15 (5) THE COLLECTION, ADMINISTRATION, AND ENFORCEMENT OF  
16 THE ENTERPRISE PER RIDE FEES COLLECTED AS REQUIRED BY SUBSECTION  
17 (2) OF THIS SECTION SHALL BE PERFORMED BY THE EXECUTIVE DIRECTOR  
18 OF THE DEPARTMENT OF REVENUE IN THE SAME MANNER AS THE  
19 COLLECTION, ADMINISTRATION, AND ENFORCEMENT OF STATE TAXES  
20 PURSUANT TO ARTICLE 21 OF TITLE 39. THE DEPARTMENT OF REVENUE  
21 MAY PROMULGATE RULES TO IMPLEMENT THIS SECTION.

22 **SECTION 26.** In Colorado Revised Statutes, 42-3-304, **amend**  
23 (25)(a) and (25)(b); and **add** (25)(a.5), (25)(a.6), (25)(a.7), (25)(a.8), and  
24 (25)(a.9) as follows:

25 **42-3-304. Registration fees - passenger and passenger-mile**  
26 **taxes - clean screen fund - rules - definitions.** (25) (a) In addition to  
27 any other fee imposed by this section, FOR REGISTRATION PERIODS

1 BEGINNING DURING STATE FISCAL YEARS PRIOR TO STATE FISCAL YEAR  
2 2022-23, each authorized agent shall annually collect a fee of fifty dollars  
3 at the time of registration on every ~~plug-in~~ electric motor vehicle. FOR  
4 REGISTRATION PERIODS BEGINNING DURING STATE FISCAL YEAR 2022-23  
5 OR DURING ANY SUBSEQUENT STATE FISCAL YEAR, EACH AUTHORIZED  
6 AGENT SHALL CONTINUE TO COLLECT THE FEE, AND THE AMOUNT OF THE  
7 FEE FOR REGISTRATION PERIODS BEGINNING DURING ANY GIVEN STATE  
8 FISCAL YEAR IS THE AMOUNT OF THE FEE COLLECTED FOR REGISTRATION  
9 PERIODS BEGINNING DURING THE PRIOR STATE FISCAL YEAR, ADJUSTED FOR  
10 INFLATION; EXCEPT THAT AN ADJUSTMENT SHALL BE MADE ONLY IF THE  
11 RATE OF INFLATION IS POSITIVE AND MUST BE THE LESSER OF THE ACTUAL  
12 RATE OF INFLATION OR FIVE PERCENT. THE DEPARTMENT OF REVENUE  
13 SHALL ANNUALLY CALCULATE THE INFLATION-ADJUSTED AMOUNT OF THE  
14 FEE FOR REGISTRATION PERIODS BEGINNING DURING EACH STATE FISCAL  
15 YEAR AND SHALL PUBLISH THE AMOUNT NO LATER THAN APRIL 15 OF THE  
16 CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR BEGINS. The  
17 authorized agent shall transmit the fee to the state treasurer, who shall  
18 credit thirty dollars, ADJUSTED FOR INFLATION, of each fee to the highway  
19 users tax fund created in section 43-4-201, and twenty dollars, ADJUSTED  
20 FOR INFLATION, of each fee to the electric vehicle grant fund created in  
21 section 24-38.5-103.

22 (a.5) (I) IN ADDITION TO ANY OTHER FEE IMPOSED BY THIS  
23 SECTION, INCLUDING THE FEE IMPOSED BY SUBSECTION (25)(a) OF THIS  
24 SECTION, FOR REGISTRATION PERIODS BEGINNING DURING STATE FISCAL  
25 YEAR 2022-23 OR DURING ANY SUBSEQUENT STATE FISCAL YEAR, EACH  
26 AUTHORIZED AGENT SHALL ANNUALLY COLLECT AN ELECTRIC MOTOR  
27 VEHICLE ROAD USAGE EQUALIZATION FEE AT THE TIME OF REGISTRATION

1 ON EVERY BATTERY ELECTRIC MOTOR VEHICLE AS SPECIFIED IN  
2 SUBSECTIONS (25)(a.5)(II) AND (25)(a.5)(III) OF THIS SECTION AND ON  
3 EVERY PLUG-IN HYBRID ELECTRIC MOTOR VEHICLE AS SPECIFIED IN  
4 SUBSECTIONS (25)(a.5)(IV) AND (25)(a.5)(V) OF THIS SECTION. THE  
5 AUTHORIZED AGENT SHALL TRANSMIT THE FEE TO THE STATE TREASURER,  
6 WHO SHALL CREDIT IT TO THE HIGHWAY USERS TAX FUND FOR ALLOCATION  
7 AND EXPENDITURE AS SPECIFIED IN SECTION 43-4-205 (6.8).

8 (II) FOR REGISTRATION PERIODS BEGINNING DURING STATE FISCAL  
9 YEARS 2022-23 THROUGH 2031-32, THE AMOUNT OF THE ELECTRIC MOTOR  
10 VEHICLE ROAD USAGE EQUALIZATION FEE FOR A BATTERY ELECTRIC  
11 MOTOR VEHICLE IS AS FOLLOWS:

| 12 | <b>FISCAL YEAR</b> | <b>FEE</b> |
|----|--------------------|------------|
| 13 | 2022-2023          | \$4        |
| 14 | 2023-2024          | \$8        |
| 15 | 2024-2025          | \$12       |
| 16 | 2025-2026          | \$16       |
| 17 | 2026-2027          | \$26       |
| 18 | 2027-2028          | \$36       |
| 19 | 2028-2029          | \$51       |
| 20 | 2029-2030          | \$66       |
| 21 | 2030-2031          | \$81       |
| 22 | 2031-2032          | \$96       |

23 (III) FOR REGISTRATION PERIODS BEGINNING DURING STATE FISCAL  
24 YEAR 2032-33 OR DURING ANY SUBSEQUENT STATE FISCAL YEAR, THE  
25 AMOUNT OF THE ELECTRIC MOTOR VEHICLE ROAD USAGE EQUALIZATION  
26 FEE FOR A BATTERY ELECTRIC MOTOR VEHICLE IS THE AMOUNT OF THE FEE  
27 FOR REGISTRATION PERIODS BEGINNING DURING THE PRIOR STATE FISCAL

1 YEAR, ADJUSTED FOR INFLATION; EXCEPT THAT AN ADJUSTMENT SHALL BE  
2 MADE ONLY IF THE RATE OF INFLATION IS POSITIVE AND MUST BE THE  
3 LESSER OF THE ACTUAL RATE OF INFLATION OR FIVE PERCENT. THE  
4 DEPARTMENT OF REVENUE SHALL ANNUALLY CALCULATE THE INFLATION  
5 ADJUSTED AMOUNT OF THE ELECTRIC MOTOR VEHICLE ROAD USAGE  
6 EQUALIZATION FEE FOR A BATTERY ELECTRIC MOTOR VEHICLE FOR  
7 REGISTRATION PERIODS BEGINNING DURING EACH STATE FISCAL YEAR AND  
8 SHALL NOTIFY AUTHORIZED AGENTS OF THE AMOUNT NO LATER THAN THE  
9 MAY 1 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR BEGINS.

10 (IV) FOR REGISTRATION PERIODS BEGINNING DURING STATE FISCAL  
11 YEARS 2022-23 THROUGH 2031-32, THE AMOUNT OF THE ELECTRIC MOTOR  
12 VEHICLE ROAD USAGE EQUALIZATION FEE FOR A PLUG-IN HYBRID ELECTRIC  
13 MOTOR VEHICLE IS:

| 14 | FISCAL YEAR | FEE  |
|----|-------------|------|
| 15 | 2022-2023   | \$3  |
| 16 | 2023-2024   | \$5  |
| 17 | 2024-2025   | \$8  |
| 18 | 2025-2026   | \$11 |
| 19 | 2026-2027   | \$13 |
| 20 | 2027-2028   | \$16 |
| 21 | 2028-2029   | \$19 |
| 22 | 2029-2030   | \$21 |
| 23 | 2030-2031   | \$24 |
| 24 | 2031-2032   | \$27 |

25 (V) FOR REGISTRATION PERIODS BEGINNING DURING STATE FISCAL  
26 YEAR 2032-33 OR DURING ANY SUBSEQUENT STATE FISCAL YEAR, THE  
27 AMOUNT OF THE ELECTRIC MOTOR VEHICLE ROAD USAGE EQUALIZATION

1 FEE FOR A PLUG-IN HYBRID ELECTRIC MOTOR VEHICLE IS THE AMOUNT OF  
2 THE FEE FOR REGISTRATION PERIODS COMMENCING DURING THE PRIOR  
3 STATE FISCAL YEAR, ADJUSTED FOR INFLATION; EXCEPT THAT AN  
4 ADJUSTMENT SHALL BE MADE ONLY IF THE RATE OF INFLATION IS POSITIVE  
5 AND THE ADJUSTMENT MUST BE THE LESSER OF THE ACTUAL RATE OF  
6 INFLATION OR FIVE PERCENT. THE DEPARTMENT OF REVENUE SHALL  
7 CALCULATE THE INFLATION ADJUSTED AMOUNT OF THE ELECTRIC MOTOR  
8 VEHICLE ROAD USAGE EQUALIZATION FEE FOR A PLUG-IN HYBRID ELECTRIC  
9 MOTOR VEHICLE FOR REGISTRATION PERIODS BEGINNING DURING EACH  
10 STATE FISCAL YEAR AND SHALL NOTIFY AUTHORIZED AGENTS OF THE  
11 AMOUNT NO LATER THAN THE MAY 1 OF THE CALENDAR YEAR IN WHICH  
12 THE STATE FISCAL YEAR BEGINS.

13 (a.6) BECAUSE THE ELECTRIC MOTOR VEHICLE FEE IMPOSED  
14 PURSUANT TO SUBSECTION (25)(a) OF THIS SECTION AND THE ELECTRIC  
15 MOTOR VEHICLE ROAD USAGE EQUALIZATION FEE IMPOSED PURSUANT TO  
16 SUBSECTION (25)(a.5) OF THIS SECTION ARE INTENDED TO EQUALIZE THE  
17 AVERAGE AGGREGATE AMOUNT OF REGISTRATION FEES AND MOTOR FUEL  
18 CHARGES ANNUALLY PAID BY OWNERS OF ELECTRIC MOTOR VEHICLES AND  
19 OWNERS OF MOTOR VEHICLES POWERED EXCLUSIVELY BY INTERNAL  
20 COMBUSTION ENGINES, AND BECAUSE MOTOR FUEL CHARGES ARE PAID  
21 THROUGHOUT THE YEAR RATHER THAN AT THE TIME OF ANNUAL MOTOR  
22 VEHICLE REGISTRATION, THE DEPARTMENT SHALL IMPLEMENT A PILOT  
23 PROGRAM TO ALLOW FEES IMPOSED PURSUANT TO THIS SUBSECTION (25)  
24 TO BE PAID ON AN AUTOMATED PRORATED QUARTERLY BASIS. AFTER  
25 EVALUATING THE SUCCESS OF THE PILOT PROGRAM AFTER THE SECOND  
26 YEAR OF IMPLEMENTATION, THE DEPARTMENT SHALL MAKE THE PILOT  
27 PROGRAM PERMANENT UNLESS THERE IS COMPELLING EVIDENCE THAT THE

1 PILOT PROGRAM HAS NOT BEEN SUCCESSFUL. THE DEPARTMENT MAY  
2 PROMULGATE RULES TO IMPLEMENT THIS SUBSECTION (25)(a.6).

3 (a.7) (I) IN LIEU OF ANY OTHER FEE IMPOSED BY THIS SUBSECTION  
4 (25), FOR REGISTRATION PERIODS BEGINNING DURING STATE FISCAL YEAR  
5 2022-23 OR DURING ANY SUBSEQUENT STATE FISCAL YEAR, EACH  
6 AUTHORIZED AGENT SHALL ANNUALLY COLLECT A COMMERCIAL ELECTRIC  
7 MOTOR VEHICLE ROAD USAGE EQUALIZATION FEE IN THE AMOUNT  
8 SPECIFIED IN SUBSECTION (25)(a.7)(II) OR (25)(a.7)(III) OF THIS SECTION.  
9 THE AUTHORIZED AGENT SHALL TRANSMIT THE FEE TO THE STATE  
10 TREASURER, WHO SHALL CREDIT IT AS SPECIFIED IN SUBSECTION  
11 (25)(a.7)(IV) OF THIS SECTION.

12 (II) FOR REGISTRATION PERIODS BEGINNING DURING STATE FISCAL  
13 YEAR 2022-23, THE AMOUNT OF THE COMMERCIAL ELECTRIC MOTOR  
14 VEHICLE ROAD USAGE EQUALIZATION FEE IS:

15 (A) FIFTY DOLLARS FOR AN COMMERCIAL ELECTRIC MOTOR  
16 VEHICLE THAT WEIGHS MORE THAN TEN THOUSAND POUNDS BUT NOT  
17 MORE THAN SIXTEEN THOUSAND POUNDS;

18 (B) ONE HUNDRED DOLLARS FOR A COMMERCIAL ELECTRIC MOTOR  
19 VEHICLE THAT WEIGHS MORE THAN SIXTEEN THOUSAND POUNDS BUT NOT  
20 MORE THAT TWENTY-SIX THOUSAND POUNDS; AND

21 (C) ONE HUNDRED FIFTY DOLLARS FOR A COMMERCIAL ELECTRIC  
22 MOTOR VEHICLE THAT WEIGHS MORE THAN TWENTY-SIX THOUSAND  
23 POUNDS.

24 (III) FOR REGISTRATION PERIODS BEGINNING DURING STATE FISCAL  
25 YEAR 2023-24 OR DURING ANY SUBSEQUENT STATE FISCAL YEAR, THE  
26 AMOUNT OF THE COMMERCIAL ELECTRIC MOTOR VEHICLE ROAD USAGE  
27 EQUALIZATION FEE IS THE AMOUNT OF THE FEE FOR REGISTRATION PERIODS

1 COMMENCING DURING THE PRIOR STATE FISCAL YEAR, ADJUSTED FOR  
2 INFLATION; EXCEPT THAT AN ADJUSTMENT SHALL BE MADE ONLY IF THE  
3 RATE OF INFLATION IS POSITIVE AND THE ADJUSTMENT MUST BE THE  
4 LESSER OF THE ACTUAL RATE OF INFLATION OR FIVE PERCENT. THE  
5 DEPARTMENT OF REVENUE SHALL CALCULATE THE INFLATION ADJUSTED  
6 AMOUNT OF THE COMMERCIAL ELECTRIC MOTOR VEHICLE ROAD USAGE  
7 EQUALIZATION FEE FOR A COMMERCIAL ELECTRIC MOTOR VEHICLE FOR  
8 REGISTRATION PERIODS BEGINNING DURING EACH STATE FISCAL YEAR AND  
9 SHALL NOTIFY AUTHORIZED AGENTS OF THE AMOUNT NO LATER THAN THE  
10 MAY 1 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR BEGINS.

11 (IV) THE STATE TREASURER SHALL CREDIT FEE REVENUE  
12 COLLECTED PURSUANT SUBSECTIONS (25)(a.7)(II) AND (25)(a.7)(III) AS  
13 FOLLOWS:

14 (A) SEVENTY PERCENT TO THE HIGHWAY USERS TAX FUND FOR  
15 ALLOCATION AND EXPENDITURE AS SPECIFIED IN SECTION 43-4-205 (6.8);  
16 AND

17 (B) THIRTY PERCENT TO THE STATE HIGHWAY FUND CREATED IN  
18 SECTION 43-1-219 FOR THE PURPOSE OF FUNDING FREIGHT-RELATED  
19 PROJECTS THAT EASE EFFECTIVE, EFFICIENT, AND SAFE FREIGHT  
20 TRANSPORT.

21 (a.8) DURING THE 2026 LEGISLATIVE INTERIM, THE COLORADO  
22 ENERGY OFFICE, THE DEPARTMENT OF TRANSPORTATION, AND THE  
23 DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT, AFTER CONSULTING  
24 WITH THE COMMUNITY ACCESS ENTERPRISE CREATED IN SECTION  
25 24-38.5-303 (1), THE CLEAN FLEET ENTERPRISE CREATED IN SECTION  
26 25-7.5-103 (1)(a), THE CLEAN TRANSIT ENTERPRISE CREATED IN SECTION  
27 43-4-1203 (1)(a), AND THE NONATTAINMENT AREA AIR POLLUTION

1 MITIGATION ENTERPRISE CREATED IN SECTION 43-4-1303 (1)(a), SHALL  
2 JOINTLY COMPLETE A WRITTEN REPORT AND PRESENT THE REPORT AT A  
3 HEARING OF THE TRANSPORTATION LEGISLATION REVIEW COMMITTEE  
4 CREATED IN SECTION 43-2-145 (1)(a). THE REPORT SHALL DETAIL  
5 PROGRESS ON ALL PROJECTS COMPLETED OR UNDERTAKEN USING FUNDING  
6 PROVIDED PURSUANT TO SENATE BILL 21-260, ENACTED IN 2021, IDENTIFY  
7 OTHER PROJECTS EXPECTED TO BE COMPLETED IN THE NEXT FIVE YEARS,  
8 SPECIFICALLY DOCUMENT THE USE OF GENERAL FUND MONEY PROVIDED  
9 PURSUANT TO SENATE BILL 21-260, ENACTED IN 2021, AND MAKE  
10 RECOMMENDATIONS AS TO WHETHER ADDITIONAL GENERAL FUND MONEY  
11 SHOULD BE PROVIDED FOR SIMILAR USES IN LIGHT OF CURRENT ECONOMIC  
12 CONDITIONS, INFLATION, AND OTHER PROJECT COMPLETION COST FACTORS,  
13 AND AVAILABLE STATE REVENUE. THE REPORT SHALL ALSO INCLUDE THE  
14 JOINT RECOMMENDATIONS OF THE OFFICE AND THE DEPARTMENTS AS TO  
15 WHETHER, BEGINNING IN STATE FISCAL YEAR 2027-28 OR A LATER STATE  
16 FISCAL YEAR, THE AMOUNT OF ANY OR ALL OF THE FEES IMPOSED BY THIS  
17 SUBSECTION (25) SHOULD BE ADJUSTED OR, DUE TO INCREASED USE OF  
18 SUCH MOTOR VEHICLES, FEES SHOULD ALSO BE IMPOSED ON HYDROGEN  
19 FUEL CELL MOTOR VEHICLES THAT ARE POWERED BY ELECTRICITY  
20 PRODUCED FROM A FUEL CELL THAT USES HYDROGEN GAS AS FUEL TO  
21 ENSURE THAT THE GOAL OF EQUALIZING THE AVERAGE AGGREGATE  
22 AMOUNT OF REGISTRATION FEES AND MOTOR FUEL CHARGES ANNUALLY  
23 PAID BY OWNERS OF ELECTRIC MOTOR VEHICLES AND OWNERS OF MOTOR  
24 VEHICLES POWERED EXCLUSIVELY BY INTERNAL COMBUSTION ENGINES  
25 CONTINUES TO BE REALIZED. WHEN DEVELOPING THEIR  
26 RECOMMENDATIONS REGARDING THE FEES, THE OFFICE AND THE  
27 DEPARTMENTS SHALL TAKE INTO ACCOUNT, AT A MINIMUM, THE MOST



1 RECENT AVAILABLE RELIABLE DATA ON CURRENT AVERAGE FUEL  
2 EFFICIENCY AND CURRENT FUEL EFFICIENCY FOR THE MOST  
3 FUEL-EFFICIENT MOTOR VEHICLES FOR THE COLORADO LIGHT-DUTY AND  
4 COMMERCIAL MOTOR VEHICLE FLEETS OR, IF COLORADO DATA IS NOT  
5 AVAILABLE, THE UNITED STATES LIGHT-DUTY AND COMMERCIAL MOTOR  
6 VEHICLE FLEETS, AND THE MOST RECENT AVAILABLE RELIABLE  
7 PROJECTIONS OF FUTURE AVERAGE FUEL EFFICIENCY AND FUTURE FUEL  
8 EFFICIENCY FOR THE MOST FUEL-EFFICIENT MOTOR VEHICLES FOR THE  
9 COLORADO LIGHT-DUTY AND COMMERCIAL MOTOR VEHICLE FLEETS OR, IF  
10 COLORADO DATA IS NOT AVAILABLE, FOR THE UNITED STATES  
11 LIGHT-DUTY AND COMMERCIAL MOTOR VEHICLE FLEETS. TO THE EXTENT  
12 FEASIBLE BASED ON THE DATA AVAILABLE, ANALYSIS OF COMMERCIAL  
13 MOTOR VEHICLE FLEET DATA SHALL ACCOUNT SEPARATELY FOR  
14 DIFFERENT CATEGORIES OR WEIGHT CLASSES OF COMMERCIAL MOTOR  
15 VEHICLES.

16 (a.9) AS USED IN THIS SUBSECTION (25), UNLESS THE CONTEXT  
17 OTHERWISE REQUIRES:

18 (I) "BATTERY ELECTRIC MOTOR VEHICLE" MEANS A MOTOR  
19 VEHICLE THAT IS POWERED EXCLUSIVELY BY A RECHARGEABLE BATTERY  
20 PACK THAT CAN BE RECHARGED BY BEING PLUGGED INTO AN EXTERNAL  
21 SOURCE OF ELECTRICITY AND THAT HAS NO SECONDARY SOURCE OF  
22 PROPULSION.

23 (II) "COMMERCIAL ELECTRIC MOTOR VEHICLE" MEANS AN  
24 ELECTRIC MOTOR VEHICLE THAT IS A COMMERCIAL VEHICLE.

25 (III) "ELECTRIC MOTOR VEHICLE" MEANS A BATTERY ELECTRIC  
26 MOTOR VEHICLE AND A PLUG-IN HYBRID ELECTRIC MOTOR VEHICLE.

27 (IV) "INFLATION" MEANS THE AVERAGE ANNUAL PERCENTAGE

1 CHANGE IN THE UNITED STATES DEPARTMENT OF TRANSPORTATION,  
2 FEDERAL HIGHWAY ADMINISTRATION, NATIONAL HIGHWAY CONSTRUCTION  
3 COST INDEX OR ITS APPLICABLE PREDECESSOR OR SUCCESSOR INDEX FOR  
4 THE FIVE-YEAR PERIOD ENDING ON THE LAST DECEMBER 31 BEFORE A  
5 STATE FISCAL YEAR FOR WHICH AN ANNUAL INFLATION ADJUSTMENT TO  
6 THE AMOUNT OF ANY FEE IMPOSED PURSUANT TO THIS SUBSECTION (25) IS  
7 TO BE MADE BEGINS.

8 (V) "PLUG-IN HYBRID ELECTRIC MOTOR VEHICLE" MEANS A MOTOR  
9 VEHICLE THAT IS POWERED BY BOTH A RECHARGEABLE BATTERY PACK  
10 THAT CAN BE RECHARGED BY BEING PLUGGED INTO AN EXTERNAL SOURCE  
11 OF ELECTRICITY AND A SECONDARY SOURCE OF PROPULSION SUCH AS AN  
12 INTERNAL COMBUSTION ENGINE.

13 (b) The department of revenue shall create an electric vehicle  
14 decal, which an authorized agent shall give to each person who pays the  
15 fee FEES charged under ~~subsection (25)(a)~~ SUBSECTIONS (25)(a), (25)(a.5),  
16 AND (25)(a.7) of this section. The decal must be attached to the upper  
17 right-hand corner of the front windshield on the motor vehicle for which  
18 it was issued. If there is a change of vehicle ownership, the decal is  
19 transferable to the new owner.

20 SECTION 27. In Colorado Revised Statutes, 42-4-307, add (16)  
21 as follows:

22 42-4-307. Powers and duties of the department of public  
23 health and environment - division of administration - automobile  
24 inspection and readjustment program - basic emissions program -  
25 enhanced emissions program - clean screen program. (16) PRIOR TO  
26 JULY 1, 2022, THE DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT  
27 SHALL SEEK APPROVAL FROM THE ENVIRONMENTAL PROTECTION AGENCY

1 TO MODIFY THE STATE IMPLEMENTATION PLAN TO EXPAND THE TESTING  
2 EXEMPTION FOR NEW VEHICLES TO TEN MODEL YEARS. IF THE  
3 ENVIRONMENTAL PROTECTION AGENCY APPROVES THE REQUEST, THE  
4 COMMISSION SHALL ADOPT A RULE EXPANDING THE TESTING EXEMPTION  
5 FOR NEW VEHICLES TO TEN MODEL YEARS WITHIN TWELVE MONTHS  
6 FOLLOWING THE APPROVAL. IN ADDITION, THE DEPARTMENT OF PUBLIC  
7 HEALTH AND ENVIRONMENT SHALL SEEK APPROVAL FROM THE  
8 ENVIRONMENTAL PROTECTION AGENCY TO EXPAND THE TESTING  
9 EXEMPTION FOR PLUG-IN HYBRID ELECTRIC MOTOR VEHICLES TO TWELVE  
10 MODEL YEARS.

11 **SECTION 28.** In Colorado Revised Statutes, 43-1-117, **add** (4)  
12 as follows:

13 **43-1-117. Transportation development division - created -**  
14 **duties - freight mobility and safety branch.** (4) THE FREIGHT MOBILITY  
15 AND SAFETY BRANCH IS CREATED IN THE TRANSPORTATION DEVELOPMENT  
16 DIVISION. THE FUNCTION OF THE FREIGHT MOBILITY AND SAFETY BRANCH  
17 IS TO PLAN, DESIGN, AND IMPLEMENT PROGRAMS AND PROJECTS THAT  
18 ENHANCE FREIGHT MOBILITY AND SAFETY WITHIN THE STATE. NO LATER  
19 THAN JANUARY 1, 2022, THE FREIGHT MOBILITY AND SAFETY BRANCH  
20 SHALL PROVIDE TO THE COMMISSION A LONG-TERM STRATEGIC PLAN THAT  
21 SETS FORTH THE VISION AND GOALS FOR THE BRANCH, KEY PRIORITIES FOR  
22 ALL FREIGHT-RELATED PROGRAMS, ACTIVITIES, AND PROJECTS, AND  
23 GUIDELINES FOR COORDINATION BETWEEN THE BRANCH AND THE FREIGHT  
24 ADVISORY COMMITTEE.

25 **SECTION 29.** In Colorado Revised Statutes, **add** 43-1-128,  
26 43-1-129, and 43-1-130 as follows:

27 **43-1-128. Environmental impacts of capacity projects -**

1 **additional requirements - legislative declaration - definitions.** (1) THE  
2 GENERAL ASSEMBLY HEREBY FINDS AND DECLARES THAT:

3 (a) TRANSPORTATION CAPACITY PROJECTS THAT ARE INTENDED TO  
4 ALLEVIATE TRAFFIC CONGESTION, ADDRESS MOBILITY, AND IMPROVE  
5 TRAVEL TIME RELIABILITY BY INCREASING THE CAPACITY OF HIGHWAYS IN  
6 MAJOR TRANSPORTATION CORRIDORS CAN CAUSE ADVERSE  
7 ENVIRONMENTAL IMPACTS, INCLUDING BUT NOT LIMITED TO INCREMENTAL  
8 ACCELERATION OF CLIMATE CHANGE, AND ADVERSE HEALTH IMPACTS;

9 (b) THESE IMPACTS FALL MOST HEAVILY ON COMMUNITIES  
10 ADJACENT TO PROJECTS, INCLUDING DISPROPORTIONATELY IMPACTED  
11 COMMUNITIES;

12 (c) TO MINIMIZE THE ADVERSE ENVIRONMENTAL AND HEALTH  
13 IMPACTS OF PLANNED TRANSPORTATION CAPACITY PROJECTS AND  
14 ADDRESS INEQUITABLE DISTRIBUTION OF THE BURDENS OF SUCH PROJECTS,  
15 IT IS NECESSARY, APPROPRIATE, AND IN THE BEST INTERESTS OF THE STATE  
16 AND ALL COLORADANS TO REQUIRE THE DEPARTMENT AND  
17 METROPOLITAN PLANNING ORGANIZATIONS, WHICH ARE THE STATE'S  
18 PRIMARY TRANSPORTATION PLANNING ENTITIES WITH RESPONSIBILITY FOR  
19 SELECTING AND FUNDING TRANSPORTATION CAPACITY PROJECTS, TO  
20 ENGAGE IN AN ENHANCED LEVEL OF PLANNING, MODELING AND OTHER  
21 ANALYSIS, COMMUNITY ENGAGEMENT, AND MONITORING WITH RESPECT  
22 TO SUCH PROJECTS AS REQUIRED BY THIS SECTION; AND

23 (d) THE REQUIREMENTS OF THIS SECTION ARE IN ADDITION TO AND  
24 SHALL TO THE EXTENT PRACTICABLE BE EXECUTED CONCURRENTLY WITH,  
25 AND DO NOT SUPPLANT, ANY OTHER REQUIREMENTS OR PROCESSES,  
26 INCLUDING FEDERAL SAFETY AND STATE OF GOOD REPAIR REQUIREMENTS,  
27 FOR TRANSPORTATION PLANNING, PROJECT PRIORITIZATION, PUBLIC

1 OUTREACH, PROJECT IMPLEMENTATION, OR TRANSPARENCY AND  
2 ACCOUNTABILITY THAT ARE ESTABLISHED BY LAW, RULE, OR COMMISSION  
3 OR DEPARTMENT POLICY.

4 (2) AS USED IN THIS SECTION, UNLESS THE CONTEXT OTHERWISE  
5 REQUIRES:

6 (a) "AIR POLLUTANT" HAS THE SAME MEANING AS SET FORTH IN  
7 SECTION 25-7-103 (1.5).

8 (b) "CRITERIA POLLUTANT" MEANS CARBON MONOXIDE,  
9 GROUND-LEVEL OZONE, LEAD, NITROGEN DIOXIDE, PARTICULATE MATTER,  
10 AND SULFUR DIOXIDE.

11 (c) (I) "DISPROPORTIONATELY IMPACTED COMMUNITY" MEANS A  
12 COMMUNITY THAT IS IN A CENSUS BLOCK GROUP, AS DETERMINED IN  
13 ACCORDANCE WITH THE MOST RECENT UNITED STATES DECENNIAL  
14 CENSUS, WHERE THE PROPORTION OF HOUSEHOLDS THAT ARE LOW INCOME  
15 IS GREATER THAN FORTY PERCENT, THE PROPORTION OF HOUSEHOLDS  
16 THAT IDENTIFY AS MINORITY IS GREATER THAN FORTY PERCENT, OR THE  
17 PROPORTION OF HOUSEHOLDS THAT ARE HOUSING COST-BURDENED IS  
18 GREATER THAN FORTY PERCENT.

19 (II) AS USED IN THIS SUBSECTION (2)(c):

20 (A) "COST-BURDENED" MEANS A HOUSEHOLD THAT SPENDS MORE  
21 THAN THIRTY PERCENT OF ITS INCOME ON HOUSING.

22 (B) "LOW INCOME" MEANS THE MEDIAN HOUSEHOLD INCOME IS  
23 LESS THAN OR EQUAL TO TWO HUNDRED PERCENT OF THE FEDERAL  
24 POVERTY GUIDELINE.

25 (d) "GREENHOUSE GAS POLLUTANTS" MEANS ANTHROPOGENIC  
26 EMISSIONS OF CARBON DIOXIDE, METHANE, NITROUS OXIDE,  
27 HYDROFLUOROCARBONS, PERFLUOROCARBONS, NITROGEN TRIFLUORIDE,

1 AND SULFUR HEXAFLUORIDE.

2 (e) "STATEWIDE GREENHOUSE GAS POLLUTION" HAS THE SAME  
3 MEANING AS SET FORTH IN SECTION 25-7-103 (22.5).

4 (3) EFFECTIVE AS OF JULY 1, 2022, THE DEPARTMENT SHALL  
5 ESTABLISH AND PROPOSE TO THE COMMISSION FOR ITS REVIEW  
6 IMPLEMENTING PROCEDURES AND GUIDELINES THAT REQUIRE THE  
7 DEPARTMENT AND METROPOLITAN PLANNING ORGANIZATIONS TO TAKE  
8 ADDITIONAL STEPS IN THE PLANNING PROCESS FOR REGIONALLY  
9 SIGNIFICANT TRANSPORTATION CAPACITY PROJECTS TO ACCOUNT FOR THE  
10 IMPACTS ON THE AMOUNT OF STATEWIDE GREENHOUSE GAS POLLUTION  
11 AND STATEWIDE VEHICLE MILES TRAVELED THAT ARE EXPECTED TO  
12 RESULT FROM SUCH PROJECTS. SUCH GUIDELINES AND PROCEDURES SHALL  
13 APPLY TO ADOPTION OF THE NEXT TEN-YEAR PLAN AND SUBSEQUENT  
14 PLANNING CYCLES AND SHALL FULLY EVALUATE THE POTENTIAL  
15 ENVIRONMENTAL AND HEALTH IMPACTS ON DISPROPORTIONATELY  
16 IMPACTED COMMUNITIES. THE COMMISSION SHALL, WITH SUCH  
17 MODIFICATIONS AS THE COMMISSION MAY MAKE SUBJECT TO THE  
18 REQUIREMENTS OF THIS SECTION AND WITH OPPORTUNITIES FOR PUBLIC  
19 INVOLVEMENT, ADOPT THE PROCEDURES AND GUIDELINES. AT A MINIMUM,  
20 BOTH THE PROPOSED AND ADOPTED PROCEDURES AND GUIDELINES MUST  
21 REQUIRE THE DEPARTMENT AND METROPOLITAN PLANNING  
22 ORGANIZATIONS TO:

23 (a) IMPLEMENT RELEVANT RULES AND REGULATIONS ISSUED  
24 PURSUANT TO SECTION 25-7-105;

25 (b) OTHERWISE REDUCE GREENHOUSE GAS EMISSIONS TO HELP  
26 ACHIEVE THE STATEWIDE GREENHOUSE GAS POLLUTION REDUCTION  
27 TARGETS ESTABLISHED IN SECTION 25-7-102 (2)(g);

1 (c) MODIFY THEIR GUIDANCE DOCUMENTS TO ENSURE THAT AT  
2 LEAST THE SAME LEVEL OF ANALYTICAL SCRUTINY IS GIVEN TO  
3 GREENHOUSE GAS POLLUTANTS AS IS GIVEN TO OTHER AIR POLLUTANTS OF  
4 CONCERN IN THE STATE INCLUDING CONSIDERATION OF THE IMPACT ON  
5 EMISSIONS OF GREENHOUSE GAS POLLUTANTS OF INDUCED DEMAND  
6 RESULTING FROM REGIONALLY SIGNIFICANT TRANSPORTATION CAPACITY  
7 PROJECTS ALONGSIDE TRAFFIC MODELING; AND

8 (d) CONSIDER THE ROLE OF LAND USE IN THE TRANSPORTATION  
9 PLANNING PROCESS AND DEVELOP STRATEGIES TO ENCOURAGE LAND USE  
10 DECISIONS THAT REDUCE VEHICLE MILES TRAVELED AND GREENHOUSE GAS  
11 EMISSIONS.

12 (4) IF A PLANNED TRANSPORTATION CAPACITY PROJECT IS A  
13 REGIONALLY SIGNIFICANT PROJECT, AS DETERMINED BY THE DEPARTMENT  
14 WITH CONSIDERATION GIVEN TO FEDERAL LAW OR REGULATIONS THAT  
15 DEFINE OR DESCRIBE SUCH PROJECTS, THE DEPARTMENT SHALL, THROUGH  
16 ITS ENVIRONMENTAL STUDY PROCESS:

17 (a) USE ENVIRONMENTAL PROTECTION AGENCY APPROVED MODELS  
18 TO DETERMINE AIR POLLUTANT EMISSIONS IMPACTS FOR THE PLANNED  
19 PROJECT AND PROVIDE MONITORING AND MEASUREMENT OF CRITERIA  
20 POLLUTANTS PRIOR TO CONSTRUCTION;

21 (b) DEVELOP AND IMPLEMENT A PARTICULATE MATTER  
22 CONSTRUCTION PLAN TO PROVIDE CONTINUOUS MONITORING AND  
23 TRANSPARENT PUBLIC REPORTING OF CONCENTRATIONS, PUBLIC ALERTS  
24 ISSUED AS SOON AS POSSIBLE WHEN EXCEEDANCE EVENTS OCCUR, AND  
25 ACTION PLANS TO ADDRESS EMISSION LEVELS ON CONSTRUCTION PROJECTS  
26 PRIOR TO EXCEEDANCES WITH PARTICULAR FOCUS ON  
27 DISPROPORTIONATELY IMPACTED COMMUNITIES; AND

1           (c) DEVELOP AND IMPLEMENT A PLAN TO MITIGATE AIR QUALITY  
2 IMPACTS ON COMMUNITIES, INCLUDING BUT NOT LIMITED TO  
3 DISPROPORTIONATELY IMPACTED COMMUNITIES ADJACENT TO THE  
4 PROJECT, WITH PARTICULAR FOCUS WHERE FEASIBLE ON MITIGATION OF  
5 FINE PARTICULATE MATTER POLLUTION.

6           (5) WITH THE EXCEPTION OF THE INTERSTATE HIGHWAY 270  
7 CORRIDOR IMPROVEMENT PROJECT, THE REQUIREMENTS OF SUBSECTIONS  
8 (4)(a) AND (4)(c) OF THIS SECTION DO NOT APPLY TO ANY PROJECTS THAT  
9 HAVE, ON OR BEFORE JULY 1, 2022, A SIGNED RECORD OF DECISION,  
10 FINDING OF NO SIGNIFICANT IMPACT, OR CATEGORICAL EXCLUSIONS AS  
11 PROVIDED BY THE NATIONAL ENVIRONMENTAL POLICY ACT.

12           (6) TO PROMOTE TRANSPARENCY AND INCREASE BOTH PUBLIC  
13 PARTICIPATION AND PUBLIC CONFIDENCE IN REGIONALLY SIGNIFICANT  
14 TRANSPORTATION CAPACITY PROJECT SELECTION, PLANNING, AND  
15 IMPLEMENTATION IN COMMUNITIES, INCLUDING BUT NOT LIMITED TO  
16 DISPROPORTIONATELY IMPACTED COMMUNITIES, THE DEPARTMENT SHALL,  
17 WITH OPPORTUNITY FOR PUBLIC INPUT, REVIEW, UPDATE, AND IMPROVE AS  
18 NECESSARY ITS PUBLIC ENGAGEMENT PROGRAM FOR PLANNED  
19 TRANSPORTATION CAPACITY PROJECTS. IN DOING SO, THE DEPARTMENT  
20 SHALL CREATE DIVERSE AND IMPACTFUL WAYS TO GATHER INPUT FROM  
21 COMMUNITIES ACROSS THE STATE BY COMMUNICATING IN MULTIPLE  
22 LANGUAGES AND MULTIPLE FORMATS AND TRANSPARENTLY SHARING  
23 READILY UNDERSTANDABLE INFORMATION ABOUT POTENTIAL ADVERSE  
24 IMPACTS, INCLUDING BUT NOT LIMITED TO ENVIRONMENTAL AND HEALTH  
25 IMPACTS, OF POTENTIAL TRANSPORTATION CAPACITY PROJECTS.

26           **43-1-129. Road usage charge study - repeal.** (1) THE  
27 DEPARTMENT SHALL STUDY THE FEASIBILITY OF IMPLEMENTING A ROAD



1 USAGE CHARGE PROGRAM IN THE STATE. THE STUDY MUST, AT A MINIMUM:

2 (a) IDENTIFY AND ANALYZE THE IMPLEMENTATION OF ROAD USAGE  
3 CHARGE PROGRAMS IN OTHER STATES;

4 (b) IDENTIFY AND ASSESS AVAILABLE AND DEVELOPING  
5 TECHNOLOGY FOR TRACKING MILEAGE AND COLLECTING ROAD USAGE  
6 CHARGES;

7 (c) IDENTIFY BARRIERS TO IMPLEMENTING A ROAD USAGE CHARGE  
8 PROGRAM AND IDENTIFY AND ASSESS OPTIONS FOR OVERCOMING THOSE  
9 BARRIERS; AND

10 (d) IDENTIFY WAYS IN WHICH THE STATE CAN CONSULT OR  
11 COORDINATE WITH OTHER STATES THAT HAVE ROAD USAGE CHARGE  
12 PROGRAMS AND WITH REGIONAL GROUPS THAT HAVE ROAD USAGE CHARGE  
13 PROGRAM INFORMATION AND EXPERTISE TO LEVERAGE THEIR EXPERIENCE  
14 AND EXPERTISE AND ENSURE THAT ANY ROAD USAGE CHARGE PROGRAM  
15 TO BE IMPLEMENTED IN THE STATE IS IMPLEMENTED IN ACCORDANCE WITH  
16 IDENTIFIED AND ESTABLISHED BEST PRACTICES.

17 (2) THE DEPARTMENT SHALL PRESENT THE REPORT TO THE  
18 TRANSPORTATION LEGISLATION REVIEW COMMITTEE CREATED IN SECTION  
19 43-2-145 (1) DURING THE 2023 LEGISLATIVE INTERIM.

20 (3) THIS SECTION IS REPEALED, EFFECTIVE JULY 1, 2024.

21 **43-1-130. Autonomous motor vehicles study - repeal.** (1) THE  
22 DEPARTMENT SHALL STUDY ISSUES RELATING TO THE DEVELOPMENT AND  
23 ADOPTION OF AUTONOMOUS MOTOR VEHICLES. THE STUDY MUST, AT A  
24 MINIMUM:

25 (a) SUMMARIZE THE CURRENT STATUS OF AUTONOMOUS MOTOR  
26 VEHICLE TECHNOLOGY AND THE EXTENT OF THE USE OF SUCH  
27 TECHNOLOGY IN COMMERCIAL AND GOVERNMENT MOTOR VEHICLE FLEETS

1 AND PERSONAL MOTOR VEHICLES;

2 (b) PROVIDE AN ESTIMATED TIMELINE FOR FUTURE  
3 ADVANCEMENTS IN AUTONOMOUS MOTOR VEHICLE TECHNOLOGY, IN  
4 PARTICULAR ADVANCEMENTS THAT ENABLE MOTOR VEHICLE AUTOMATION  
5 TO ATTAIN HIGHER LEVELS IN THE MOTOR VEHICLE CLASSIFICATION  
6 SYSTEM ADOPTED BY THE UNITED STATES DEPARTMENT OF  
7 TRANSPORTATION, AND THE ADOPTION OF SUCH ADVANCEMENTS FOR USE  
8 IN COMMERCIAL AND GOVERNMENT MOTOR VEHICLE FLEETS AND  
9 PERSONAL MOTOR VEHICLES;

10 (c) SUMMARIZE THE ANTICIPATED SAFETY BENEFITS, INCLUDING  
11 BENEFITS TO TRANSPORTATION SYSTEMS ASSOCIATED WITH THE  
12 TRANSITION TO AUTOMATED COMMERCIAL AND GOVERNMENT MOTOR  
13 VEHICLE FLEETS AND PERSONAL MOTOR VEHICLES, AND SAFETY RISKS,  
14 INCLUDING CYBERSECURITY RISKS, OF AUTONOMOUS MOTOR VEHICLES;

15 (d) IDENTIFY ANY MODIFICATIONS OR ADDITIONS THAT EXISTING  
16 STATE TRANSPORTATION INFRASTRUCTURE MAY NEED TO ENABLE THE USE  
17 OF AUTONOMOUS MOTOR VEHICLES, THE TIMELINE FOR MAKING SUCH  
18 MODIFICATIONS OR ADDITIONS, AND THE ANTICIPATED COST OF MAKING  
19 SUCH MODIFICATIONS OR ADDITIONS; AND

20 (e) IDENTIFY AND SUMMARIZE LEGAL ISSUES RELATING TO THE USE  
21 OF AUTONOMOUS MOTOR VEHICLES.

22 (2) THE DEPARTMENT SHALL PRESENT THE REPORT TO THE  
23 TRANSPORTATION LEGISLATION REVIEW COMMITTEE CREATED IN SECTION  
24 43-2-145 (1) DURING THE 2025 LEGISLATIVE INTERIM.

25 (3) THIS SECTION IS REPEALED, EFFECTIVE JULY 1, 2026.

26 **SECTION 30.** In Colorado Revised Statutes, **amend** 43-1-219 as  
27 follows:

1           **43-1-219. Funds created.** There are hereby created two separate  
2 funds, one to be known as the state highway fund and the other to be  
3 known as the state highway supplementary fund. All ~~moneys~~ MONEY paid  
4 into either of ~~said~~ THE funds shall be available immediately, without  
5 further appropriation, for the purposes of ~~such~~ THE fund as provided by  
6 law. MONEY TRANSFERRED TO THE STATE HIGHWAY FUND PURSUANT TO  
7 SECTION 24-75-219 (7)(c) AND (7)(f) AND ANY INTEREST AND INCOME  
8 DERIVED FROM THE DEPOSIT AND INVESTMENT OF SUCH MONEY MAY BE  
9 EXPENDED FOR MULTIMODAL PROJECTS, AS DEFINED IN SECTION 43-4-1102  
10 (5). Any sums paid into the state treasury, which by law belong to the  
11 state highway fund or to the state highway supplementary fund, shall be  
12 immediately placed by the state treasurer to the credit of the appropriate  
13 fund. Upon request of the commission or of the chief engineer, it is the  
14 duty of the state treasurer to report to the commission or to the chief  
15 engineer the amount of money on hand in each of ~~said~~ THE two funds and  
16 the amounts derived from each source from which each such fund is  
17 accumulated. All accounts and expenditures from each of ~~said~~ THE two  
18 funds shall be certified by the chief engineer and paid by the state  
19 treasurer upon warrants drawn by the controller. The controller is  
20 authorized as directed to draw warrants payable out of the specified fund  
21 upon such vouchers properly certified and audited. Nothing in this part 2  
22 shall operate to alter the manner of the execution and issuance of  
23 transportation revenue anticipation notes provided in part 7 of article 4 of  
24 this ~~title~~ TITLE 43.

25           **SECTION 31.** In Colorado Revised Statutes, 43-4-203, **amend**  
26 (1) introductory portion; and **add** (1)(f) and (1)(g) as follows:

27           **43-4-203. Sources of revenue.** (1) All net revenue from the

1 following sources shall be paid into and credited to the highway users tax  
2 fund as soon as IT IS received:

3 (f) FROM THE IMPOSITION OF ELECTRIC MOTOR VEHICLE ROAD  
4 USAGE EQUALIZATION FEES PURSUANT TO SECTION 42-3-304 (25)(a.5);  
5 AND

6 (g) FROM THE IMPOSITION OF ROAD USAGE FEES PURSUANT TO  
7 SECTION 43-4-217 (3) AND (4).

8 **SECTION 32.** In Colorado Revised Statutes, 43-4-205, **amend**  
9 (6) introductory portion and (6)(b) introductory portion; and **add** (6.8)  
10 and (6.9) as follows:

11 **43-4-205. Allocation of fund.** (6) ~~Revenues~~ REVENUE raised by  
12 the excise tax imposed on gasoline and special fuel pursuant to sections  
13 39-27-102 and 39-27-102.5 ~~C.R.S.~~, in excess of seven cents per gallon of  
14 tax shall be placed in the highway users tax fund to be allocated as  
15 follows; except that ~~revenues~~ REVENUE raised by the excise tax imposed  
16 on gasoline in excess of eighteen cents per gallon of tax shall be allocated  
17 according to ~~the provisions of paragraph (b) of this subsection (6)~~  
18 SUBSECTION (6)(b) OF THIS SECTION:

19 (b) The remaining balance of such revenue may be expended only  
20 for improvements to highways within the state, including new  
21 construction, safety improvements, maintenance, and capacity  
22 improvements, and for other transportation-related projects to the extent  
23 authorized by SUBSECTION (6.8) OF THIS SECTION AND sections 43-4-206  
24 (3), 43-4-207 (1), and 43-4-208 (1), and may not be expended for  
25 administrative purposes. Such revenue is allocated as follows:

26 (6.8) (a) REVENUE FROM THE ELECTRIC MOTOR VEHICLE FEE, THE  
27 ELECTRIC MOTOR VEHICLE ROAD USAGE EQUALIZATION FEE, AND THE

1 COMMERCIAL ELECTRIC MOTOR VEHICLE FEE IMPOSED PURSUANT TO  
2 SECTION 42-3-304 (25) THAT IS CREDITED TO THE HIGHWAY USERS TAX  
3 FUND AS REQUIRED BY SECTION 42-3-304 (25)(a), (25)(a.5), AND (25)(a.7)  
4 AND REVENUE FROM THE ROAD USAGE FEES IMPOSED PURSUANT TO  
5 SECTION 43-4-217 (3) AND (4) THAT IS CREDITED TO THE HIGHWAY USERS  
6 TAX FUND AS REQUIRED BY SECTION 43-4-217 (8) MUST BE ALLOCATED  
7 AND EXPENDED IN ACCORDANCE WITH THE FORMULA SPECIFIED IN  
8 SUBSECTION (6)(b) OF THIS SECTION.

9 (b) (I) REVENUE FROM THE RETAIL DELIVERY FEE IMPOSED  
10 PURSUANT TO SECTION 43-4-218 (3) THAT IS CREDITED TO THE HIGHWAY  
11 USERS TAX FUND AS REQUIRED BY SECTION 43-4-218 (5)(a)(I) MUST BE  
12 ALLOCATED AND EXPENDED AS FOLLOWS:

13 (A) FORTY PERCENT MUST BE PAID TO THE STATE HIGHWAY FUND  
14 AND EXPENDED AS PROVIDED IN SECTION 43-4-206;

15 (B) THIRTY-THREE PERCENT MUST BE PAID TO THE COUNTY  
16 TREASURERS OF THE RESPECTIVE COUNTIES, SUBJECT TO ANNUAL  
17 APPROPRIATION BY THE GENERAL ASSEMBLY, AND ALLOCATED AND  
18 EXPENDED AS PROVIDED IN SECTION 43-4-207; AND

19 (C) TWENTY-SEVEN PERCENT MUST BE PAID TO THE CITIES AND  
20 INCORPORATED TOWNS, SUBJECT TO ANNUAL APPROPRIATION BY THE  
21 GENERAL ASSEMBLY, AND MUST BE ALLOCATED AND EXPENDED AS  
22 PROVIDED IN SECTION 43-4-208 (2)(b) AND (6)(a).

23 (II) REVENUE FROM THE RETAIL DELIVERY FEE MAY BE EXPENDED  
24 FOR THE PURPOSES SPECIFIED IN SUBSECTION (6)(b) OF THIS SECTION AND  
25 MAY ALSO BE EXPENDED FOR TRANSIT-RELATED PROJECTS NEEDED TO  
26 INTEGRATE DIFFERENT TRANSPORTATION MODES WITHIN A MULTIMODAL  
27 TRANSPORTATION SYSTEM.

1 (c) MONEY TRANSFERRED FROM THE GENERAL FUND TO THE  
2 HIGHWAY USERS TAX FUND PURSUANT TO SECTION 24-75-219 (7)(a)(III)  
3 MUST BE ALLOCATED AND EXPENDED AS FOLLOWS:

4 (I) FIFTY-FIVE PERCENT MUST BE PAID TO THE COUNTY  
5 TREASURERS OF THE RESPECTIVE COUNTIES, SUBJECT TO ANNUAL  
6 APPROPRIATION BY THE GENERAL ASSEMBLY, AND ALLOCATED AND  
7 EXPENDED AS PROVIDED IN SECTION 43-4-207;

8 (II) FORTY-FIVE PERCENT MUST BE PAID TO THE CITIES AND  
9 INCORPORATED TOWNS, SUBJECT TO ANNUAL APPROPRIATION BY THE  
10 GENERAL ASSEMBLY, AND MUST BE ALLOCATED AND EXPENDED AS  
11 PROVIDED IN SECTION 43-4-208 (2)(b) AND (6)(a).

12 **SECTION 33.** In Colorado Revised Statutes, 43-4-206, **amend**  
13 (2)(b) introductory portion, (2)(b)(III), and (2)(b)(IV) as follows:

14 **43-4-206. State allocation.** (2) (b) Notwithstanding section  
15 24-1-136 (11)(a)(I), beginning in 1998, the department of transportation  
16 shall report annually to the transportation committee of the senate and the  
17 transportation and energy committee of the house of representatives  
18 concerning the revenue expended by the department pursuant to  
19 subsection (2)(a) of this section and, beginning in 2019, ~~any state general~~  
20 ~~fund money that is credited to the state highway fund pursuant to section~~  
21 ~~24-75-219 (5) and any net proceeds of lease-purchase agreements~~  
22 ~~executed as required by section 24-82-1303 (2)(a) that are credited to the~~  
23 ~~state highway fund pursuant to section 24-82-1303 (4)(b) and expended~~  
24 ~~by the department pursuant to subsection (1)(b)(V) of this section. and~~  
25 ~~any net proceeds of transportation revenue anticipation notes issued as~~  
26 ~~authorized by a ballot issue submitted to and approved by the registered~~  
27 ~~electors of the state at the 2020 statewide election pursuant to section~~

1 ~~43-4-705 (13)(b) that are credited to the state highway fund pursuant to~~  
2 ~~this section.~~ The department shall present the report at the joint meeting  
3 required under section 43-1-113 (9)(a), and the report shall describe for  
4 each fiscal year, if applicable:

5 (III) The projected amounts of revenue and net proceeds that the  
6 department expects to receive under this subsection (2) ~~section 24-75-219~~  
7 ~~(5)~~, AND section 24-82-1303 (4)(b) ~~and section 43-4-714 (1)(a)~~ during the  
8 fiscal year;

9 (IV) The amount of revenue and net proceeds that the department  
10 has already received under this subsection (2) ~~section 24-75-219 (5)~~, AND  
11 section 24-82-1303 (4)(b) ~~and section 43-4-714 (1)(a)~~ during the fiscal  
12 year; and

13 **SECTION 34.** In Colorado Revised Statutes, **add** 43-4-217 and  
14 43-4-218 as follows:

15 **43-4-217. Additional funding - road usage fees - legislative**  
16 **declaration - definition.** (1) THE GENERAL ASSEMBLY HEREBY FINDS  
17 AND DECLARES THAT:

18 (a) STATE MOTOR FUEL EXCISE TAXES LEVIED ON THE PURCHASE  
19 OF MOTOR FUELS REPRESENT THE LARGEST SOURCE OF STATE FUNDING FOR  
20 THE CONSTRUCTION, MAINTENANCE, AND SUPERVISION OF THE HIGHWAYS,  
21 ROADS, AND STREETS OF THE STATE;

22 (b) THE AMOUNT OF MOTOR FUEL TAXES PAID FOR MOTOR FUEL  
23 USED TO PROPEL A MOTOR VEHICLE BEARS A REASONABLE RELATIONSHIP  
24 TO THE VEHICLE'S USE OF AND IMPACT ON THE HIGHWAYS, ROADS, AND  
25 STREETS OF THE STATE BECAUSE THE AMOUNT OF MOTOR FUEL USED BY A  
26 VEHICLE IS IN LARGE PART A FUNCTION OF THE AMOUNT OF MILES  
27 TRAVELED BY THE VEHICLE AND THE WEIGHT OF THE VEHICLE;

1 (c) MOTOR FUEL TAX RATES HAVE NOT BEEN INCREASED IN OVER  
2 TWENTY-FIVE YEARS, AND MOTOR FUEL TAX REVENUE HAS NOT KEPT PACE  
3 AND WILL NOT KEEP PACE WITH INFLATION OR THE INCREASED  
4 TRANSPORTATION INFRASTRUCTURE DEMANDS OF THE GROWING  
5 POPULATION OF THE STATE BECAUSE:

6 (I) THE AMOUNT OF MOTOR FUEL TAX PAID DOES NOT DEPEND ON  
7 THE PRICE OF MOTOR FUEL AND THEREFORE DOES NOT INCREASE WHEN  
8 MOTOR FUEL PRICES INCREASE BUT INSTEAD DEPENDS ON THE QUANTITY  
9 OF MOTOR FUEL PURCHASED, WHICH FOR MOST DRIVERS DOES NOT  
10 INCREASE OVER TIME; AND

11 (II) MOTOR VEHICLES HAVE BECOME MORE FUEL-EFFICIENT OVER  
12 TIME;

13 (d) IT IS NECESSARY, APPROPRIATE, AND IN THE BEST INTEREST OF  
14 THE STATE TO MITIGATE THE DECLINING PURCHASING POWER OF MOTOR  
15 FUEL EXCISE TAXES BY COLLECTING A ROAD USAGE FEE FROM PERSONS  
16 WHO USE THE TRANSPORTATION SYSTEM TO TRAVEL BY MOTOR VEHICLE,  
17 BASING THE AMOUNT OF THE FEE ON REASONABLE ESTIMATES OF FEE  
18 PAYERS' USAGE OF AND IMPACT ON THE SYSTEM, AND USING FEE REVENUE  
19 SOLELY FOR THE CONSTRUCTION, MAINTENANCE, AND SUPERVISION OF THE  
20 HIGHWAYS OF THE STATE;

21 (e) BECAUSE MOTOR FUEL CONSUMPTION IS REASONABLY RELATED  
22 TO USE OF AND IMPACT ON THE TRANSPORTATION SYSTEM, IT IS FAIR TO  
23 FEE PAYERS, REASONABLE, AND APPROPRIATE TO CALCULATE THE  
24 AMOUNT OF THE ROAD USE FEE BASED ON THEIR MOTOR FUEL  
25 CONSUMPTION;

26 (f) IT IS ALSO FAIR TO FEE PAYERS, REASONABLE, AND  
27 APPROPRIATE TO STREAMLINE FEE COLLECTION BY COLLECTING THE ROAD



1 USE FEE FROM DISTRIBUTORS OF MOTOR FUELS WHEN MOTOR FUEL TAXES  
2 ARE COLLECTED BECAUSE THE AMOUNT OF THE FEE WILL BE  
3 INCORPORATED INTO THE RETAIL PRICE OF MOTOR FUEL AND THEREFORE  
4 PASSED ON TO USERS OF THE TRANSPORTATION SYSTEM IN PRECISE  
5 PROPORTION TO THEIR CONSUMPTION OF MOTOR FUEL AND IN REASONABLE  
6 RELATION TO THEIR USE OF AND IMPACT ON THE TRANSPORTATION  
7 SYSTEM; AND

8 (g) IN ACCORDANCE WITH NUMEROUS COLORADO JUDICIAL  
9 PRECEDENTS, THE ROAD USAGE FEE AND THE BRIDGE AND TUNNEL IMPACT  
10 FEE IMPOSED AS AUTHORIZED BY SECTION 43-4-805 (5)(g.5) AND  
11 COLLECTED BY THE DEPARTMENT OF REVENUE ON BEHALF OF THE  
12 STATEWIDE BRIDGE AND TUNNEL ENTERPRISE PURSUANT TO THIS SECTION  
13 ARE FEES AND ARE NOT TAXES BECAUSE:

14 (I) THE FEES ARE IMPOSED NOT TO RAISE REVENUE FOR GENERAL  
15 GOVERNMENTAL PURPOSES BUT INSTEAD ARE IMPOSED FOR THE SOLE  
16 PURPOSE OF FUNDING THE CONSTRUCTION, MAINTENANCE, AND  
17 SUPERVISION OF THE TRANSPORTATION SYSTEM, WITH A PRIORITY PLACED  
18 ON PROJECTS THAT ARE DESIGNATED AS TEN-YEAR VISION PROJECTS ON  
19 THE DEPARTMENT'S TEN-YEAR VISION PROJECT LIST;

20 (II) FEE REVENUE DEFRAYS COSTS INCURRED BY THE STATE IN  
21 FUNDING CONSTRUCTION, MAINTENANCE, AND SUPERVISION OF THE  
22 TRANSPORTATION SYSTEM THAT IS NECESSITATED BY INCREASED USE OF  
23 THE SYSTEM BY THE FEE PAYERS WHO USE MOTOR VEHICLES ON THE  
24 TRANSPORTATION SYSTEM; AND

25 (III) THE FEES ARE IMPOSED AT RATES THAT ARE REASONABLY  
26 CALCULATED TO DEFRAID THE COSTS OF PROVIDING THE SERVICE, ARE  
27 BASED ON THE USE AND IMPACT ON THE TRANSPORTATION SYSTEM BY FEE

1 PAYERS, AND ARE THUS PROPORTIONAL TO THE BENEFITS RECEIVED BY FEE  
2 PAYERS.

3 (2) AS USED IN THIS SECTION:

4 (a) "GASOLINE" MEANS GASOLINE, AS DEFINED IN SECTION  
5 39-27-101 (12), THAT IS TAXED AT THE RATE SPECIFIED IN SECTION  
6 39-27-102 (1)(a)(II)(A).

7 (b) "INFLATION" MEANS THE AVERAGE ANNUAL PERCENTAGE  
8 CHANGE IN THE UNITED STATES DEPARTMENT OF TRANSPORTATION,  
9 FEDERAL HIGHWAY ADMINISTRATION, NATIONAL HIGHWAY CONSTRUCTION  
10 COST INDEX OR ITS APPLICABLE PREDECESSOR OR SUCCESSOR INDEX FOR  
11 THE FIVE-YEAR PERIOD ENDING ON THE LAST DECEMBER 31 BEFORE A  
12 STATE FISCAL YEAR FOR WHICH AN ADJUSTMENT TO THE ROAD USAGE FEE  
13 IMPOSED PURSUANT TO SUBSECTION (3) OR (4) OF THIS SECTION IS TO BE  
14 MADE BEGINS.

15 (c) "SPECIAL FUEL" MEANS SPECIAL FUEL, AS DEFINED IN SECTION  
16 39-27-101 (29), THAT IS TAXED AT THE RATE SPECIFIED IN SECTION  
17 39-27-102 (1)(a)(II)(B). "SPECIAL FUEL" DOES NOT INCLUDE DIESEL FUEL  
18 AND KEROSENE TO WHICH INDELIBLE DYE MEETING FEDERAL REGULATIONS  
19 IS ADDED BEFORE OR UPON REMOVAL FROM A TERMINAL SO LONG AS SUCH  
20 FUEL IS NOT USED FOR A TAXABLE PURPOSE AS DESCRIBED IN SECTION  
21 39-27-102.5 (1.5).

22 (3) (a) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (6) OF  
23 THIS SECTION, ON AND AFTER JULY 1, 2022, EACH DISTRIBUTOR OF  
24 GASOLINE THAT PAYS THE EXCISE TAX IMPOSED ON GASOLINE SHALL ALSO  
25 PAY, AT THE SAME TIME AND IN THE SAME MANNER AS THE EXCISE TAX, A  
26 ROAD USAGE FEE IN THE AMOUNT SPECIFIED IN SUBSECTION (3)(b)(I) OF  
27 THIS SECTION OR ANNUALLY CALCULATED BY THE DEPARTMENT OF

1 REVENUE AS REQUIRED BY SUBSECTION (3)(b)(II) OR (3)(b)(III) OF THIS  
2 SECTION.

3 (b) (I) THE AMOUNT OF THE ROAD USAGE FEE FOR EACH GALLON  
4 OF GASOLINE ACQUIRED, SOLD, OFFERED FOR SALE, OR USED IN THIS STATE  
5 DURING STATE FISCAL YEARS 2022-23 THROUGH 2031-32, IS:

- 6 (A) TWO CENTS PER GALLON FOR STATE FISCAL YEAR 2022-23;
- 7 (B) THREE CENTS PER GALLON FOR STATE FISCAL YEAR 2023-24;
- 8 (C) FOUR CENTS PER GALLON FOR STATE FISCAL YEAR 2024-25;
- 9 (D) FIVE CENTS PER GALLON FOR STATE FISCAL YEAR 2025-26;
- 10 (E) SIX CENTS PER GALLON FOR STATE FISCAL YEAR 2026-27;
- 11 (F) SEVEN CENTS PER GALLON FOR STATE FISCAL YEAR 2027-28;

12 AND

13 (G) EIGHT CENTS PER GALLON FOR STATE FISCAL YEARS 2028-29  
14 THROUGH 2031-32.

15 (II) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (3)(b)(III)  
16 OF THIS SECTION, THE AMOUNT OF THE ROAD USAGE FEE FOR EACH GALLON  
17 OF GASOLINE ACQUIRED, SOLD, OFFERED FOR SALE, OR USED IN THIS STATE  
18 DURING STATE FISCAL YEAR 2032-33 OR DURING ANY SUBSEQUENT STATE  
19 FISCAL YEAR IS THE SUM OF:

20 (A) THE NOMINAL AMOUNT OF EIGHT CENTS ON DECEMBER 31,  
21 2030, ADJUSTED FOR INFLATION; AND

22 (B) THE DIFFERENCE BETWEEN THE NOMINAL AMOUNT OF  
23 TWENTY-TWO CENTS ON DECEMBER 31, 2030, ADJUSTED FOR INFLATION,  
24 AND THE NOMINAL AMOUNT OF TWENTY-TWO CENTS ON DECEMBER 31,  
25 2030.

26 (III) AN ADJUSTMENT FOR INFLATION SHALL BE MADE PURSUANT  
27 TO SUBSECTION (3)(b)(II) OF THIS SECTION ONLY IF THE RATE OF

1 INFLATION IS POSITIVE AND MUST BE THE LESSER OF THE ACTUAL RATE OF  
2 INFLATION OR FIVE PERCENT. THE DEPARTMENT OF REVENUE SHALL  
3 CALCULATE THE INFLATION ADJUSTED AMOUNT OF THE ROAD USAGE FEE  
4 FOR STATE FISCAL YEAR 2032-33 AND SHALL PUBLISH THE AMOUNT NO  
5 LATER THAN APRIL 15, 2032.

6 (4) (a) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (6) OF  
7 THIS SECTION, ON AND AFTER JULY 1, 2022, EACH DISTRIBUTOR OF SPECIAL  
8 FUEL THAT PAYS THE EXCISE TAX IMPOSED ON SPECIAL FUEL SHALL ALSO  
9 PAY, AT THE SAME TIME AND IN THE SAME MANNER AS THE EXCISE TAX, A  
10 ROAD USAGE FEE IN THE AMOUNT SPECIFIED IN SUBSECTION (4)(b)(I) OF  
11 THIS SECTION OR ANNUALLY CALCULATED BY THE DEPARTMENT OF  
12 REVENUE AS REQUIRED BY SUBSECTION (4)(b)(II) OF (4)(b)(III) OF THIS  
13 SECTION.

14 (b) (I) THE AMOUNT OF THE ROAD USAGE FEE FOR EACH GALLON  
15 OF SPECIAL FUEL ACQUIRED, SOLD, OFFERED FOR SALE, OR USED IN THIS  
16 STATE DURING STATE FISCAL YEARS 2022-23 THROUGH 2031-32 IS:

- 17 (A) TWO CENTS PER GALLON FOR STATE FISCAL YEAR 2022-23;
- 18 (B) THREE CENTS PER GALLON FOR STATE FISCAL YEAR 2023-24;
- 19 (C) FOUR CENTS PER GALLON FOR STATE FISCAL YEAR 2024-25;
- 20 (D) FIVE CENTS PER GALLON FOR STATE FISCAL YEAR 2025-26;
- 21 (E) SIX CENTS PER GALLON FOR STATE FISCAL YEAR 2026-27;
- 22 (F) SEVEN CENTS PER GALLON FOR STATE FISCAL YEAR 2027-28;

23 AND

24 (G) EIGHT CENTS PER GALLON FOR STATE FISCAL YEARS 2028-29  
25 THROUGH 2031-32.

26 (II) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (4)(b)(III)  
27 OF THIS SECTION, THE AMOUNT OF THE ROAD USAGE FEE FOR EACH GALLON

1 OF SPECIAL FUEL ACQUIRED, SOLD, OFFERED FOR SALE, OR USED IN THIS  
2 STATE DURING STATE FISCAL YEAR 2032-33 OR DURING ANY SUBSEQUENT  
3 STATE FISCAL YEAR IS THE SUM OF:

4 (A) THE NOMINAL AMOUNT OF EIGHT CENTS ON DECEMBER 31,  
5 2030, ADJUSTED FOR INFLATION; AND

6 (B) THE DIFFERENCE BETWEEN THE NOMINAL AMOUNT OF TWENTY  
7 AND ONE-HALF CENTS ON DECEMBER 31, 2030, ADJUSTED FOR INFLATION,  
8 AND THE NOMINAL AMOUNT OF TWENTY AND ONE-HALF CENTS ON  
9 DECEMBER 31, 2030.

10 (III) AN ADJUSTMENT FOR INFLATION SHALL BE MADE PURSUANT  
11 TO SUBSECTION (4)(b)(II) OF THIS SECTION ONLY IF THE RATE OF  
12 INFLATION IS POSITIVE AND MUST BE THE LESSER OF THE ACTUAL RATE OF  
13 INFLATION OR FIVE PERCENT. THE DEPARTMENT OF REVENUE SHALL  
14 CALCULATE THE INFLATION ADJUSTED AMOUNT OF THE ROAD USAGE FEE  
15 FOR STATE FISCAL YEAR 2032-33 AND SHALL PUBLISH THE AMOUNT NO  
16 LATER THAN APRIL 15, 2032.

17 (5) EACH DISTRIBUTOR OF SPECIAL FUEL THAT PAYS THE EXCISE  
18 TAX IMPOSED ON SPECIAL FUEL SHALL ALSO PAY, AT THE SAME TIME AND  
19 IN THE SAME MANNER AS THE EXCISE TAX AND THE ROAD USAGE FEE  
20 IMPOSED PURSUANT TO SUBSECTIONS (3) AND (4) OF THIS SECTION, A  
21 BRIDGE AND TUNNEL IMPACT FEE IN THE AMOUNT IMPOSED BY THE  
22 STATEWIDE BRIDGE AND TUNNEL ENTERPRISE AS AUTHORIZED BY SECTION  
23 43-4-805 (5)(g.5). THE COLLECTION AND ADMINISTRATION OF THE BRIDGE  
24 AND TUNNEL IMPACT FEE BY THE DEPARTMENT OF REVENUE ON BEHALF OF  
25 THE STATEWIDE BRIDGE AND TUNNEL ENTERPRISE IS DONE ON BEHALF OF  
26 THE ENTERPRISE FOR THE PURPOSE OF MINIMIZING COMPLIANCE COSTS FOR  
27 DISTRIBUTORS AND ADMINISTRATIVE COSTS FOR THE STATE, AND ALL

1 BRIDGE AND TUNNEL IMPACT FEE REVENUE IS REVENUE OF THE  
2 ENTERPRISE ONLY AND IS EXCLUDED FROM STATE FISCAL YEAR SPENDING,  
3 AS DEFINED IN SECTION 24-77-102 (17).

4 (6) (a) A DISTRIBUTOR IS NOT REQUIRED TO PAY THE ROAD USAGE  
5 FEE IMPOSED BY SUBSECTION (3) OR (4) OF THIS SECTION OR THE BRIDGE  
6 AND TUNNEL IMPACT FEE IMPOSED AS AUTHORIZED BY SECTION 43-4-805  
7 (5)(g.5), IF THE DISTRIBUTOR WOULD OTHERWISE BE LIABLE FOR THE  
8 EXCISE TAX ON THE GASOLINE OR SPECIAL FUEL SUBJECT TO THE FEE BUT  
9 IS ALLOWED TO SELL THE GASOLINE OR SPECIAL FUEL WITHOUT PAYMENT  
10 OF THE APPLICABLE EXCISE TAX PURSUANT TO SECTION 39-27-102  
11 (1)(b)(II) OR SECTION 39-27-102.5 (2)(b).

12 (b) GASOLINE OR SPECIAL FUEL REMOVED FROM A TERMINAL IN  
13 THIS STATE BY A PERSON LICENSED AS AN EXPORTER PURSUANT TO  
14 SECTION 39-27-104 EXCLUSIVELY FOR DELIVERY TO ANOTHER STATE IS  
15 NOT SUBJECT TO THE ROAD USAGE FEE IMPOSED BY SUBSECTION (3) OR (4)  
16 OF THIS SECTION OR THE BRIDGE AND TUNNEL IMPACT FEE IMPOSED AS  
17 AUTHORIZED BY SECTION 43-4-805 (5)(g.5).

18 (c) THE BURDEN OF PROVING THAT GASOLINE OR SPECIAL FUEL IS  
19 NOT SUBJECT TO THE ROAD USAGE FEE IMPOSED BY SUBSECTION (3) OR (4)  
20 OF THIS SECTION OR THE BRIDGE AND TUNNEL IMPACT FEE IMPOSED AS  
21 AUTHORIZED BY SECTION 43-4-805 (5)(g.5) IS ON THE DISTRIBUTOR UNDER  
22 SUCH REASONABLE REQUIREMENTS OF PROOF AS THE EXECUTIVE  
23 DIRECTOR OF THE DEPARTMENT OF REVENUE MAY PRESCRIBE.

24 (7) THE COLLECTION, ADMINISTRATION, AND ENFORCEMENT OF  
25 THE ROAD USAGE FEES IMPOSED BY SUBSECTION (3) OR (4) OF THIS  
26 SECTION, AND THE BRIDGE AND TUNNEL IMPACT FEE IMPOSED AS  
27 AUTHORIZED BY SECTION 43-4-805 (5)(g.5) SHALL BE PERFORMED BY THE

1 EXECUTIVE DIRECTOR OF THE DEPARTMENT OF REVENUE IN THE SAME  
2 MANNER AS THE COLLECTION, ADMINISTRATION, AND ENFORCEMENT OF  
3 STATE GASOLINE AND SPECIAL FUEL TAXES PURSUANT TO ARTICLE 27 OF  
4 TITLE 39. A DISTRIBUTOR WHO PAYS THE ROAD USAGE FEE AS REQUIRED  
5 BY SUBSECTION (3) OR (4) OF THIS SECTION SHALL REMIT THE FEE,  
6 TOGETHER WITH ANY BRIDGE AND TUNNEL IMPACT FEE THAT THE  
7 DISTRIBUTOR ALSO PAYS AS REQUIRED BY SECTION 43-4-805 (5)(g.5) AND  
8 SUBSECTION (5) OF THIS SECTION TO THE DEPARTMENT OF REVENUE AT  
9 THE SAME TIME AND IN THE SAME MANNER IN WHICH THE DISTRIBUTOR  
10 REMITS GASOLINE OR SPECIAL FUEL TAXES COLLECTED BY THE  
11 DISTRIBUTOR AS REQUIRED BY ARTICLE 27 OF TITLE 39. THE DEPARTMENT  
12 OF REVENUE MAY PROMULGATE RULES TO IMPLEMENT THIS SECTION.

13 (8) IN ACCORDANCE WITH SECTION 43-4-203 (1)(f), THE STATE  
14 TREASURER SHALL CREDIT ALL ROAD USAGE FEE REVENUE COLLECTED AS  
15 REQUIRED BY THIS SECTION TO THE HIGHWAY USERS TAX FUND CREATED  
16 IN SECTION 43-4-201. IN ACCORDANCE WITH SECTION 43-4-805 (5)(g.5),  
17 THE STATE TREASURER SHALL CREDIT ALL BRIDGE AND TUNNEL IMPACT  
18 FEE REVENUE COLLECTED AS REQUIRED BY THIS SECTION TO THE  
19 STATEWIDE BRIDGE AND TUNNEL ENTERPRISE SPECIAL REVENUE FUND  
20 CREATED IN SECTION 43-4-805 (3)(a). ALL FEES CREDITED TO THE  
21 HIGHWAY USERS TAX FUND PURSUANT TO THIS SECTION SHALL BE  
22 ALLOCATED FROM THE HIGHWAY USERS TAX FUND TO THE STATE,  
23 COUNTIES, AND MUNICIPALITIES AS REQUIRED BY SECTION 43-4-205 (6.8).

24 **43-4-218. Additional funding - retail delivery fee - fund**  
25 **created - simultaneous collection of enterprise fees - rules - legislative**  
26 **declaration - definitions.** (1) THE GENERAL ASSEMBLY HEREBY FINDS  
27 AND DECLARES THAT:

1 (a) IN RECENT YEARS, THE NUMBER OF RETAIL DELIVERIES OF  
2 TANGIBLE PERSONAL PROPERTY, INCLUDING RESTAURANT FOOD, HAS  
3 RAPIDLY INCREASED, AND THIS RAPID GROWTH IS EXPECTED TO CONTINUE;

4 (b) THE WORLD ECONOMIC FORUM ESTIMATES THAT BY 2030  
5 THERE WILL BE OVER THIRTY PERCENT MORE DELIVERY VEHICLES ON  
6 ROADS TO DELIVER SEVENTY-EIGHT PERCENT MORE PACKAGES, WHICH  
7 WILL INCREASE USAGE OF THE HIGHWAYS, ROADS, AND STREETS OF THE  
8 STATE BY MOTOR VEHICLES USED TO MAKE RETAIL DELIVERIES, TRAFFIC  
9 CONGESTION, AND RETAIL-DELIVERY-RELATED EMISSIONS;

10 (c) THIS ADDITIONAL USAGE HAS ACCELERATED AND IS EXPECTED  
11 TO CONTINUE TO ACCELERATE DETERIORATION OF SURFACE  
12 TRANSPORTATION SYSTEM INFRASTRUCTURE, AND HAS REQUIRED AND IS  
13 EXPECTED TO CONTINUE TO REQUIRE THE STATE, COUNTIES, AND  
14 MUNICIPALITIES TO PERFORM MORE MAINTENANCE AND RECONSTRUCTION  
15 OF STATE HIGHWAYS, COUNTY ROADS, AND CITY STREETS;

16 (d) THIS ADDITIONAL USAGE HAS ALSO INCREASED AND IS  
17 EXPECTED TO CONTINUE TO INCREASE MOTOR-VEHICLE-RELATED  
18 EMISSIONS OF AIR POLLUTANTS, INCLUDING OZONE PRECURSORS,  
19 PARTICULATE MATTER POLLUTANTS, OTHER HAZARDOUS AIR POLLUTANTS,  
20 AND GREENHOUSE GASES, THAT CONTRIBUTE TO ADVERSE  
21 ENVIRONMENTAL EFFECTS, INCLUDING BUT NOT LIMITED TO CLIMATE  
22 CHANGE, AND ADVERSE HUMAN HEALTH EFFECTS;

23 (e) IT IS THEREFORE NECESSARY AND APPROPRIATE:

24 (I) TO IMPOSE A RETAIL DELIVERY FEE AS SPECIFIED IN THIS  
25 SECTION AND TO CREDIT THE PROCEEDS OF THE FEE TO THE HIGHWAY  
26 USERS TAX FUND CREATED IN SECTION 43-4-201 FOR ALLOCATION TO THE  
27 STATE, COUNTIES, AND MUNICIPALITIES AND TO THE MULTIMODAL



1 TRANSPORTATION AND MITIGATION OPTIONS FUND CREATED IN SECTION  
2 43-4-1103 (1)(a);

3 (II) TO AUTHORIZE THE COMMUNITY ACCESS ENTERPRISE CREATED  
4 IN SECTION 24-38.5-303 (1) TO IMPOSE A COMMUNITY ACCESS RETAIL  
5 DELIVERY FEE AS SPECIFIED IN SECTION 24-38.5-303 (7), AUTHORIZE THE  
6 CLEAN FLEET ENTERPRISE CREATED IN SECTION 25-7.5-103 (1)(a) TO  
7 IMPOSE A CLEAN FLEET RETAIL DELIVERY FEE AS SPECIFIED IN SECTION  
8 25-7.5-103 (8), AUTHORIZE THE STATEWIDE BRIDGE AND TUNNEL  
9 ENTERPRISE CREATED IN SECTION 43-4-805 (2)(a)(I) TO IMPOSE A BRIDGE  
10 AND TUNNEL RETAIL DELIVERY FEE AS SPECIFIED IN SECTION 43-4-805  
11 (5)(g.7), AUTHORIZE THE CLEAN TRANSIT ENTERPRISE CREATED IN SECTION  
12 43-4-1203 (1)(a) TO IMPOSE A CLEAN TRANSIT RETAIL DELIVERY FEE AS  
13 SPECIFIED IN SECTION 43-4-1203 (7), AND AUTHORIZE THE  
14 NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE CREATED  
15 IN SECTION 43-4-1303 (1)(a) TO IMPOSE AN AIR POLLUTION MITIGATION  
16 RETAIL DELIVERY FEE AS SPECIFIED IN SECTION 43-1-1303 (8) TO HELP  
17 FUND THE ENTERPRISES' PURSUIT OF THEIR RESPECTIVE BUSINESS  
18 PURPOSES; AND

19 (III) FOR THE PURPOSE OF MINIMIZING COMPLIANCE COSTS FOR FEE  
20 PAYERS AND ADMINISTRATIVE COSTS FOR THE STATE, TO REQUIRE THE  
21 DEPARTMENT OF REVENUE TO COLLECT THE RETAIL DELIVERY FEES  
22 IMPOSED BY THE ENTERPRISES ON BEHALF OF THE ENTERPRISES WHEN IT  
23 COLLECTS THE RETAIL DELIVERY FEE IMPOSED BY SUBSECTION (3) OF THIS  
24 SECTION AND TO DISTRIBUTE THE ENTERPRISE FEE REVENUE TO THE  
25 ENTERPRISES.

26 (2) AS USED IN THIS SECTION, UNLESS THE CONTEXT OTHERWISE  
27 REQUIRES:

1 (a) "ENTERPRISE RETAIL DELIVERY FEES" MEANS:

2 (I) THE COMMUNITY ACCESS RETAIL DELIVERY FEE IMPOSED BY  
3 THE COMMUNITY ACCESS ENTERPRISE CREATED IN SECTION 24-38.5-303  
4 (1), AS SPECIFIED IN SECTION 24-38.5-303 (7);

5 (II) THE CLEAN FLEET RETAIL DELIVERY FEE IMPOSED BY THE  
6 CLEAN FLEET ENTERPRISE CREATED IN SECTION 25-7.5-103 (1)(a), AS  
7 SPECIFIED IN SECTION 25-7.5-103 (8);

8 (III) THE BRIDGE AND TUNNEL RETAIL DELIVERY FEE IMPOSED BY  
9 THE STATEWIDE BRIDGE AND TUNNEL ENTERPRISE CREATED IN SECTION  
10 43-4-805 (2)(a)(I), AS SPECIFIED IN SECTION 43-4-805 (5)(g.7);

11 (IV) THE CLEAN TRANSIT RETAIL DELIVERY FEE IMPOSED BY THE  
12 CLEAN TRANSIT ENTERPRISE CREATED IN SECTION 43-4-1203 (1)(a) AS  
13 SPECIFIED IN SECTION 43-4-1203 (7); AND

14 (V) THE AIR POLLUTION MITIGATION RETAIL DELIVERY FEE  
15 IMPOSED BY THE NONATTAINMENT AREA AIR POLLUTION MITIGATION  
16 ENTERPRISE CREATED IN SECTION 43-4-1303 (1)(a) AS SPECIFIED IN  
17 SECTION 43-1-1303 (8).

18 (b) "INFLATION" MEANS THE AVERAGE ANNUAL PERCENTAGE  
19 CHANGE IN THE UNITED STATES DEPARTMENT OF LABOR, BUREAU OF  
20 LABOR STATISTICS, CONSUMER PRICE INDEX FOR  
21 DENVER-AURORA-LAKEWOOD FOR ALL ITEMS AND ALL URBAN  
22 CONSUMERS, OR ITS APPLICABLE PREDECESSOR OR SUCCESSOR INDEX, FOR  
23 THE FIVE YEARS ENDING ON THE LAST DECEMBER 31 BEFORE THE  
24 CALENDAR YEAR IN WHICH A STATE FISCAL YEAR FOR WHICH AN  
25 INFLATION ADJUSTMENT TO THE RETAIL DELIVERY FEE IMPOSED BY  
26 SUBSECTION (3) OF THIS SECTION IS TO BE MADE BEGINS.

27 (c) "MOTOR VEHICLE" HAS THE SAME MEANING AS SET FORTH IN

1 SECTION 42-1-102 (58). THE TERM DOES NOT INCLUDE A PERSONAL  
2 DELIVERY DEVICE.

3 (d) "PERSONAL DELIVERY DEVICE" MEANS AN AUTONOMOUSLY  
4 OPERATED ROBOT THAT IS:

5 (I) DESIGNED AND MANUFACTURED FOR THE PURPOSE OF  
6 TRANSPORTING TANGIBLE PERSONAL PROPERTY PRIMARILY ON  
7 SIDEWALKS, CROSSWALKS, AND OTHER PUBLIC RIGHTS-OF-WAY THAT ARE  
8 TYPICALLY USED BY PEDESTRIANS;

9 (II) WEIGHS NO MORE THAN FIVE HUNDRED FIFTY POUNDS,  
10 EXCLUDING ANY TANGIBLE PERSONAL PROPERTY BEING TRANSPORTED;  
11 AND

12 (III) OPERATES AT SPEEDS OF LESS THAN TEN MILES PER HOUR  
13 WHEN ON SIDEWALKS, CROSSWALKS, AND OTHER PUBLIC RIGHTS-OF-WAY  
14 THAT ARE TYPICALLY USED BY PEDESTRIANS.

15 (e) "RETAIL DELIVERY" MEANS A RETAIL SALE OF TANGIBLE  
16 PERSONAL PROPERTY BY A RETAILER FOR DELIVERY BY A MOTOR VEHICLE  
17 OWNED OR OPERATED BY THE RETAILER OR ANY OTHER PERSON TO THE  
18 PURCHASER AT A LOCATION IN THIS STATE, WHICH SALE INCLUDES AT  
19 LEAST ONE ITEM OF TANGIBLE PERSONAL PROPERTY THAT IS SUBJECT TO  
20 TAXATION UNDER ARTICLE 26 OF TITLE 39. EACH SUCH RETAIL SALE IS A  
21 SINGLE RETAIL DELIVERY REGARDLESS OF THE NUMBER OF SHIPMENTS  
22 NECESSARY TO DELIVER THE ITEMS OF TANGIBLE PERSONAL PROPERTY  
23 PURCHASED.

24 (f) "RETAILER" HAS THE SAME MEANING AS SET FORTH IN SECTION  
25 39-26-102 (8).

26 (g) "RETAIL SALE" HAS THE SAME MEANING AS SET FORTH IN  
27 SECTION 39-26-102 (9).

1 (h) "TANGIBLE PERSONAL PROPERTY" HAS THE SAME MEANING AS  
2 SET FORTH IN SECTION 39-26-102 (15).

3 (3) (a) FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY  
4 PURCHASED DURING STATE FISCAL YEAR 2022-23, EACH RETAILER WHO  
5 MAKES A RETAIL DELIVERY SHALL ADD TO THE PRICE OF THE RETAIL  
6 DELIVERY, COLLECT FROM THE PURCHASER, AND PAY TO THE DEPARTMENT  
7 OF REVENUE AT THE TIME AND IN THE MANNER PRESCRIBED BY THE  
8 DEPARTMENT IN ACCORDANCE WITH SUBSECTION (6) OF THIS SECTION A  
9 RETAIL DELIVERY FEE IN THE AMOUNT OF EIGHT AND FOUR-TENTHS CENTS.

10 (b) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (3)(c) OF  
11 THIS SECTION, FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY  
12 PURCHASED DURING STATE FISCAL YEAR 2023-24 OR DURING ANY  
13 SUBSEQUENT STATE FISCAL YEAR, EACH RETAILER WHO MAKES A RETAIL  
14 DELIVERY SHALL ADD TO THE PRICE OF THE RETAIL DELIVERY, COLLECT  
15 FROM THE PURCHASER, AND PAY TO THE DEPARTMENT OF REVENUE AT THE  
16 TIME AND IN THE MANNER PRESCRIBED BY THE DEPARTMENT IN  
17 ACCORDANCE WITH SUBSECTION (6) OF THIS SECTION A RETAIL DELIVERY  
18 FEE EQUAL TO THE AMOUNT OF THE RETAIL DELIVERY FEE FOR RETAIL  
19 DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED DURING THE  
20 PRIOR STATE FISCAL YEAR ADJUSTED FOR INFLATION. THE DEPARTMENT OF  
21 REVENUE SHALL ANNUALLY CALCULATE THE INFLATION ADJUSTED  
22 AMOUNT OF THE RETAIL DELIVERY FEE TO BE IMPOSED ON RETAIL  
23 DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED DURING EACH  
24 STATE FISCAL YEAR AND SHALL PUBLISH THE AMOUNT NO LATER THAN  
25 APRIL 15 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR  
26 BEGINS.

27 (II) THE DEPARTMENT OF REVENUE SHALL ADJUST THE AMOUNT OF

1 THE RETAIL DELIVERY FEE FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL  
2 PROPERTY PURCHASED DURING A STATE FISCAL YEAR ONLY IF INFLATION  
3 IS POSITIVE AND CUMULATIVE INFLATION FROM THE TIME OF THE LAST  
4 ADJUSTMENT IN THE AMOUNT OF THE RETAIL DELIVERY FEE, WHEN  
5 APPLIED TO THE SUM OF THE CURRENT RETAIL DELIVERY FEE AND ALL  
6 CURRENT ENTERPRISE RETAIL DELIVERY FEES AND ROUNDED TO THE  
7 NEAREST WHOLE CENT, WILL RESULT IN AN INCREASE OF AT LEAST ONE  
8 WHOLE CENT IN THE TOTAL AMOUNT OF THE RETAIL DELIVERY FEE AND  
9 ALL ENTERPRISE RETAIL DELIVERY FEES IMPOSED ON EACH RETAIL  
10 DELIVERY. THE AMOUNT OF CUMULATIVE INFLATION TO BE APPLIED TO  
11 THE SUM OF THE CURRENT RETAIL DELIVERY FEE AND ALL CURRENT  
12 ENTERPRISE RETAIL DELIVERY FEES AND ROUNDED TO THE NEAREST  
13 WHOLE CENT IS THE LESSER OF ACTUAL CUMULATIVE INFLATION OR FIVE  
14 PERCENT.

15 (c) A RETAIL DELIVERY THAT INCLUDES ONLY TANGIBLE PERSONAL  
16 PROPERTY, THE SALE OF WHICH IS EXEMPT FROM STATE SALES TAX UNDER  
17 ARTICLE 26 OF TITLE 39, IS EXEMPT FROM THE RETAIL DELIVERY FEE AND  
18 FROM THE ENTERPRISE RETAIL DELIVERY FEES. A RETAIL DELIVERY MADE  
19 TO A PURCHASER WHO IS EXEMPT FROM PAYING STATE SALES TAX UNDER  
20 ARTICLE 26 OF TITLE 39 IS EXEMPT FROM THE RETAIL DELIVERY FEE AND  
21 FROM THE ENTERPRISE RETAIL DELIVERY FEES.

22 (4) (a) FOR THE PURPOSE OF MINIMIZING COMPLIANCE COSTS FOR  
23 RETAILERS AND ADMINISTRATIVE COSTS FOR THE STATE, THE DEPARTMENT  
24 OF REVENUE SHALL, WHEN IT COLLECTS THE RETAIL DELIVERY FEE  
25 IMPOSED BY SUBSECTION (3) OF THIS SECTION, ALSO COLLECT ON BEHALF  
26 OF THE COMMUNITY ACCESS ENTERPRISE CREATED IN SECTION 24-38.5-303  
27 (1), THE CLEAN FLEET ENTERPRISE CREATED IN SECTION 25-7.5-103 (1)(a),

1 THE STATEWIDE BRIDGE AND TUNNEL ENTERPRISE CREATED IN SECTION  
2 43-4-805 (2)(a)(I), THE CLEAN TRANSIT ENTERPRISE CREATED IN SECTION  
3 43-1-1203 (1)(a), AND THE NONATTAINMENT AREA AIR POLLUTION  
4 MITIGATION ENTERPRISE CREATED IN SECTION 43-4-1303 (1)(a), THE  
5 ENTERPRISE RETAIL DELIVERY FEES.

6 (b) WHEN COLLECTING THE RETAIL DELIVERY FEE AND, IN  
7 ACCORDANCE WITH SUBSECTION (4)(a) OF THIS SECTION, THE ENTERPRISE  
8 RETAIL DELIVERY FEES, THE DEPARTMENT OF REVENUE SHALL RETAIN AN  
9 AMOUNT THAT DOES NOT EXCEED THE TOTAL COST OF COLLECTING,  
10 ADMINISTERING, AND ENFORCING THE RETAIL DELIVERY FEE AND THE  
11 ENTERPRISE RETAIL DELIVERY FEES AND SHALL TRANSMIT THE AMOUNT  
12 RETAINED TO THE STATE TREASURER, WHO SHALL CREDIT IT TO THE RETAIL  
13 DELIVERY FEES FUND, WHICH IS HEREBY CREATED IN THE STATE  
14 TREASURY. ALL MONEY IN THE RETAIL DELIVERY FEES FUND IS  
15 CONTINUOUSLY APPROPRIATED TO THE DEPARTMENT OF REVENUE TO  
16 DEFRAID THE COSTS INCURRED BY THE DEPARTMENT IN COLLECTING,  
17 ENFORCING, AND ADMINISTERING THE RETAIL DELIVERY FEE AND THE  
18 ENTERPRISE RETAIL DELIVERY FEES.

19 (5) (a) THE DEPARTMENT OF REVENUE SHALL TRANSMIT ALL NET  
20 REVENUE COLLECTED FROM THE RETAIL DELIVERY FEE IMPOSED BY  
21 SUBSECTION (3) OF THIS SECTION TO THE STATE TREASURER, WHO SHALL  
22 CREDIT THE NET REVENUE AS FOLLOWS:

23 (I) SEVENTY-ONE AND ONE-TENTH PERCENT SHALL BE CREDITED  
24 TO THE HIGHWAY USERS TAX FUND CREATED IN SECTION 43-4-201 AND  
25 ALLOCATED FROM THE HIGHWAY USERS TAX FUND TO THE STATE,  
26 COUNTIES, AND MUNICIPALITIES AS REQUIRED BY SECTION 43-4-205 (6.8);  
27 AND

1           (II) TWENTY-EIGHT AND NINE-TENTHS PERCENT SHALL BE  
2 CREDITED TO THE MULTIMODAL TRANSPORTATION AND MITIGATION  
3 OPTIONS FUND CREATED IN SECTION 43-4-1103 (1)(a);

4           (b) THE DEPARTMENT OF REVENUE SHALL TRANSMIT ALL NET  
5 REVENUE COLLECTED FROM ENTERPRISE RETAIL DELIVERY FEES TO THE  
6 STATE TREASURER WHO SHALL CREDIT THE NET REVENUE AS FOLLOWS:

7           (I) ALL NET COMMUNITY ACCESS RETAIL DELIVERY FEE REVENUE  
8 SHALL BE CREDITED TO THE COMMUNITY ACCESS ENTERPRISE FUND  
9 CREATED IN SECTION 24-38.5-303 (5);

10          (II) ALL NET CLEAN FLEET RETAIL DELIVERY FEE REVENUE SHALL  
11 BE CREDITED TO THE CLEAN FLEET ENTERPRISE FUND CREATED IN SECTION  
12 25-7.5-103 (5);

13          (III) ALL NET BRIDGE AND TUNNEL RETAIL DELIVERY FEE  
14 REVENUE SHALL BE CREDITED TO THE STATEWIDE BRIDGE AND TUNNEL  
15 ENTERPRISE SPECIAL REVENUE FUND CREATED IN SECTION 43-4-805 (3)(a);

16          (IV) ALL NET CLEAN TRANSIT RETAIL DELIVERY FEE REVENUE  
17 SHALL BE CREDITED TO THE CLEAN TRANSIT ENTERPRISE FUND CREATED  
18 IN SECTION 43-4-1203 (5); AND

19          (V) ALL NET AIR POLLUTION MITIGATION RETAIL DELIVERY FEE  
20 REVENUE SHALL BE CREDITED TO THE NONATTAINMENT AREA AIR  
21 POLLUTION MITIGATION ENTERPRISE FUND CREATED IN SECTION 43-4-1303  
22 (5).

23          (6) (a) EXCEPT TO THE EXTENT OTHERWISE AUTHORIZED OR  
24 REQUIRED BY THE DEPARTMENT OF REVENUE PURSUANT TO SUBSECTION  
25 (6)(d) OF THIS SECTION WITH RESPECT TO THE TIMING OF THE REMITTANCE  
26 OF FEES TO THE DEPARTMENT, THE COLLECTION, ADMINISTRATION, AND  
27 ENFORCEMENT OF THE RETAIL DELIVERY FEE IMPOSED BY SUBSECTION (3)

1 OF THIS SECTION AND THE ENTERPRISE RETAIL DELIVERY FEES SHALL BE  
2 PERFORMED BY THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF  
3 REVENUE IN THE SAME MANNER AS THE COLLECTION, ADMINISTRATION,  
4 AND ENFORCEMENT OF STATE SALES TAX PURSUANT TO ARTICLE 26 OF  
5 TITLE 39.

6 (b) EVERY RETAILER WHO MAKES A RETAIL DELIVERY SHALL ADD  
7 THE RETAIL DELIVERY FEE IMPOSED BY SUBSECTION (3) OF THIS SECTION  
8 AND THE ENTERPRISE RETAIL DELIVERY FEES TO THE PRICE OR CHARGE FOR  
9 THE RETAIL DELIVERY SHOWING THE TOTAL OF THE FEES AS ONE ITEM  
10 CALLED "RETAIL DELIVERY FEES" THAT IS SEPARATE AND DISTINCT FROM  
11 THE PRICE AND ANY OTHER TAXES OR FEES IMPOSED ON THE RETAIL  
12 DELIVERY. WHEN ADDED, THE FEES CONSTITUTE A PART OF THE RETAIL  
13 DELIVERY PRICE OR CHARGE, ARE A DEBT FROM THE PURCHASER TO THE  
14 RETAILER UNTIL PAID, AND ARE RECOVERABLE AT LAW IN THE SAME  
15 MANNER AS OTHER DEBTS.

16 (c) EVERY RETAILER WHO MAKES A RETAIL DELIVERY IS LIABLE  
17 AND RESPONSIBLE FOR THE PAYMENT OF AN AMOUNT EQUIVALENT TO THE  
18 TOTAL AMOUNT OF THE RETAIL DELIVERY FEE IMPOSED BY SUBSECTION (3)  
19 OF THIS SECTION AND THE ENTERPRISE RETAIL DELIVERY FEES FOR EACH  
20 RETAIL DELIVERY MADE IRRESPECTIVE OF THE REQUIREMENTS OF  
21 SUBSECTION (6)(b) OF THIS SECTION. THE BURDEN OF PROVING THAT A  
22 RETAILER IS EXEMPT FROM COLLECTING THE FEES ON ANY RETAIL  
23 DELIVERY AND PAYING THE FEES TO THE EXECUTIVE DIRECTOR OF THE  
24 DEPARTMENT OF REVENUE IS ON THE RETAILER UNDER SUCH REASONABLE  
25 REQUIREMENTS OF PROOF AS THE EXECUTIVE DIRECTOR MAY PRESCRIBE.  
26 THE RETAILER IS ENTITLED, AS COLLECTING AGENT FOR THE STATE, TO  
27 APPLY AND CREDIT THE AMOUNT OF THE RETAILER'S COLLECTIONS



1 AGAINST THE AMOUNT TO BE PAID PURSUANT TO THIS SUBSECTION (6)(c).

2 (d) A RETAILER WHO COLLECTS THE RETAIL DELIVERY FEE  
3 IMPOSED BY SUBSECTION (3) OF THIS SECTION AND THE ENTERPRISE RETAIL  
4 DELIVERY FEES SHALL REMIT THE FEES TO THE DEPARTMENT OF REVENUE  
5 AT THE SAME TIME AND IN THE SAME MANNER AS THE RETAILER REMITS  
6 SALES TAX REVENUE COLLECTED TO THE DEPARTMENT AS REQUIRED BY  
7 ARTICLE 26 OF TITLE 39 UNLESS THE DEPARTMENT REQUIRES OR  
8 AUTHORIZES THE FEES TO BE REMITTED AT ANOTHER TIME OR IN ANOTHER  
9 MANNER.

10 (e) ALL MONEY PAID TO A RETAILER AS A RETAIL DELIVERY FEE  
11 IMPOSED BY SUBSECTION (3) OF THIS SECTION, OR AS ONE OR MORE OF THE  
12 ENTERPRISE RETAIL DELIVERY FEES, SHALL BE AND REMAINS PUBLIC  
13 MONEY, THE PROPERTY OF THE STATE OF COLORADO, IN THE HANDS OF  
14 THE RETAILER, AND THE RETAILER SHALL HOLD THE MONEY IN TRUST FOR  
15 THE SOLE USE AND BENEFIT OF THE STATE OF COLORADO UNTIL PAID TO  
16 THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF REVENUE, AND, FOR  
17 FAILURE TO PAY THE MONEY TO THE EXECUTIVE DIRECTOR, A RETAILER  
18 SHALL BE PUNISHED AS PROVIDED BY LAW. IF ANY RETAILER COLLECTS  
19 FEES IN EXCESS OF THE AMOUNT IMPOSED BY THIS SECTION AND SECTIONS  
20 24-38.5-303 (7), 25-7.5-103 (8), 43-4-1203 (7), AND 43-4-1303 (8), THE  
21 RETAILER SHALL REMIT TO THE EXECUTIVE DIRECTOR OF THE DEPARTMENT  
22 OF REVENUE THE FULL AMOUNT OF THE FEES AND ALSO THE FULL AMOUNT  
23 OF THE EXCESS.

24 (7) THE DEPARTMENT OF REVENUE MAY PROMULGATE RULES TO  
25 IMPLEMENT THIS SECTION.

26 **SECTION 35.** In Colorado Revised Statutes, 43-4-602, **amend**  
27 (1.5), (2), and (12.5); and **add** (3.5) and (19) as follows:

1           **43-4-602. Definitions.** As used in this part 6, unless the context  
2 otherwise requires:

3           (1.5) "Authority" means a body corporate and political subdivision  
4 of the state created pursuant to this part 6 OR A TRANSPORTATION  
5 PLANNING ORGANIZATION EXERCISING THE POWERS OF AN AUTHORITY AS  
6 AUTHORIZED BY SECTION 43-4-622.

7           (2) "Board" means the board of directors of an authority OR OF A  
8 TRANSPORTATION PLANNING ORGANIZATION EXERCISING THE POWERS OF  
9 AN AUTHORITY AS AUTHORIZED BY SECTION 43-4-622.

10          (3.5) "BOUNDARIES OF THE AUTHORITY" MEANS THE BOUNDARIES  
11 SPECIFIED IN THE CONTRACT CREATING THE AUTHORITY, AS MAY BE  
12 CHANGED IN THE MANNER PROVIDED IN SECTION 43-4-605 (2), OR THE  
13 BOUNDARIES OF THE TERRITORY IN WHICH A TRANSPORTATION PLANNING  
14 ORGANIZATION IS AUTHORIZED TO EXERCISE THE POWERS OF AN  
15 AUTHORITY AS SPECIFIED IN THE RESOLUTION AUTHORIZING THE  
16 TRANSPORTATION PLANNING ORGANIZATION TO EXERCISE THE POWERS OF  
17 AN AUTHORITY ADOPTED BY THE BOARD OF THE TRANSPORTATION  
18 PLANNING ORGANIZATION AS AUTHORIZED BY SECTION 43-4-622, AS MAY  
19 BE CHANGED IN THE MANNER PROVIDED IN SECTION 43-4-605 (2).

20          (12.5) "Region" means all of the territory within the boundaries  
21 of, and subject to the jurisdiction of, the governing body of any member  
22 of a combination that creates an authority pursuant to section 43-4-603 OR  
23 THE GOVERNING BODY OF ANY MEMBER OF A TRANSPORTATION PLANNING  
24 ORGANIZATION EXERCISING THE POWERS OF AN AUTHORITY AS  
25 AUTHORIZED BY SECTION 43-4-622.

26          (19) "TRANSPORTATION PLANNING ORGANIZATION" MEANS A  
27 METROPOLITAN PLANNING ORGANIZATION, AS DEFINED IN SECTION

1 43-1-1102 (4), OR A RURAL TRANSPORTATION PLANNING ORGANIZATION  
2 RESPONSIBLE FOR TRANSPORTATION PLANNING FOR A TRANSPORTATION  
3 PLANNING REGION, AS DEFINED IN SECTION 43-1-1102 (8).

4 **SECTION 36.** In Colorado Revised Statutes, 43-4-603, **amend**  
5 (1), (1.5), and (3); and **add** (2.5) as follows:

6 **43-4-603. Creation of authorities - exercise of powers of an**  
7 **authority by transportation planning organization.** (1) Any  
8 combination may create, by contract, an authority that is authorized to  
9 exercise the functions conferred by ~~the provisions of this part 6~~ upon the  
10 issuance by the director of the division of a certificate stating that the  
11 authority has been duly organized according to the laws of the state. IN  
12 ADDITION, ANY TRANSPORTATION PLANNING ORGANIZATION MAY ADOPT  
13 A RESOLUTION AUTHORIZING IT TO EXERCISE THE POWERS OF AN  
14 AUTHORITY AS AUTHORIZED BY SECTION 43-4-622 UPON THE ISSUANCE BY  
15 THE DIRECTOR OF THE DIVISION OF A CERTIFICATE STATING THAT THE  
16 TRANSPORTATION PLANNING ORGANIZATION HAS BEEN DULY AUTHORIZED  
17 TO EXERCISE THE POWERS OF AN AUTHORITY ACCORDING TO THE LAWS OF  
18 THE STATE. The combination joining in the creation of the authority OR  
19 THE TRANSPORTATION PLANNING ORGANIZATION ADOPTING A RESOLUTION  
20 AUTHORIZING IT TO EXERCISE THE POWERS OF AN AUTHORITY shall  
21 provide a copy of the contract OR RESOLUTION to the department of  
22 transportation for comment and, if the territory of the proposed authority  
23 OR THE TERRITORY IN WHICH THE TRANSPORTATION PLANNING  
24 ORGANIZATION IS AUTHORIZED TO EXERCISE THE POWERS OF AN  
25 AUTHORITY includes or borders any territory of the regional transportation  
26 district created in article 9 of title 32 C.R.S., or intersects with or is likely  
27 to divert vehicle traffic to or from a toll highway operated by a public

1 highway authority established under part 5 of this ~~article~~ ARTICLE 4, shall  
2 also provide a copy of the contract OR RESOLUTION to the district or the  
3 affected public highway authority, as applicable, for comment. The  
4 combination OR TRANSPORTATION PLANNING ORGANIZATION shall also  
5 provide a copy of the contract OR RESOLUTION FOR COMMENT to each  
6 county and municipality that is not a member of the combination OR A  
7 MEMBER OF THE TRANSPORTATION PLANNING ORGANIZATION but that  
8 includes territory that borders the territory of the proposed authority ~~for~~  
9 ~~comment~~ OR THE TERRITORY IN WHICH THE TRANSPORTATION PLANNING  
10 ORGANIZATION IS AUTHORIZED TO EXERCISE THE POWERS OF AN  
11 AUTHORITY. A TRANSPORTATION PLANNING ORGANIZATION ADOPTING A  
12 RESOLUTION AUTHORIZING IT TO EXERCISE THE POWERS OF AN AUTHORITY  
13 SHALL ALSO PROVIDE A COPY OF THE RESOLUTION FOR COMMENT TO ANY  
14 EXISTING AUTHORITY THAT INCLUDES OR BORDERS ANY OF THE TERRITORY  
15 IN WHICH THE TRANSPORTATION PLANNING ORGANIZATION WILL EXERCISE  
16 THE POWERS OF AN AUTHORITY AND TO THE REGIONAL TRANSPORTATION  
17 DISTRICT CREATED IN SECTION 32-9-105 IF THE REGIONAL  
18 TRANSPORTATION DISTRICT INCLUDES OR BORDERS ANY OF THAT  
19 TERRITORY. IF THE TRANSPORTATION PLANNING ORGANIZATION IS  
20 REQUIRED TO PROVIDE A COPY OF THE RESOLUTION FOR COMMENT TO THE  
21 REGIONAL TRANSPORTATION DISTRICT, IT SHALL ALSO COLLABORATE WITH  
22 THE DISTRICT AND ENSURE THAT THE DISTRICT'S SERVICES ARE TAKEN  
23 INTO CONSIDERATION AND PROTECTED WHEN THE ORGANIZATION PLANS  
24 TO EXERCISE AND EXERCISES THE POWERS OF AN AUTHORITY. The director  
25 shall issue the certificate upon the filing with the director of a copy of the  
26 contract by the combination joining in the creation of the authority OR A  
27 COPY OF THE RESOLUTION ADOPTED BY THE BOARD OF THE

1 TRANSPORTATION PLANNING ORGANIZATION AUTHORIZING THE  
2 TRANSPORTATION PLANNING ORGANIZATION TO EXERCISE THE POWERS OF  
3 AN AUTHORITY. The director shall cause the certificate to be recorded in  
4 the real estate records in each county having territory included in the  
5 boundaries of the authority. Upon issuance of the certificate by the  
6 director, ~~the AN authority shall constitute~~ CREATED BY A COMBINATION BY  
7 CONTRACT CONSTITUTES a separate political subdivision and body  
8 corporate of the state and shall have all of the duties, privileges,  
9 immunities, rights, liabilities, and disabilities of a public body politic and  
10 corporate.

11 (1.5) ~~On and after January 1, 2006,~~ If, after reviewing a contract  
12 that creates an authority OR A RESOLUTION AUTHORIZING A  
13 TRANSPORTATION PLANNING ORGANIZATION TO EXERCISE THE POWERS OF  
14 AN AUTHORITY provided pursuant to subsection (1) of this section, but in  
15 no event more than ninety days after a copy of the contract OR  
16 RESOLUTION is provided pursuant to subsection (1) of this section, the  
17 department of transportation, the regional transportation district created  
18 in article 9 of title 32, ~~C.R.S.~~, a bordering county or municipality, ~~or a~~  
19 public highway authority established under part 5 of this ~~article~~ ARTICLE  
20 4, OR, WITH RESPECT TO A RESOLUTION ONLY, AN EXISTING AUTHORITY,  
21 informs the combination that executed the contract OR THE  
22 TRANSPORTATION PLANNING ORGANIZATION THAT ADOPTED THE  
23 RESOLUTION that any portions of the regional transportation systems to be  
24 provided by the proposed authority that involve road construction or  
25 improvement, as specified in the contract OR RESOLUTION pursuant to  
26 ~~paragraph (a) of subsection (2) of this section~~ SUBSECTION (2)(a) OF THIS  
27 SECTION, and that are on, alter the physical structure of, or negatively

1 impact safe operation of any highway, road, or street under its jurisdiction  
2 or will provide mass transportation services that impact the district, then,  
3 at the request of the affected entity, the combination OR THE  
4 TRANSPORTATION PLANNING ORGANIZATION shall enter into an  
5 intergovernmental agreement concerning the identified portions or mass  
6 transportation services with the department, the district, the bordering  
7 county or municipality, the public highway authority, THE EXISTING  
8 AUTHORITY, or any combination thereof, as applicable, within one  
9 hundred eighty days after a copy of the contract OR RESOLUTION was  
10 provided, ~~or~~ eliminate those portions or services from the list of projects  
11 specified in the contract before it submits the contract to a vote of the  
12 registered electors residing within the boundaries of the proposed  
13 authority as required by subsection (4) of this section, OR AMEND OR  
14 REPLACE THE RESOLUTION TO ELIMINATE THOSE PORTIONS OR SERVICES  
15 FROM THE LIST OF PROJECTS SPECIFIED IN THE RESOLUTION. When  
16 requesting that an intergovernmental agreement be entered into or that  
17 portions of a regional transportation system be eliminated due to a  
18 negative impact to safe operation of a highway, road, or street, the  
19 requesting entity shall provide, at the time of the request, evidence of the  
20 negative impact. The intergovernmental agreement shall specify whatever  
21 terms the combination OR TRANSPORTATION PLANNING ORGANIZATION  
22 and the affected entity or entities deem necessary to avoid duplication of  
23 effort and to ensure coordinated transportation planning, efficient  
24 allocation of resources, and equitable sharing of costs. If the department  
25 is a party to the intergovernmental agreement, the agreement shall also  
26 describe in detail any effect on department funding of any portion of the  
27 state highway system within the proposed region that is expected to result

1 from the creation of the proposed authority OR THE EXERCISE OF THE  
2 POWER OF AN AUTHORITY BY THE TRANSPORTATION PLANNING  
3 ORGANIZATION. Nothing in this subsection (1.5) shall be construed to  
4 preclude a combination, ~~or any~~ authority, OR TRANSPORTATION PLANNING  
5 ORGANIZATION EXERCISING THE POWERS OF AN AUTHORITY from entering  
6 into an intergovernmental agreement with the department, the district, a  
7 public highway authority, a bordering county or municipality, or any other  
8 governmental entity regarding any regional transportation system.

9 (2.5) A RESOLUTION AUTHORIZING A TRANSPORTATION PLANNING  
10 ORGANIZATION TO EXERCISE THE POWERS OF AN AUTHORITY ADOPTED AS  
11 AUTHORIZED BY SECTION 43-4-622 MUST SPECIFY:

12 (a) THE REGIONAL TRANSPORTATION SYSTEMS TO BE PROVIDED;  
13 AND

14 (b) THE BOUNDARIES OF THE TERRITORY IN WHICH THE  
15 TRANSPORTATION PLANNING ORGANIZATION IS AUTHORIZED TO EXERCISE  
16 THE POWERS OF AN AUTHORITY, WHICH MAY NOT INCLUDE:

17 (I) TERRITORY OUTSIDE OF THE BOUNDARIES OF THE MEMBERS OF  
18 THE TRANSPORTATION PLANNING ORGANIZATION;

19 (II) TERRITORY WITHIN THE BOUNDARIES OF AN EXISTING  
20 AUTHORITY WITHOUT THE APPROVAL OF THE EXISTING AUTHORITY;

21 (III) TERRITORY WITHIN THE BOUNDARIES OF A MUNICIPALITY  
22 THAT IS A MEMBER OF THE TRANSPORTATION PLANNING ORGANIZATION IF  
23 THE GOVERNING BODY OF THE MUNICIPALITY ADOPTS A RESOLUTION  
24 OBJECTING TO THE INCLUSION OF THE TERRITORY;

25 (IV) TERRITORY WITHIN THE BOUNDARIES OF A COUNTY THAT IS  
26 A MEMBER OF THE TRANSPORTATION PLANNING ORGANIZATION IF THE  
27 GOVERNING BODY OF THE COUNTY ADOPTS A RESOLUTION OBJECTING TO

1 THE INCLUSION OF THE TERRITORY;

2 (V) TERRITORY WITHIN THE BOUNDARIES OF A MUNICIPALITY THAT  
3 IS NOT A MEMBER OF THE TRANSPORTATION PLANNING ORGANIZATION AS  
4 THE BOUNDARIES OF THE MUNICIPALITY EXIST ON THE DATE THE  
5 RESOLUTION IS ADOPTED WITHOUT THE CONSENT OF THE GOVERNING BODY  
6 OF THE MUNICIPALITY; OR

7 (VI) TERRITORY WITHIN THE UNINCORPORATED BOUNDARIES OF  
8 A COUNTY THAT IS NOT A MEMBER OF THE TRANSPORTATION PLANNING  
9 ORGANIZATION AS THE UNINCORPORATED BOUNDARIES OF THE COUNTY  
10 EXIST ON THE DATE THE RESOLUTION IS ADOPTED WITHOUT THE CONSENT  
11 OF THE GOVERNING BODY OF THE COUNTY.

12 (3) No municipality, county, or special district shall enter into a  
13 contract establishing an authority AND NO TRANSPORTATION PLANNING  
14 ORGANIZATION SHALL ADOPT A RESOLUTION AUTHORIZING IT TO EXERCISE  
15 THE POWERS OF AN AUTHORITY AS AUTHORIZED BY SECTION 43-4-622  
16 without holding at least two public hearings thereon in addition to other  
17 requirements imposed by law for public notice. The municipality, county,  
18 ~~or~~ special district, OR TRANSPORTATION PLANNING ORGANIZATION shall  
19 give notice of the time, place, and purpose of the public hearing by  
20 publication in a newspaper of general circulation in the municipality,  
21 county, ~~or~~ special district, OR TERRITORY OF THE TRANSPORTATION  
22 PLANNING ORGANIZATION as the case may be, at least ten days prior to the  
23 date of the public hearing.

24 **SECTION 37.** In Colorado Revised Statutes, 43-4-604, **amend**  
25 (3)(i) as follows:

26 **43-4-604. Board of directors.** (3) The board, in addition to all  
27 other powers conferred by this part 6, has the following powers:



1 (i) AS APPLICABLE, to amend the contract that created the authority  
2 to the extent that any amendment procedures specified in the contract  
3 pursuant to section 43-4-603 (2)(f) authorize the board, rather than the  
4 members of the combination that are parties to the contract, to amend the  
5 contract OR TO AMEND OR REPLACE THE RESOLUTION AUTHORIZING THE  
6 TRANSPORTATION PLANNING ORGANIZATION TO EXERCISE THE POWERS OF  
7 AN AUTHORITY ADOPTED AS AUTHORIZED BY SECTION 43-4-622.

8 **SECTION 38.** In Colorado Revised Statutes, 43-4-605, **amend**  
9 (1) introductory portion, (1)(f), (1)(i), (1)(i.5)(I) introductory portion,  
10 (1)(j)(I), and (2)(a) as follows:

11 **43-4-605. Powers of the authority - inclusion or exclusion of**  
12 **property - determination of regional transportation system alignment**  
13 **- fund created - repeal.** (1) In addition to any other powers granted to  
14 ~~the~~ AN authority pursuant to this part 6, ~~the~~ AN authority has the following  
15 powers:

16 (f) To finance, construct, operate, or maintain regional  
17 transportation systems within or without the boundaries of the authority;  
18 except that the authority shall not construct regional transportation  
19 systems in any territory located outside the boundaries of the authority  
20 and within the boundaries of a municipality as the boundaries of the  
21 municipality exist on the date the authority is created without the consent  
22 of the governing body of the municipality; outside the boundaries of the  
23 authority and within the unincorporated boundaries of a county as the  
24 unincorporated boundaries of the county exist on the date the authority is  
25 created without the consent of the governing body of the county; or inside  
26 or outside the boundaries of the authority if the regional transportation  
27 systems would alter the state highway system, as defined in section

1 43-2-101 (1), or the interstate system, as defined in section 43-2-101 (2),  
2 except as authorized by an intergovernmental agreement entered into by  
3 the members of the combination that created the authority OR THE  
4 TRANSPORTATION PLANNING ORGANIZATION EXERCISING THE POWERS OF  
5 AN AUTHORITY and the department of transportation as required by  
6 section 43-4-603 (1.5);

7 (i) To impose an annual motor vehicle registration fee of not more  
8 than ten dollars for each motor vehicle registered with the authorized  
9 agent, as defined in section 42-1-102, of the county by persons residing  
10 in all or any designated portion of the members of the combination OR OF  
11 THE MEMBERS OF THE TRANSPORTATION PLANNING ORGANIZATION  
12 EXERCISING THE POWERS OF AN AUTHORITY AS AUTHORIZED BY SECTION  
13 43-4-622; except that the authority shall not impose a motor registration  
14 fee with respect to motor vehicles registered to persons residing outside  
15 the boundaries of the authority and within the boundaries of a  
16 municipality as the boundaries of the municipality exist on the date the  
17 authority is created OR THE RESOLUTION AUTHORIZING THE  
18 TRANSPORTATION PLANNING ORGANIZATION TO EXERCISE THE POWERS OF  
19 AN AUTHORITY IS ADOPTED without the consent of the governing body of  
20 the municipality or outside the boundaries of the authority and within the  
21 unincorporated boundaries of a county as the unincorporated boundaries  
22 of the county exist on the date the authority is created without the consent  
23 of the governing body of the county. The registration fee is in addition to  
24 any fee or tax imposed by the state or any other governmental unit. If a  
25 motor vehicle is registered in a county that is a member of more than one  
26 authority, the total of all fees imposed pursuant to this subsection (1)(i)  
27 for ~~any such~~ THE motor vehicle shall not exceed ten dollars. The

1 authorized agent of the county in which the registration fee is imposed  
2 shall collect the fee and remit the fee to the authority. The authority shall  
3 apply the registration fees solely to the financing, construction, operation,  
4 or maintenance of regional transportation systems that are consistent with  
5 the expenditures specified in section 18 of article X of the state  
6 constitution.

7 (i.5) (I) Subject to the provisions of section 43-4-612, to impose,  
8 in all or any designated portion of the members of the combination OR OF  
9 THE MEMBERS OF THE TRANSPORTATION PLANNING ORGANIZATION  
10 EXERCISING THE POWERS OF AN AUTHORITY AS AUTHORIZED BY SECTION  
11 43-4-622, a visitor benefit tax on persons who purchase overnight rooms  
12 or accommodations in any amount that would not cause the aggregate  
13 amount of the visitor benefit tax and any lodging tax imposed on such  
14 overnight rooms or accommodations to exceed two percent of the price  
15 of such overnight rooms or accommodations; except that the authority  
16 shall not impose ~~any such~~ A visitor benefit tax on overnight rooms or  
17 accommodations that are in any territory:

18 (j) (I) Subject to the provisions of section 43-4-612, to levy, in all  
19 or any designated portion of the members of the combination OR OF THE  
20 MEMBERS OF THE TRANSPORTATION PLANNING ORGANIZATION EXERCISING  
21 THE POWERS OF AN AUTHORITY AS AUTHORIZED BY SECTION 43-4-622, a  
22 sales or use tax, or both, at a rate not to exceed one percent upon every  
23 transaction or other incident with respect to which a sales or use tax is  
24 levied by the state; except that, ~~on and after January 1, 2006,~~ if the  
25 authority includes territory that is within the regional transportation  
26 district created and existing pursuant to article 9 of title 32, ~~C.R.S.~~, a  
27 designated portion of the members of the combination OR OF THE

1 MEMBERS OF THE TRANSPORTATION PLANNING ORGANIZATION in which  
2 a new tax is levied ~~shall~~ MUST be composed of entire territories of  
3 members of the combination OR OF THE MEMBERS OF THE  
4 TRANSPORTATION PLANNING ORGANIZATION so that the rate of tax  
5 imposed pursuant to this part 6 within the territory of any single member  
6 of the combination OR OF THE MEMBERS OF THE TRANSPORTATION  
7 PLANNING ORGANIZATION is uniform and except that the authority shall  
8 not levy a sales or use tax on any transaction or other incident occurring  
9 in any territory located outside the boundaries of the authority and within  
10 the boundaries of a municipality as the boundaries of the municipality  
11 exist on the date the authority is created without the consent of the  
12 governing body of the municipality or outside the boundaries of the  
13 authority and within the unincorporated boundaries of a county as the  
14 unincorporated boundaries exist on the date the authority is created  
15 without the consent of the governing body of the county. Subject to the  
16 provisions of section 43-4-612, the authority may elect to levy any such  
17 sales or use tax at different rates in different designated portions of the  
18 members of the combination OR OF THE MEMBERS OF THE  
19 TRANSPORTATION PLANNING ORGANIZATION; except that, ~~on and after~~  
20 ~~January 1, 2006~~, if the authority includes territory that is within the  
21 regional transportation district, a designated portion of the members of  
22 the combination OR OF THE MEMBERS OF THE TRANSPORTATION PLANNING  
23 ORGANIZATION in which a new tax is levied ~~shall~~ MUST be composed of  
24 entire territories of members of the combination OR OF THE MEMBERS OF  
25 THE TRANSPORTATION PLANNING ORGANIZATION so that the rate of tax  
26 imposed pursuant to this part 6 within the territory of any single member  
27 of the combination OR OF THE TRANSPORTATION PLANNING ORGANIZATION

1 is uniform. If the authority so elects, it shall submit a single ballot  
2 question that lists all of the different rates to the registered electors of all  
3 designated portions of the members of the combination OR OF THE  
4 TRANSPORTATION PLANNING ORGANIZATION in which the proposed sales  
5 or use tax is to be levied. The tax imposed pursuant to this ~~paragraph (j)~~  
6 SUBSECTION (1)(j) is in addition to any other sales or use tax imposed  
7 pursuant to law. If a member of the combination OR OF THE  
8 TRANSPORTATION PLANNING ORGANIZATION is located within more than  
9 one authority, the sales or use tax, or both, authorized by this ~~paragraph~~  
10 ~~(j)~~ SUBSECTION (1)(j) shall not exceed one percent upon every transaction  
11 or other incident with respect to which a sales or use tax is levied by the  
12 state. The executive director of the department of revenue shall collect,  
13 administer, and enforce the sales or use tax, to the extent feasible, in the  
14 manner provided in section 29-2-106. ~~C.R.S.~~ The director shall make  
15 monthly distributions of the tax collections to the authority, which shall  
16 apply the proceeds solely to the financing, construction, operation, or  
17 maintenance of regional transportation systems. The department shall  
18 retain an amount not to exceed the ~~net incremental~~ TOTAL cost of the  
19 collection, administration, and enforcement and shall transmit the amount  
20 to the state treasurer, who shall credit the same to the regional  
21 transportation authority sales tax fund, which fund is hereby created. The  
22 amounts so retained are hereby appropriated annually from the fund to the  
23 department to the extent necessary for the department's collection,  
24 administration, and enforcement of ~~the provisions of~~ this part 6. Any  
25 ~~moneys~~ MONEY remaining in the fund attributable to taxes collected in the  
26 prior fiscal year shall be transmitted to the authority; except that, prior to  
27 the transmission to the authority of such ~~moneys~~ MONEY, any ~~moneys~~

1 MONEY appropriated from the general fund to the department for the  
2 collection, administration, and enforcement of the tax for the prior fiscal  
3 year shall be repaid.

4 (2) (a) The board may include property within or exclude property  
5 from the boundaries of the authority in the manner provided in this  
6 subsection (2). Property may not be included within the boundaries of the  
7 authority unless it is within the boundaries of the members of the  
8 combination OR OF THE TRANSPORTATION PLANNING ORGANIZATION  
9 EXERCISING THE POWERS OF AN AUTHORITY AS AUTHORIZED BY SECTION  
10 43-4-622 at the time of the inclusion. Property located within the  
11 boundaries of a municipality that is not a member of the combination OR  
12 OF THE TRANSPORTATION PLANNING ORGANIZATION as the boundaries of  
13 the municipality exist on the date the property is included may not be  
14 included without the consent of the governing body of ~~such~~ THE  
15 municipality, and property within the unincorporated boundaries of a  
16 county that is not a member of the combination OR OF THE  
17 TRANSPORTATION PLANNING ORGANIZATION as the unincorporated  
18 boundaries of the county exist on the date the property is included may  
19 not be included without the consent of the governing body of ~~such~~ THE  
20 county.

21 **SECTION 39.** In Colorado Revised Statutes, 43-4-611, **amend**  
22 (2) as follows:

23 **43-4-611. Powers of governmental units.** (2) To assist in the  
24 financing, construction, operation, or maintenance of a regional  
25 transportation system, any county, municipality, or special district that is  
26 a member of a combination OR OF A TRANSPORTATION PLANNING  
27 ORGANIZATION EXERCISING THE POWERS OF AN AUTHORITY AS

1 AUTHORIZED BY SECTION 43-4-622 may, by contract, pledge to the  
2 authority all or a portion of the revenues it receives from the highway  
3 users tax fund or from any other legally available funds. The authority  
4 shall apply revenues that it receives pursuant to the pledge to the  
5 financing, construction, operation, or maintenance of any regional  
6 transportation system. The authority may refuse to accept any revenues  
7 that would cause a member of the combination OR OF THE  
8 TRANSPORTATION PLANNING ORGANIZATION to exceed its allowable fiscal  
9 year spending under section 20 of article X of the state constitution and  
10 that could result in a refund of excess revenues under said section 20.

11 **SECTION 40.** In Colorado Revised Statutes, 43-4-612, **amend**  
12 (1) as follows:

13 **43-4-612. Referendum.** (1) (a) No action by an authority to  
14 establish or increase any tax authorized by this part 6 shall take effect  
15 unless first submitted to a vote of the registered electors of that portion of  
16 the combination OR THAT PORTION OF THE TERRITORY IN WHICH A  
17 TRANSPORTATION PLANNING ORGANIZATION IS AUTHORIZED TO EXERCISE  
18 THE POWERS OF AN AUTHORITY in which the tax is proposed to be  
19 collected.

20 (b) THE EFFECTIVE DATE OF ANY SALES OR USE TAX ADOPTED  
21 UNDER THIS PART 6 MUST BE EITHER JANUARY 1 OR JULY 1 FOLLOWING  
22 THE DATE OF THE ELECTION IN WHICH THE SALES OR USE TAX IS APPROVED,  
23 AND THE BOARD SHALL NOTIFY THE EXECUTIVE DIRECTOR OF THE  
24 DEPARTMENT OF REVENUE OF THE ADOPTION OF A SALES OR USE TAX  
25 PROPOSAL AT LEAST FORTY-FIVE DAYS PRIOR TO THE EFFECTIVE DATE OF  
26 THE TAX. IF A SALES OR USE TAX PROPOSAL IS APPROVED AT AN ELECTION  
27 HELD LESS THAN FORTY-FIVE DAYS PRIOR TO THE JANUARY 1 OR JULY 1

1 FOLLOWING THE DATE OF THE ELECTION, THE TAX SHALL NOT BE  
2 EFFECTIVE UNTIL THE NEXT SUCCEEDING JANUARY 1 OR JULY 1.

3 **SECTION 41.** In Colorado Revised Statutes, **amend** 43-4-615 as  
4 follows:

5 **43-4-615. Agreement of the state not to limit or alter rights of**  
6 **obligees.** The state hereby pledges and agrees with the holders of any  
7 bonds issued under this part 6 and with those parties who enter into  
8 contracts with an authority or any member of ~~the~~ A combination OR  
9 MEMBER OF A TRANSPORTATION PLANNING ORGANIZATION EXERCISING  
10 THE POWERS OF AN AUTHORITY AS AUTHORIZED BY SECTION 43-4-622  
11 pursuant to this part 6 that the state will not impair the rights vested in the  
12 authority or the rights or obligations of any person with which the  
13 authority contracts to fulfill the terms of any agreements made pursuant  
14 to this part 6. The state further agrees that it will not impair the rights or  
15 remedies of the holders of any bonds of the authority until the bonds have  
16 been paid or until adequate provision for payment has been made. The  
17 authority may include this provision and undertaking for the state in ~~such~~  
18 THE bonds.

19 **SECTION 42.** In Colorado Revised Statutes, **add** 43-4-622 as  
20 follows:

21 **43-4-622. Exercise of authority powers by transportation**  
22 **planning organization.** (1) BY ADOPTING A RESOLUTION, THE BOARD OF  
23 A TRANSPORTATION PLANNING ORGANIZATION MAY AUTHORIZE ITSELF TO  
24 EXERCISE SOME OR ALL OF THE POWERS OF AN AUTHORITY SET FORTH IN  
25 THIS PART 6 WITHIN THE REGION OR ANY PORTION OF THE REGION OF THE  
26 TRANSPORTATION PLANNING ORGANIZATION.

27 (2) THE EXERCISE OF THE POWERS OF AN AUTHORITY BY A



1 TRANSPORTATION PLANNING ORGANIZATION IS SUBJECT TO ALL  
2 REQUIREMENTS AND LIMITATIONS SET FORTH IN THIS PART 6 OR ANY  
3 OTHER LAW INCLUDING, BUT NOT LIMITED TO:

4 (a) THE NOTICE REQUIREMENTS SET FORTH IN SECTIONS 43-4-603  
5 (1), 43-4-613, AND 43-4-614 (1);

6 (b) THE INTERGOVERNMENTAL AGREEMENT AND SERVICES  
7 ELIMINATION REQUIREMENTS SET FORTH IN SECTION 43-4-603 (1.5);

8 (c) THE PUBLIC HEARING REQUIREMENTS SET FORTH IN SECTION  
9 43-4-603 (3);

10 (d) THE LIMITATIONS ON THE BOARD DELEGATING CERTAIN  
11 POWERS SET FORTH IN SECTION 43-4-604 (1);

12 (e) ALL REQUIREMENTS SET FORTH IN THIS PART 6 THAT REQUIRE  
13 THE CONSENT OF A COUNTY OR MUNICIPALITY THAT IS NOT A MEMBER OF  
14 THE TRANSPORTATION PLANNING ORGANIZATION TO OPERATIONS,  
15 TAXATION, OR OTHER ACTIVITIES WITHIN ITS TERRITORY;

16 (f) ALL BOARD SUPER-MAJORITY VOTING REQUIREMENTS SET  
17 FORTH IN THIS PART 6; AND

18 (g) THE VOTER APPROVAL REQUIREMENTS SET FORTH IN SECTION  
19 43-4-612.

20 (3) BEFORE COMMENCING CONSTRUCTION OF A REGIONAL  
21 TRANSPORTATION SYSTEM, A TRANSPORTATION PLANNING ORGANIZATION  
22 EXERCISING THE POWERS OF AN AUTHORITY SHALL COMPLY WITH THE  
23 PROCEDURES AND GUIDELINES ADOPTED BY THE TRANSPORTATION  
24 COMMISSION PURSUANT TO SECTION 43-1-128 (3) AND ANALYZE AND  
25 DOCUMENT TO THE DEPARTMENT OF TRANSPORTATION THE SYSTEM'S  
26 ANTICIPATED IMPACTS ON THE ACHIEVEMENT OF THE STATE GREENHOUSE  
27 GAS POLLUTION GOALS SET FORTH IN SECTION 25-7-102 (2)(g) AND ON

1 COMPLIANCE WITH APPLICABLE STANDARDS UNDER THE ATTAINMENT  
2 PROGRAM CREATED AND DEVELOPED PURSUANT TO PART 3 OF ARTICLE 7  
3 OF TITLE 25. UPON THE REQUEST OF A RURAL TRANSPORTATION PLANNING  
4 ORGANIZATION, THE DEPARTMENT OF TRANSPORTATION SHALL PROVIDE  
5 TECHNICAL ASSISTANCE TO FACILITATE THE COMPLETION OF THE  
6 ANALYSIS.

7 (4) NOTWITHSTANDING ANY PROVISION OF THIS PART 6 TO THE  
8 CONTRARY, A TRANSPORTATION PLANNING ORGANIZATION MAY NOT  
9 EXERCISE ANY OF THE POWERS OF AN AUTHORITY WITHIN THE BOUNDARIES  
10 OF AN EXISTING AUTHORITY WITHOUT THE PRIOR APPROVAL OF THE BOARD  
11 OF THE EXISTING AUTHORITY BY ADOPTION OF A RESOLUTION BY THE  
12 AFFIRMATIVE VOTE OF TWO-THIRDS OF THE DIRECTORS OF THE BOARD.  
13 THE BOARD OF THE EXISTING AUTHORITY SHALL FILE ANY SUCH  
14 RESOLUTION ADOPTED WITH THE DIRECTOR OF THE DIVISION. THE  
15 DIRECTOR OF THE DIVISION SHALL NOT ISSUE THE CERTIFICATE REQUIRED  
16 BY SECTION 43-4-603 (1) TO A TRANSPORTATION PLANNING  
17 ORGANIZATION, IF THE TRANSPORTATION PLANNING ORGANIZATION IS  
18 ATTEMPTING TO EXERCISE THE POWERS OF AN AUTHORITY WITHIN THE  
19 BOUNDARIES OF AN EXISTING AUTHORITY WITHOUT THE EXISTING  
20 AUTHORITY'S DULY ADOPTED AND FILED RESOLUTION OF APPROVAL.

21 **SECTION 43.** In Colorado Revised Statutes, 43-4-705, **repeal**  
22 (2)(a)(II.5) and (13)(b) as follows:

23 **43-4-705. Revenue anticipation notes - ballot issue - repeal.**

24 (2) (a) Subject to the provisions of this subsection (2), the principal of  
25 and interest on revenue anticipation notes and any costs associated with  
26 the issuance and administration of such notes shall be payable solely  
27 from:

1           (II.5) ~~Money transferred from the general fund to the state~~  
2 ~~highway fund pursuant to section 24-75-219 (5)(c); and~~

3           (13) (b) (I) ~~Subject to voter approval of the ballot issue submitted~~  
4 ~~at the November 2021 statewide election pursuant to subsection~~  
5 ~~(13)(b)(III) of this section and the repayment funding commitment~~  
6 ~~requirement specified in subsection (13)(b)(II) of this section, the~~  
7 ~~executive director shall issue additional transportation revenue~~  
8 ~~anticipation notes in a maximum amount of one billion three hundred~~  
9 ~~thirty-seven million dollars and with a maximum repayment cost of one~~  
10 ~~billion eight hundred sixty-five million dollars. The maximum repayment~~  
11 ~~term for any notes issued pursuant to this subsection (13)(b) is twenty~~  
12 ~~years, and the certificate, trust indenture, or other instrument authorizing~~  
13 ~~their issuance shall provide that the state may pay the notes in full without~~  
14 ~~penalty no later than ten years following the date of issuance.~~

15           (H) ~~Notwithstanding section 43-1-113 (19) and subsection (12)(a)~~  
16 ~~of this section, before issuing any revenue anticipation notes as~~  
17 ~~authorized by subsection (13)(b)(I) of this section, the transportation~~  
18 ~~commission shall adopt a resolution in which it agrees, subject to the~~  
19 ~~requirements of section 43-4-706 (2), that it intends to annually allocate~~  
20 ~~from legally available money under its control any amount needed for~~  
21 ~~payment of the notes until the notes are fully repaid. The commission~~  
22 ~~shall first allocate for payment of the notes money transferred from the~~  
23 ~~general fund to the state highway fund pursuant to section 24-75-219~~  
24 ~~(5)(b) and any money allocated by the commission from the transportation~~  
25 ~~revenue anticipation notes reserve account created in section 43-4-714 (2)~~  
26 ~~and thereafter shall allocate for payment of the notes any other legally~~  
27 ~~available money under its control.~~

1           ~~(III) The secretary of state shall submit to the registered electors~~  
2           ~~of the state for their approval or rejection at the November 2021 statewide~~  
3           ~~election the following ballot issue: "Shall state of Colorado debt be~~  
4           ~~increased \$1,337,000,000, with a maximum repayment cost of~~  
5           ~~\$1,865,000,000, without raising taxes, through the issuance of~~  
6           ~~transportation revenue anticipation notes for the purpose of addressing~~  
7           ~~critical priority transportation needs in the state by financing~~  
8           ~~transportation projects, shall note proceeds and investment earnings on~~  
9           ~~note proceeds be excluded from state fiscal year spending limits, and shall~~  
10           ~~the amount of lease-purchase agreements required by current law to be~~  
11           ~~issued for the purpose of financing transportation projects be reduced?"~~

12           ~~(IV) No later than May 1, 2021, the department shall provide to~~  
13           ~~the director of research of the legislative council the most recent available~~  
14           ~~list of qualified federal aid transportation projects, including multimodal~~  
15           ~~capital projects, that are designated for tier 1 funding as ten-year~~  
16           ~~development program projects on the department's 2021 development~~  
17           ~~program project list and that the department will fund with proceeds of~~  
18           ~~any transportation revenue anticipation notes issued as authorized by this~~  
19           ~~subsection (13)(b). In order to fully inform the voters of the state~~  
20           ~~concerning the projects to be funded with proceeds of any such additional~~  
21           ~~transportation revenue anticipation notes before the voters vote on the~~  
22           ~~ballot question specified in subsection (13)(b)(III) of this section, the~~  
23           ~~director of research shall publish the list, including any subsequent~~  
24           ~~updates to the list made before final approval by the legislative council of~~  
25           ~~the 2021 ballot information booklet prepared pursuant to section~~  
26           ~~1-40-124.5, which updates the department shall expeditiously provide to~~  
27           ~~the director of research, in the ballot information booklet.~~

1           ~~(V) (A) (Deleted by amendment, L. 2019.)~~

2           ~~(B) This subsection (13)(b) is repealed, effective January 1, 2022,~~  
3 ~~if a majority of the electors voting on the ballot issue in subsection~~  
4 ~~(13)(b)(III) of this section vote "No/Against".~~

5           ~~(C) This subsection (13)(b)(V) is repealed, effective January 1,~~  
6 ~~2022, if a majority of the electors voting on the ballot issue in subsection~~  
7 ~~(13)(b)(III) of this section vote "Yes/For".~~

8           **SECTION 44.** In Colorado Revised Statutes, 43-4-802, **amend**  
9 **(2)(c), (2)(d), (2)(f), and (3)(a) introductory portion as follows:**

10           **43-4-802. Legislative declaration.** (2) The general assembly  
11 further finds and declares that:

12           (c) Increasing funding for designated bridge projects, TUNNEL  
13 PROJECTS, and road safety projects in the short- and medium-term through  
14 the imposition of bridge and road safety surcharges, A BRIDGE AND  
15 TUNNEL IMPACT FEE, and other new fees at rates reasonably calculated  
16 based on the benefits received by the persons paying the fees will not only  
17 provide funding to complete the projects but will also accelerate the  
18 state's economic recovery by increasing bridge, TUNNEL, and road  
19 construction, repair, reconstruction, and maintenance activity, as well as  
20 related economic activity, and by employing significant numbers of  
21 Coloradans;

22           (d) The creation of a statewide bridge AND TUNNEL enterprise  
23 authorized to complete designated bridge projects AND TUNNEL PROJECTS,  
24 to impose a bridge safety surcharge AND A BRIDGE AND TUNNEL IMPACT  
25 FEE and issue revenue bonds, and, if required approvals are obtained, to  
26 contract with the state to receive one or more loans of moneys received  
27 by the state under the terms of one or more lease-purchase agreements

1 authorized by this part 8 and to use the revenues generated by the bridge  
2 safety surcharge AND THE BRIDGE AND TUNNEL IMPACT FEE to repay any  
3 such loan or loans, will improve the safety and efficiency of the state  
4 transportation system by allowing the state to accelerate the repair,  
5 reconstruction, and replacement of structurally deficient, functionally  
6 obsolete, and rated as poor bridges AND REPAIR, MAINTAIN, AND MORE  
7 SAFELY OPERATE TUNNELS;

8 (f) Granting the bridge enterprise and the transportation enterprise  
9 both responsibility for the completion, respectively, of designated bridge  
10 projects AND TUNNEL PROJECTS and other important surface transportation  
11 projects and the flexibility to execute their respective missions in a variety  
12 of innovative ways will ensure that available resources for such projects  
13 are efficiently and effectively leveraged so that both the projects and the  
14 state's economic recovery can be completed as quickly as possible.

15 (3) The general assembly further finds and declares that:

16 (a) While it is necessary, appropriate, and in the best interests of  
17 the state to fund designated bridge projects, TUNNEL PROJECTS, and  
18 highway safety projects and stimulate economic recovery in the short- and  
19 medium-term, the state must also develop a long-term strategy to provide  
20 sustainable long-term revenue streams dedicated for the construction of  
21 important surface transportation infrastructure projects and the continuing  
22 maintenance, repair, and reconstruction of the statewide surface  
23 transportation system that will:

24 **SECTION 45.** In Colorado Revised Statutes, 43-4-803, **amend**  
25 (4) and (7); and **add** (26.5) as follows:

26 **43-4-803. Definitions.** As used in this part 8, unless the context  
27 otherwise requires:

1 (4) "Bridge enterprise" means the statewide bridge AND TUNNEL  
2 enterprise created in section 43-4-805 (2).

3 (7) "Bridge special fund" means the statewide bridge AND TUNNEL  
4 enterprise special revenue fund created in section 43-4-805 (3)(a).

5 (26.5) "TUNNEL PROJECT" MEANS A PROJECT TO REPAIR,  
6 MAINTAIN, OR ENHANCE THE OPERATION OF ANY TUNNEL THAT IS PART OF  
7 THE STATE HIGHWAY SYSTEM.

8 **SECTION 46.** In Colorado Revised Statutes, 43-4-804, **amend**  
9 (1)(a)(I) introductory portion and (1)(b)(I); and **add** (1)(a)(VIII) and  
10 (1)(b)(IV) as follows:

11 **43-4-804. Highway safety projects - surcharges and fees -**  
12 **crediting of money to highway users tax fund - definition.** (1) On and  
13 after July 1, 2009, the following surcharges, fees, and fines shall be  
14 collected and credited to the highway users tax fund created in section  
15 43-4-201 (1)(a) and allocated to the state highway fund, counties, and  
16 municipalities as specified in section 43-4-205 (6.3):

17 (a) (I) A road safety surcharge, which, except as otherwise  
18 provided in subsections (1)(a)(II) and (1)(a)(VI) of this section, is  
19 imposed for any registration period that commences on or after July 1,  
20 2009, upon the registration of any vehicle for which a registration fee  
21 must be paid pursuant to ~~the provisions of~~ part 3 of article 3 of title 42.  
22 Except as otherwise provided in subsections ~~(1)(a)(IV) and (1)(a)(V)~~  
23 (1)(a)(IV), (1)(a)(V), AND (1)(a)(VIII) of this section, the amount of the  
24 surcharge is:

25 (VIII) (A) FOR ANY REGISTRATION PERIOD THAT BEGINS ON OR  
26 AFTER JANUARY 1, 2022, BUT BEFORE JANUARY 1, 2023, THE AMOUNT OF  
27 EACH ROAD SAFETY SURCHARGE IMPOSED PURSUANT TO SUBSECTION

1 (1)(a)(I) OF THIS SECTION IS REDUCED BY ELEVEN DOLLARS AND TEN  
2 CENTS.

3 (B) FOR ANY REGISTRATION PERIOD THAT BEGINS ON OR AFTER  
4 JANUARY 1, 2023, BUT BEFORE JANUARY 1, 2024, THE AMOUNT OF EACH  
5 ROAD SAFETY SURCHARGE IMPOSED PURSUANT TO SUBSECTION (1)(a)(I)  
6 OF THIS SECTION IS REDUCED BY FIVE DOLLARS AND FIFTY-FIVE CENTS.

7 (b) (I) (A) Except as otherwise provided in ~~subparagraph (H) of~~  
8 ~~this paragraph (b)~~ SUBSECTIONS (1)(b)(III) AND (1)(b)(IV) OF THIS  
9 SECTION, a daily vehicle rental fee is imposed on all short-term vehicle  
10 rentals at the rate of two dollars per day; except that a subsequent renewal  
11 of a short-term vehicle rental is exempt from the fee to the extent that the  
12 renewal extends the total rental period beyond thirty days. The rental  
13 invoice shall list the daily vehicle rental fee separately as a Colorado road  
14 safety program fee. ON AND AFTER JULY 1, 2022, A CAR SHARING  
15 PROGRAM, AS DEFINED IN SECTION 6-1-1202 (4), SHALL COLLECT THE  
16 DAILY VEHICLE RENTAL FEE FOR ANY SHORT-TERM VEHICLE RENTAL OF  
17 TWENTY-FOUR HOURS OR LONGER THAT IS ENABLED BY THE CAR SHARING  
18 PROGRAM.

19 (B) As used in this ~~section~~ SUBSECTION (1)(b), "short-term vehicle  
20 rental" means the rental of any motor vehicle, as defined in section  
21 42-1-102 (58), ~~C.R.S.~~, with a gross vehicle weight rating of twenty-six  
22 thousand pounds or less that is rented within Colorado for a period of not  
23 more than thirty days.

24 (IV) (A) FOR SHORT-TERM VEHICLE RENTALS BEGINNING DURING  
25 STATE FISCAL YEAR 2022-23 AND FOR SHORT-TERM VEHICLE RENTAL  
26 PERIODS BEGINNING DURING ANY SUBSEQUENT STATE FISCAL YEAR, THE  
27 DEPARTMENT OF REVENUE SHALL ANNUALLY ADJUST THE AMOUNT OF THE



1 DAILY VEHICLE RENTAL FEE FOR INFLATION. THE DEPARTMENT OF  
2 REVENUE SHALL CALCULATE THE INFLATION ADJUSTED AMOUNT OF THE  
3 SHORT-TERM VEHICLE RENTAL FEE FOR EACH STATE FISCAL YEAR AND  
4 SHALL PUBLISH THE AMOUNT NO LATER THAN THE MAY 1 OF THE  
5 CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR BEGINS.

6 (B) AS USED IN THIS SUBSECTION (1)(b)(IV), "INFLATION" MEANS  
7 THE AVERAGE ANNUAL PERCENTAGE CHANGE IN THE UNITED STATES  
8 DEPARTMENT OF LABOR, BUREAU OF LABOR STATISTICS, CONSUMER PRICE  
9 INDEX FOR DENVER-AURORA-LAKEWOOD FOR ALL ITEMS AND ALL URBAN  
10 CONSUMERS, OR ITS APPLICABLE PREDECESSOR OR SUCCESSOR INDEX, FOR  
11 THE FIVE YEARS ENDING ON THE LAST DECEMBER 31 BEFORE A STATE  
12 FISCAL YEAR FOR WHICH AN INFLATION ADJUSTMENT TO THE SHORT-TERM  
13 VEHICLE RENTAL FEE IS TO BE MADE BEGINS.

14 **SECTION 47.** In Colorado Revised Statutes, 43-4-805, **amend**  
15 (1), (2)(a)(I), (2)(b) introductory portion, (2)(b)(I), (2)(c), (3)(a), (3)(c),  
16 (4), (5)(c), (5)(k), (5)(r)(I), and (5)(r)(III)(A); and **add** (5)(g.5) and  
17 (5)(g.7) as follows:

18 **43-4-805. Statewide bridge enterprise - creation - board -**  
19 **funds - powers and duties - legislative declaration - definition.**

20 (1) The general assembly hereby finds and declares that:

21 (a) The completion of designated bridge projects AND TUNNEL  
22 PROJECTS is essential to address increasing traffic congestion and delays,  
23 hazards, injuries, and fatalities;

24 (b) Due to the limited availability of state and federal funding and  
25 the need to accomplish the financing, repair, reconstruction, and  
26 replacement of designated bridges AND TUNNEL PROJECTS as promptly and  
27 efficiently as possible, it is necessary to create a statewide bridge AND

1 TUNNEL enterprise and to authorize the enterprise to:

2 (I) Enter into agreements with the commission or the department  
3 to finance, repair, reconstruct, and replace designated bridges AND  
4 COMPLETE TUNNEL PROJECTS in the state; and

5 (II) Impose a bridge safety surcharge, A BRIDGE AND TUNNEL  
6 IMPACT FEE, AND A BRIDGE AND TUNNEL RETAIL DELIVERY FEE at rates  
7 reasonably calculated to defray the costs of completing designated bridge  
8 projects AND TUNNEL PROJECTS and distribute the burden of defraying the  
9 costs in a manner based on the benefits received by persons paying the  
10 fees and using designated bridges AND TUNNELS AND RECEIVING RETAIL  
11 DELIVERIES, receive and expend ~~revenues~~ REVENUE generated by the  
12 surcharge AND FEES and other ~~moneys~~ MONEY, issue revenue bonds and  
13 other obligations, contract with the state, if required approvals are  
14 obtained, to receive one or more loans of ~~moneys~~ MONEY received by the  
15 state under the terms of one or more lease-purchase agreements  
16 authorized by this part 8, expend ~~revenues~~ REVENUE generated by the  
17 surcharge to repay any such loan or loans received, and exercise other  
18 powers necessary and appropriate to carry out its purposes; and

19 (c) The creation of a statewide bridge AND TUNNEL enterprise is  
20 in the public interest and will promote the health, safety, and welfare of  
21 all Coloradans and visitors to the state by providing bridges AND  
22 REPAIRING, MAINTAINING, AND OPERATING TUNNELS IN A MANNER that  
23 ~~incorporate~~ INCORPORATES the benefits of advanced engineering design,  
24 experience, and safety.

25 (2) (a) (I) The SCOPE OF THE EXISTING statewide bridge  
26 enterprise is hereby created IN THIS SUBSECTION (2)(a)(I) IN 2009 IS  
27 HEREBY EXPANDED TO INCLUDE BOTH DESIGNATED BRIDGE PROJECTS AND

1 SURFACE TRANSPORTATION INFRASTRUCTURE PROJECTS FOR TUNNELS,  
2 AND THE NAME OF THE EXPANDED ENTERPRISE IS THE STATEWIDE BRIDGE  
3 AND TUNNEL ENTERPRISE. The bridge enterprise ~~shall be and shall operate~~  
4 IS AND OPERATES as a government-owned business within the department.  
5 The commission shall serve as the bridge enterprise board and shall, with  
6 the consent of the executive director, appoint a bridge enterprise director  
7 who shall possess such qualifications as may be established by the  
8 commission and the state personnel board. The bridge enterprise director  
9 shall oversee the discharge of all responsibilities of the bridge enterprise  
10 and shall serve at the pleasure of the bridge enterprise board.

11 (b) The business purpose of the bridge enterprise is to finance,  
12 repair, reconstruct, and replace any designated bridge in the state and  
13 COMPLETE TUNNEL PROJECTS AND, as agreed upon by the enterprise and  
14 the commission, or the department to the extent authorized by the  
15 commission, to maintain the bridges it finances, repairs, reconstructs, and  
16 replaces. To allow the bridge enterprise to accomplish this purpose and  
17 fully exercise its powers and duties through the bridge enterprise board,  
18 the bridge enterprise may:

19 (I) Impose a bridge safety surcharge, a bridge and tunnel impact  
20 fee, and a bridge and tunnel retail delivery fee as authorized ~~in paragraph~~  
21 ~~(g) of subsection (5)~~ BY SUBSECTIONS (5)(g), (5)(g.5), AND (5)(g.7) of this  
22 section;

23 (c) The bridge enterprise shall constitute an enterprise for  
24 purposes of section 20 of article X of the state constitution so long as it  
25 retains the authority to issue revenue bonds and receives less than ten  
26 percent of its total revenues in grants from all Colorado state and local  
27 governments combined. So long as it constitutes an enterprise pursuant

1 to this ~~paragraph (c)~~ SUBSECTION (2)(c), the bridge enterprise shall not be  
2 subject to any provisions of section 20 of article X of the state  
3 constitution. Consistent with the determination of the Colorado supreme  
4 court in *Nicholl v. E-470 Public Highway Authority*, 896 P.2d 859 (Colo.  
5 1995), that the power to impose taxes is inconsistent with "enterprise"  
6 status under section 20 of article X of the state constitution, the general  
7 assembly finds and declares that a bridge safety surcharge, A BRIDGE AND  
8 TUNNEL IMPACT FEE, OR A BRIDGE AND TUNNEL RETAIL DELIVERY FEE  
9 imposed by the bridge enterprise ~~pursuant to paragraph (g) of subsection~~  
10 ~~(5)~~ AS AUTHORIZED BY SUBSECTION (5)(g), (5)(g.5), OR (5)(g.7) of this  
11 section is not a tax but is instead a fee imposed by the bridge enterprise  
12 to defray the cost of completing designated bridge projects AND TUNNEL  
13 PROJECTS that the enterprise provides as a specific service to the persons  
14 upon whom the fee is imposed and at rates reasonably calculated based  
15 on the benefits received by such persons.

16 (3) (a) The statewide bridge AND TUNNEL enterprise special  
17 revenue fund, referred to in this part 8 as the "bridge special fund", is  
18 hereby created in the state treasury. All ~~revenues~~ REVENUE received by  
19 the bridge enterprise, including, but not limited to, ~~any revenues~~ REVENUE  
20 from a bridge safety surcharge ~~collected pursuant to paragraph (g) of~~  
21 ~~subsection (5)~~ IMPOSED AS AUTHORIZED BY SUBSECTION (5)(g) of this  
22 section, REVENUE FROM A BRIDGE AND TUNNEL IMPACT FEE IMPOSED AS  
23 AUTHORIZED BY SUBSECTION (5)(g.5) OF THIS SECTION, REVENUE FROM A  
24 BRIDGE AND TUNNEL RETAIL DELIVERY FEE IMPOSED AS AUTHORIZED BY  
25 SUBSECTION (5)(g.7) OF THIS SECTION, and any ~~moneys~~ MONEY loaned to  
26 the enterprise by the state pursuant to ~~paragraph (r) of subsection (5) of~~  
27 SUBSECTION (5)(r) of this section, shall be deposited into the bridge

1 special fund. The bridge enterprise board may establish separate accounts  
2 within the bridge special fund as needed in connection with any specific  
3 designated bridge project OR TUNNEL PROJECT. The bridge enterprise also  
4 may deposit or permit others to deposit other moneys MONEY into the  
5 bridge special fund, but in no event may revenues REVENUE from any tax  
6 otherwise available for general purposes be deposited into the bridge  
7 special fund. The state treasurer, after consulting with the bridge  
8 enterprise board, shall invest any moneys MONEY in the bridge special  
9 fund, including any surplus or reserves, but excluding any proceeds from  
10 the sale of bonds or earnings on such proceeds invested pursuant to  
11 section 43-4-807 (2), that are not needed for immediate use. Such moneys  
12 MONEY may be invested in the types of investments authorized in sections  
13 24-36-109, 24-36-112, and 24-36-113. ~~C.R.S.~~

14 (c) The bridge enterprise may expend moneys MONEY in the  
15 bridge special fund to pay bond or loan obligations, to fund the  
16 administration, planning, financing, repair, reconstruction, replacement,  
17 or maintenance of designated bridges AND THE COMPLETION OF TUNNEL  
18 PROJECTS, and for the acquisition of land to the extent required in  
19 connection with any designated bridge project. The bridge enterprise may  
20 also expend moneys MONEY in the bridge special fund to pay its operating  
21 costs and expenses. The bridge enterprise board shall have exclusive  
22 authority to budget and approve the expenditure of moneys MONEY in the  
23 bridge special fund.

24 (4) The commission may transfer moneys MONEY from the state  
25 highway fund created in section 43-1-219 to the bridge enterprise for the  
26 purpose of defraying expenses incurred by the enterprise prior to the  
27 receipt of bond proceeds or revenues REVENUE by the enterprise. The

1 bridge enterprise may accept and expend any ~~moneys~~ MONEY so  
2 transferred, and, notwithstanding any state fiscal rule or generally  
3 accepted accounting principle that could otherwise be interpreted to  
4 require a contrary conclusion, such a transfer shall constitute a loan from  
5 the commission to the bridge enterprise and shall not be considered a  
6 grant for purposes of section 20 (2)(d) of article X of the state  
7 constitution. As the bridge enterprise receives sufficient revenues in  
8 excess of expenses, the enterprise shall reimburse the state highway fund  
9 for the principal amount of any loan from the state highway fund made by  
10 the commission plus interest at a rate set by the commission. Any ~~moneys~~  
11 MONEY loaned from the state highway fund to the bridge enterprise  
12 pursuant to this section shall be deposited into a fund to be known as the  
13 statewide bridge AND TUNNEL enterprise operating fund, which fund is  
14 hereby created, and shall not be deposited into the bridge special fund.  
15 ~~Moneys~~ MONEY from the bridge special fund may, however, be used to  
16 reimburse the state highway fund for the amount of any loan from the  
17 state highway fund or any interest thereon.

18 (5) In addition to any other powers and duties specified in this  
19 section, the bridge enterprise board has the following powers and duties:

20 (c) To issue revenue bonds, payable solely from the bridge special  
21 fund, for the purpose of paying the cost of financing, repairing,  
22 reconstructing, replacing, and maintaining designated bridges AND  
23 COMPLETING TUNNEL PROJECTS;

24 (g.5) (I) IN FURTHERANCE OF ITS BUSINESS PURPOSE, TO IMPOSE A  
25 BRIDGE AND TUNNEL IMPACT FEE TO BE PAID IN THE AMOUNT IMPOSED BY  
26 THE BRIDGE ENTERPRISE AS AUTHORIZED BY SUBSECTION (5)(g.5)(II) OR  
27 (5)(g.5)(III) OF THIS SECTION BY EACH DISTRIBUTOR OF SPECIAL FUEL, AS

1 DEFINED IN SECTION 43-4-217(2)(c), THAT PAYS THE EXCISE TAX IMPOSED  
2 ON SPECIAL FUEL PURSUANT TO ARTICLE 27 OF TITLE 39, AT THE SAME  
3 TIME AND IN THE SAME MANNER AS THE EXCISE TAX AND THE ROAD USAGE  
4 FEE IMPOSED PURSUANT TO SECTION 43-4-217 (3) AND (4). FOR THE  
5 PURPOSE OF MINIMIZING COMPLIANCE COSTS FOR DISTRIBUTORS AND  
6 ADMINISTRATIVE COSTS FOR THE STATE, THE DEPARTMENT OF REVENUE  
7 SHALL COLLECT AND ADMINISTER THE BRIDGE AND TUNNEL IMPACT FEE ON  
8 BEHALF OF THE BRIDGE ENTERPRISE IN THE SAME MANNER IN WHICH IT  
9 COLLECTS AND ADMINISTERS THE EXCISE TAX AND THE ROAD USAGE FEE  
10 IMPOSED PURSUANT TO SECTION 43-4-217 (3) AND (4).

11 (II) FOR EACH GALLON OF SPECIAL FUEL ACQUIRED, SOLD, OFFERED  
12 FOR SALE, OR USED IN THIS STATE DURING STATE FISCAL YEARS 2022-23  
13 THROUGH 2031-32, THE BRIDGE ENTERPRISE SHALL IMPOSE THE BRIDGE  
14 AND TUNNEL IMPACT FEE IN AN AMOUNT OF UP TO:

- 15 (A) TWO CENTS PER GALLON FOR STATE FISCAL YEAR 2022-23;
- 16 (B) THREE CENTS PER GALLON FOR STATE FISCAL YEAR 2023-24;
- 17 (C) FOUR CENTS PER GALLON FOR STATE FISCAL YEAR 2024-25;
- 18 (D) FIVE CENTS PER GALLON FOR STATE FISCAL YEAR 2025-26;
- 19 (E) SIX CENTS PER GALLON FOR STATE FISCAL YEAR 2026-27;
- 20 (F) SEVEN CENTS PER GALLON FOR STATE FISCAL YEAR 2027-28;

21 AND

22 (G) EIGHT CENTS PER GALLON FOR STATE FISCAL YEARS 2028-29  
23 THROUGH 2031-32.

24 (III) FOR EACH GALLON OF SPECIAL FUEL ACQUIRED, SOLD,  
25 OFFERED FOR SALE, OR USED IN THIS STATE DURING STATE FISCAL YEARS  
26 2032-33 OR DURING ANY SUBSEQUENT STATE FISCAL YEAR, THE BRIDGE  
27 ENTERPRISE SHALL IMPOSE THE BRIDGE AND TUNNEL IMPACT FEE IN AN

1 AMOUNT OF UP TO THE MAXIMUM AMOUNT OF THE FEE FOR THE PRIOR  
2 STATE FISCAL YEAR ADJUSTED FOR INFLATION. THE BRIDGE ENTERPRISE  
3 SHALL NOTIFY THE DEPARTMENT OF REVENUE OF THE AMOUNT OF THE  
4 BRIDGE AND TUNNEL IMPACT FEE TO BE COLLECTED FOR EACH STATE  
5 FISCAL YEAR NO LATER THAN MARCH 15 OF THE CALENDAR YEAR IN  
6 WHICH THE STATE FISCAL YEAR BEGINS, AND THE DEPARTMENT OF  
7 REVENUE SHALL PUBLISH THE AMOUNT NO LATER THAN APRIL 15 OF THE  
8 CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR BEGINS.

9 (IV) AS USED IN THIS SUBSECTION (5)(g.5) "INFLATION" MEANS  
10 THE AVERAGE ANNUAL PERCENTAGE CHANGE IN THE UNITED STATES  
11 DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION,  
12 NATIONAL HIGHWAY CONSTRUCTION COST INDEX OR ITS APPLICABLE  
13 PREDECESSOR OR SUCCESSOR INDEX FOR THE FIVE-YEAR PERIOD ENDING  
14 ON THE LAST DECEMBER 31 BEFORE A STATE FISCAL YEAR FOR WHICH AN  
15 ADJUSTMENT TO THE BRIDGE AND TUNNEL IMPACT FEE IMPOSED AS  
16 AUTHORIZED BY THIS SUBSECTION (5)(g.5) IS TO BE MADE BEGINS.

17 (g.7) (I) IN FURTHERANCE OF ITS BUSINESS PURPOSE, BEGINNING  
18 IN STATE FISCAL YEAR 2022-23, THE BRIDGE ENTERPRISE SHALL IMPOSE,  
19 AND THE DEPARTMENT OF REVENUE SHALL COLLECT ON BEHALF OF THE  
20 BRIDGE ENTERPRISE, A BRIDGE AND TUNNEL RETAIL DELIVERY FEE ON  
21 EACH RETAIL DELIVERY. EACH RETAILER WHO MAKES A RETAIL DELIVERY  
22 SHALL ADD TO THE PRICE OF THE RETAIL DELIVERY, COLLECT FROM THE  
23 PURCHASER, AND PAY TO THE DEPARTMENT OF REVENUE AT THE TIME AND  
24 IN THE MANNER PRESCRIBED BY THE DEPARTMENT IN ACCORDANCE WITH  
25 SECTION 43-4-218 (6) THE BRIDGE AND TUNNEL RETAIL DELIVERY FEE.  
26 FOR THE PURPOSE OF MINIMIZING COMPLIANCE COSTS FOR RETAILERS AND  
27 ADMINISTRATIVE COSTS FOR THE STATE, THE DEPARTMENT OF REVENUE



1 SHALL COLLECT AND ADMINISTER THE BRIDGE AND TUNNEL RETAIL  
2 DELIVERY FEE ON BEHALF OF THE BRIDGE ENTERPRISE IN THE SAME  
3 MANNER IN WHICH IT COLLECTS AND ADMINISTERS THE RETAIL DELIVERY  
4 FEE IMPOSED BY SECTION 43-4-218 (3).

5 (II) FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY  
6 PURCHASED DURING STATE FISCAL YEAR 2022-23, THE BRIDGE ENTERPRISE  
7 SHALL IMPOSE THE BRIDGE AND TUNNEL RETAIL DELIVERY FEE IN A  
8 MAXIMUM AMOUNT OF TWO AND SEVEN-TENTHS CENTS.

9 (III) (A) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION  
10 (5)(g.7)(III)(B) OF THIS SECTION, FOR RETAIL DELIVERIES OF TANGIBLE  
11 PERSONAL PROPERTY PURCHASED DURING STATE FISCAL YEAR 2023-24 OR  
12 DURING ANY SUBSEQUENT STATE FISCAL YEAR, THE BRIDGE ENTERPRISE  
13 SHALL IMPOSE THE BRIDGE AND TUNNEL RETAIL DELIVERY FEE IN A  
14 MAXIMUM AMOUNT THAT IS THE MAXIMUM AMOUNT FOR THE PRIOR STATE  
15 FISCAL YEAR ADJUSTED FOR INFLATION. THE BRIDGE ENTERPRISE SHALL  
16 NOTIFY THE DEPARTMENT OF REVENUE OF THE AMOUNT OF THE BRIDGE  
17 AND TUNNEL RETAIL DELIVERY FEE TO BE COLLECTED FOR RETAIL  
18 DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED DURING EACH  
19 STATE FISCAL YEAR NO LATER THAN MARCH 15 OF THE CALENDAR YEAR  
20 IN WHICH THE STATE FISCAL YEAR BEGINS, AND THE DEPARTMENT OF  
21 REVENUE SHALL PUBLISH THE AMOUNT NO LATER THAN APRIL 15 OF THE  
22 CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR BEGINS.

23 (B) THE BRIDGE ENTERPRISE IS AUTHORIZED TO ADJUST THE  
24 AMOUNT OF THE BRIDGE AND TUNNEL RETAIL DELIVERY FEE FOR RETAIL  
25 DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED DURING A  
26 STATE FISCAL YEAR ONLY IF THE DEPARTMENT OF REVENUE ADJUSTS THE  
27 AMOUNT OF THE RETAIL DELIVERY FEE IMPOSED BY SECTION 43-4-218 (3)

1 FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED  
2 DURING THE STATE FISCAL YEAR.

3 (IV) AS USED IN THIS SUBSECTION (5)(g.7):

4 (A) "INFLATION" MEANS THE AVERAGE ANNUAL PERCENTAGE  
5 CHANGE IN THE UNITED STATES DEPARTMENT OF LABOR, BUREAU OF  
6 LABOR STATISTICS, CONSUMER PRICE INDEX FOR  
7 DENVER-AURORA-LAKEWOOD FOR ALL ITEMS AND ALL URBAN  
8 CONSUMERS, OR ITS APPLICABLE PREDECESSOR OR SUCCESSOR INDEX, FOR  
9 THE FIVE YEARS ENDING ON THE LAST DECEMBER 31 BEFORE A STATE  
10 FISCAL YEAR FOR WHICH AN INFLATION ADJUSTMENT TO BE MADE TO THE  
11 BRIDGE AND TUNNEL RETAIL DELIVERY FEE IMPOSED PURSUANT TO THIS  
12 SUBSECTION (5)(g.7) BEGINS.

13 (B) "RETAIL DELIVERY" MEANS A RETAIL SALE OF TANGIBLE  
14 PERSONAL PROPERTY BY A RETAILER FOR DELIVERY BY A MOTOR VEHICLE  
15 OWNED OR OPERATED BY THE RETAILER OR ANY OTHER PERSON TO THE  
16 PURCHASER AT A LOCATION IN THE STATE, WHICH SALE INCLUDES AT  
17 LEAST ONE ITEM OF TANGIBLE PERSONAL PROPERTY THAT IS SUBJECT TO  
18 TAXATION UNDER ARTICLE 26 OF TITLE 39. EACH SUCH RETAIL SALE IS A  
19 SINGLE RETAIL DELIVERY REGARDLESS OF THE NUMBER OF SHIPMENTS  
20 NECESSARY TO DELIVER THE ITEMS OF TANGIBLE PERSONAL PROPERTY  
21 PURCHASED.

22 (k) To prepare, or cause to be prepared, detailed plans,  
23 specifications, or estimates for any designated bridge project OR TUNNEL  
24 PROJECT within the state;

25 (r) (I) To contract with the state to borrow ~~moneys~~ MONEY under  
26 the terms of one or more loan contracts entered into by the state and the  
27 bridge enterprise pursuant to ~~subparagraph (III) of this paragraph (r)~~

1 SUBSECTION (5)(r)(III) OF THIS SECTION, to expend any ~~moneys~~ MONEY  
2 borrowed from the state for the purpose of completing designated bridge  
3 projects AND TUNNEL PROJECTS and for any other authorized purpose that  
4 constitutes the construction, supervision, and maintenance of the public  
5 highways of this state for purposes of section 18 of article X of the state  
6 constitution, and to use ~~revenues~~ REVENUE generated by any bridge safety  
7 surcharge, BRIDGE AND TUNNEL IMPACT FEE, OR BRIDGE AND TUNNEL  
8 RETAIL DELIVERY FEE imposed pursuant to ~~paragraph (g) of this~~  
9 ~~subsection (5)~~ SUBSECTION (5)(g), (5)(g.5), OR (5)(g.7) OF THIS SECTION  
10 and any other legally available ~~moneys~~ MONEY of the bridge enterprise to  
11 repay the ~~moneys~~ MONEY borrowed and any other amounts payable under  
12 the terms of the loan contract.

13 (III) (A) If the state treasurer receives a list from the governor  
14 pursuant to ~~subparagraph (H) of this paragraph (r)~~ SUBSECTION (5)(r)(II)  
15 OF THIS SECTION, the state, acting by and through the state treasurer, may  
16 enter into a loan contract with the bridge enterprise and may raise the  
17 money needed to make a loan pursuant to the terms of the loan contract  
18 by selling or leasing one or more of the state buildings or other state  
19 capital facilities on the list. The state treasurer shall have sole discretion  
20 to enter into a loan contract on behalf of the state and to determine the  
21 amount of a loan; except that the principal amount of a loan shall not  
22 exceed the maximum amount specified by the governor pursuant to  
23 ~~subparagraph (H) of this paragraph (r)~~ SUBSECTION (5)(r)(II) OF THIS  
24 SECTION. The state treasurer shall also have sole discretion to determine  
25 the timing of the entry of the state into any loan contract or the sale or  
26 lease of one or more state buildings or other state capital facilities. The  
27 loan contract shall require the bridge enterprise to pledge to the state all

1 or a portion of the revenues of any bridge safety surcharge, BRIDGE AND  
2 TUNNEL IMPACT FEE, OR BRIDGE AND TUNNEL RETAIL DELIVERY FEE  
3 imposed pursuant to ~~paragraph (g) of this subsection (5)~~ SUBSECTION  
4 (5)(g), (5)(g.5), OR (5)(g.7) OF THIS SECTION for the repayment of the loan  
5 and may also require the BRIDGE enterprise to pledge to the state any other  
6 legally available ~~revenues~~ REVENUE of the BRIDGE enterprise. Any loan  
7 contract entered into by the state, acting by and through the state  
8 treasurer, and the bridge enterprise pursuant to this ~~sub-subparagraph (A)~~  
9 SUBSECTION (5)(r)(III)(A) and any pledge of ~~revenues~~ REVENUE by the  
10 BRIDGE enterprise pursuant to such a loan contract shall be only for the  
11 benefit of, and enforceable only by, the state and the BRIDGE enterprise.  
12 Specifically, but without limiting the generality of said limitation, no such  
13 loan contract or pledge shall be for the benefit of, or enforceable by, a  
14 lessor under a lease-purchase agreement entered into pursuant to this  
15 ~~subparagraph (III)~~ SUBSECTION (5)(r)(III), an owner of any instrument  
16 evidencing rights to receive rentals or other payments made and to be  
17 made under such a lease-purchase agreement as authorized by  
18 ~~sub-subparagraph (B) of subparagraph (IV) of this paragraph (r)~~  
19 SUBSECTION (5)(r)(IV)(B) OF THIS SECTION, a party to any ancillary  
20 agreement or instrument entered into pursuant to ~~subparagraph (V) of this~~  
21 ~~paragraph (r)~~ SUBSECTION (5)(r)(V) OF THIS SECTION, or a party to any  
22 interest rate exchange agreement entered into pursuant to  
23 ~~sub-subparagraph (A) of subparagraph (VII) of this paragraph (r)~~  
24 SUBSECTION (5)(r)(VII)(A) OF THIS SECTION.

25 **SECTION 48.** In Colorado Revised Statutes, **amend** 43-4-1101  
26 as follows:

27 **43-4-1101. Legislative declaration.** (1) The general assembly

1 hereby finds and declares that it is necessary, appropriate, and in the best  
2 interest of the state to use a portion of the general fund money that is  
3 dedicated for transportation purposes pursuant to section 24-75-219 ~~(5)~~  
4 to fund multimodal transportation projects and operations throughout the  
5 state AND TO USE A PORTION OF THE MONEY THAT IS GENERATED BY THE  
6 RETAIL DELIVERY FEE IMPOSED ON THE DELIVERY OF RETAIL GOODS  
7 TRANSPORTED TO THE DELIVERY SITE BY MOTOR VEHICLE PURSUANT TO  
8 SECTION 43-4-218 (3) TO FUND TRANSPORTATION-RELATED GREENHOUSE  
9 GAS MITIGATION EXPENSES THROUGHOUT THE STATE as authorized by this  
10 part 11 because, in addition to the general benefits that it provides to all  
11 Coloradans, a complete and integrated multimodal transportation system  
12 THAT INCLUDES GREENHOUSE GAS MITIGATION PROJECTS AND SERVICES:

13 (a) Benefits seniors by making aging in place more feasible for  
14 them;

15 (b) Benefits residents of COMMUNITIES, IN rural ~~areas~~ AND  
16 DISPROPORTIONATELY IMPACTED COMMUNITIES, by providing them with  
17 MORE ACCESSIBLE AND flexible public transportation services;

18 (c) Provides enhanced mobility for persons with disabilities; ~~and~~

19 (d) Provides safe routes to schools for children; AND

20 (e) Reduces EMISSIONS OF AIR POLLUTANTS, INCLUDING  
21 HAZARDOUS AIR POLLUTANTS AND GREENHOUSE GASES, THAT  
22 CONTRIBUTE TO ADVERSE ENVIRONMENTAL EFFECTS, INCLUDING BUT NOT  
23 LIMITED TO CLIMATE CHANGE, AND ADVERSE HUMAN HEALTH EFFECTS.

24 **SECTION 49.** In Colorado Revised Statutes, 43-4-1102, **amend**  
25 (4) and (5); **repeal** (1); and **add** (4.5) as follows:

26 **43-4-1102. Definitions.** As used in this part 11, unless the context  
27 otherwise requires:

1 (1) "Account" means the transportation revenue anticipation notes  
2 proceeds account of the multimodal transportation options fund created  
3 in section ~~43-4-1103~~ (1)(b).

4 (4) "Fund" means the multimodal transportation AND MITIGATION  
5 options fund created in section 43-4-1103 (1)(a).

6 (4.5) "GREENHOUSE GAS MITIGATION PROJECT" MEANS A PROJECT  
7 THAT HELPS ACHIEVE COMPLIANCE WITH FEDERAL OR STATE LAWS OR  
8 RULES THAT REGULATE TRANSPORTATION-RELATED GREENHOUSE GAS  
9 EMISSIONS BY REDUCING VEHICLE MILES TRAVELED OR INCREASING  
10 MULTIMODAL TRAVEL.

11 (5) "Multimodal projects" means capital or operating costs for  
12 fixed route and on-demand transit, transportation demand management  
13 programs, multimodal mobility projects enabled by new technology,  
14 multimodal transportation studies, MODELING TOOLS, GREENHOUSE GAS  
15 MITIGATION PROJECTS, and bicycle or pedestrian projects.

16 **SECTION 50.** In Colorado Revised Statutes, 43-4-1103, **amend**  
17 (1)(a), (2)(a), (2)(c), (3)(a) introductory portion, (3)(a)(I), and (3)(a)(II)  
18 introductory portion; **repeal** (1)(b) and (2)(b); and **add** (2)(a)(IV), (2)(d),  
19 and (3)(a.5) as follows:

20 **43-4-1103. Multimodal transportation options fund - creation**  
21 **- revenue sources for fund - use of fund.** (1) (a) The multimodal  
22 transportation AND MITIGATION options fund is hereby created in the state  
23 treasury. The fund consists of money transferred from the general fund to  
24 the fund pursuant to section 24-75-219, ~~(5)(a)(III) and (5)(b)(III)~~ RETAIL  
25 DELIVERY FEE REVENUE CREDITED TO THE FUND PURSUANT TO SECTION  
26 43-4-218 (5)(a)(II), and any other money that the general assembly may  
27 appropriate or transfer to the fund. The state treasurer shall credit all

1 interest and income derived from the deposit and investment of money in  
2 the fund to the fund.

3 (b) ~~The transportation revenue anticipation notes proceeds account~~  
4 ~~is hereby created in the fund. Net proceeds of transportation revenue~~  
5 ~~anticipation notes that the state issues shall be credited to the account as~~  
6 ~~specified in section 43-4-714 (1)(b). The state treasurer shall credit all~~  
7 ~~interest and income derived from the deposit and investment of money in~~  
8 ~~the account to the account.~~

9 (2) (a) (I) Except as otherwise provided in ~~subsections (2)(a)(H)~~  
10 ~~and (2)(a)(HH)~~ SUBSECTIONS (2)(a)(IV) AND (2)(d) of this section, subject  
11 to annual appropriation by the general assembly, money must be  
12 expended from the fund as follows:

13 (A) Eighty-five percent to the commission for local multimodal  
14 projects; and

15 (B) Fifteen percent to the commission for state multimodal  
16 projects that are selected by the commission.

17 (II) ~~On July 1, 2018, the state treasurer shall transfer two million~~  
18 ~~five hundred thousand dollars from the fund to the fund created in section~~  
19 ~~43-4-1002 (1).~~

20 (III) ~~On June 30, 2020, the state treasurer shall transfer ten million~~  
21 ~~dollars from the fund to the general fund.~~

22 (IV) (A) ON JULY 1, 2021, THE STATE TREASURER SHALL  
23 TRANSFER TWELVE MILLION DOLLARS FROM THE FUND TO THE FUND  
24 CREATED IN SECTION 43-4-1002 FOR THE PURPOSE OF PROVIDING  
25 ADDITIONAL FUNDING FOR THE SOUTHWEST CHIEF LA JUNTA ROUTE  
26 RESTORATION PROGRAM.

27 (B) ON FEBRUARY 15, 2022, THE STATE TREASURER SHALL

1 TRANSFER TWO MILLION FIVE HUNDRED THOUSAND DOLLARS TO THE FUND  
2 CREATED IN SECTION 43-4-1002.

3 (b) ~~(I) Subject to the limitations set forth in subsection (2)(b)(H)~~  
4 ~~of this section, money must be expended from the account as follows:~~

5 ~~(A) Eighty-five percent to the commission for local multimodal~~  
6 ~~projects; and~~

7 ~~(B) Fifteen percent to the commission for state multimodal~~  
8 ~~projects that are selected by the commission.~~

9 ~~(H) The commission shall ensure, in cooperation with each~~  
10 ~~recipient of such money from the account, that any net proceeds of~~  
11 ~~tax-exempt transportation revenue anticipation notes credited to the~~  
12 ~~account and any interest and income derived from the deposit and~~  
13 ~~investment of any such proceeds are expended only in compliance with~~  
14 ~~all applicable federal laws and regulations governing the use of~~  
15 ~~tax-exempt note proceeds.~~

16 (c) With respect to the ~~distribution~~ DISTRIBUTIONS of money for  
17 local multimodal projects required by subsection (2)(a)(I)(A) of this  
18 section, ~~and, for net proceeds of taxable transportation revenue~~  
19 ~~anticipation notes and interest and income derived from the deposit and~~  
20 ~~investment of such proceeds only, the distribution of money for local~~  
21 ~~multimodal projects required by subsection (2)(b)(I)(A) of this section,~~  
22 the commission shall establish a formula for disbursement of the amount  
23 allocated for local multimodal projects, based on population and transit  
24 ridership AND OTHER CRITERIA DEVELOPED in consultation with the  
25 transportation advisory committee created in section 43-1-1104, the  
26 transit and rail advisory committee of the department, THE STATE  
27 TRANSPORTATION ADVISORY COMMITTEE OF THE DEPARTMENT, transit



1 advocacy organizations, and bicycle and pedestrian advocacy  
2 organizations. Recipients shall provide a match equal to the amount of the  
3 award; except that the commission may create a formula for reducing or  
4 exempting the match requirement for local governments or agencies due  
5 to their size or any other special circumstances AND MAY ALSO, IF  
6 RECOMMENDED BY DEPARTMENT STAFF, REDUCE OR EXEMPT ANY  
7 INDIVIDUAL RECIPIENT FROM THE MATCH REQUIREMENT FOR A SPECIFIC  
8 PROJECT.

9 (d) (I) ON AND AFTER JULY 1, 2022, UNLESS THE DEPARTMENT HAS  
10 BOTH ADOPTED IMPLEMENTING GUIDELINES AND PROCEDURES THAT  
11 SATISFY THE REQUIREMENTS OF SECTION 43-1-128 (3) AND UPDATED ITS  
12 TEN-YEAR VISION PLAN TO COMPLY WITH THE IMPLEMENTING GUIDELINES  
13 AND PROCEDURES, EXPENDITURES FROM THE FUND FOR STATE  
14 MULTIMODAL PROJECTS SHALL NOT BE MADE; EXCEPT THAT, DURING  
15 STATE FISCAL YEAR 2022-23 ONLY, EXPENDITURES MAY BE MADE FOR  
16 MULTIMODAL PROJECTS THAT THE DEPARTMENT, IN CONSULTATION WITH  
17 THE DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT, DETERMINES  
18 WILL HELP BRING THE TEN-YEAR VISION PLAN INTO COMPLIANCE WITH THE  
19 REQUIREMENTS OF SECTION 43-1-128 (3).

20 (II) ON AND AFTER JULY 1, 2022, UNLESS THE DEPARTMENT HAS  
21 ADOPTED IMPLEMENTING GUIDELINES AND PROCEDURES THAT SATISFY THE  
22 REQUIREMENTS OF SECTION 43-1-128 (3) AND A METROPOLITAN PLANNING  
23 ORGANIZATION THAT IS IN AN AREA OR INCLUDES AN AREA THAT HAS BEEN  
24 OUT OF ATTAINMENT FOR NATIONAL AMBIENT AIR QUALITY STANDARDS  
25 FOR OZONE FOR TWO YEARS OR MORE HAS UPDATED ITS REGIONAL  
26 TRANSPORTATION PLAN TO COMPLY WITH THE IMPLEMENTING GUIDELINES  
27 AND PROCEDURES, EXPENDITURES FROM THE FUND FOR LOCAL

1 MULTIMODAL PROJECTS WITHIN THE TERRITORY OF THE METROPOLITAN  
2 PLANNING ORGANIZATION SHALL NOT BE MADE; EXCEPT THAT, DURING  
3 STATE FISCAL YEAR 2022-23 ONLY, EXPENDITURES MAY BE MADE FOR  
4 MULTIMODAL PROJECTS THAT THE DEPARTMENT, IN CONSULTATION WITH  
5 THE DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT, DETERMINES  
6 WILL HELP BRING THE REGIONAL TRANSPORTATION PLAN INTO  
7 COMPLIANCE WITH THE REQUIREMENTS OF SECTION 43-1-128 (3).

8 (III) THE RESTRICTIONS SET FORTH IN SUBSECTIONS (2)(d)(I) AND  
9 (2)(d)(II) OF THIS SECTION APPLY UNTIL THE DEPARTMENT OR AN  
10 AFFECTED METROPOLITAN PLANNING ORGANIZATION UPDATES ITS  
11 TEN-YEAR VISION PLAN OR REGIONAL TRANSPORTATION PLAN, AS  
12 APPLICABLE, TO COMPLY WITH THE IMPLEMENTING GUIDELINES AND  
13 PROCEDURES AS REQUIRED. BOTH THE DEPARTMENT AND AN AFFECTED  
14 METROPOLITAN PLANNING ORGANIZATION SHALL WORK DILIGENTLY TO  
15 ACHIEVE SUCH COMPLIANCE UNTIL IT IS ACHIEVED.

16 (3) (a) The department shall annually report to the transportation  
17 legislation review committee of the general assembly created in section  
18 43-2-145 (1) regarding its expenditures from the fund ~~and the account~~  
19 including, at a minimum:

20 (I) An aggregate accounting of all money expended from the fund  
21 ~~and the account~~ during the prior fiscal year; and

22 (II) A listing of all projects receiving funding from the fund ~~and~~  
23 ~~the account~~ during the prior fiscal year that includes for each project:

24 (a.5) EACH TRANSPORTATION PLANNING REGION SHALL ANNUALLY  
25 REPORT TO THE DEPARTMENT REGARDING THE STATUS OF LOCAL  
26 MULTIMODAL PROJECTS WITHIN THE REGION THAT HAVE RECEIVED  
27 FUNDING FROM THE FUND.



1 THE STATE AND ALL COLORADANS TO INCENTIVIZE, SUPPORT, AND  
2 ACCELERATE THE ELECTRIFICATION OF PUBLIC TRANSIT IN RURAL AND  
3 URBAN AREAS THROUGHOUT THE STATE BECAUSE ELECTRIFICATION:

4 (I) REDUCES EMISSIONS OF AIR POLLUTANTS, INCLUDING  
5 HAZARDOUS AIR POLLUTANTS AND GREENHOUSE GASES, THAT  
6 CONTRIBUTE TO ADVERSE ENVIRONMENTAL EFFECTS, INCLUDING BUT NOT  
7 LIMITED TO CLIMATE CHANGE, AND ADVERSE HUMAN HEALTH EFFECTS IN  
8 AND BETWEEN COMMUNITIES, INCLUDING COMMUNITIES NEAR HIGH-USE  
9 TRANSIT CORRIDORS AND DISPROPORTIONATELY IMPACTED COMMUNITIES,  
10 ANDHELPS THE STATE MEET ITS STATUTORY GREENHOUSE GAS POLLUTION  
11 REDUCTION TARGETS AND COMPLY WITH AIR QUALITY ATTAINMENT  
12 STANDARDS; AND

13 (II) BY REDUCING FUEL AND MAINTENANCE COSTS ASSOCIATED  
14 WITH THE USE OF MOTOR VEHICLES, HELPS PUBLIC TRANSIT PROVIDERS  
15 OPERATE MORE EFFICIENTLY, USE COST SAVINGS TO PROVIDE MORE  
16 RELIABLE AND CONVENIENT TRANSIT SERVICE TO MORE RIDERS, AND  
17 FURTHER REDUCE EMISSIONS BY REDUCING PERSONAL MOTOR VEHICLE  
18 USE; AND

19 (f) BY REDUCING MOTOR VEHICLE EMISSIONS, TRANSIT FLEET  
20 ELECTRIFICATION EFFECTIVELY REMEDIATES SOME OF THE IMPACTS OF  
21 RETAIL DELIVERIES BY OFFSETTING A PORTION OF THE INCREASED MOTOR  
22 VEHICLE EMISSIONS RESULTING FROM SUCH DELIVERIES.

23 (2) THE GENERAL ASSEMBLY FURTHER FINDS AND DECLARES THAT:

24 (a) IN ORDER TO INCENTIVIZE, SUPPORT, AND ACCELERATE THE  
25 ELECTRIFICATION OF PUBLIC TRANSIT AND THEREBY REAP THE  
26 ENVIRONMENTAL, HEALTH, BUSINESS, AND OPERATIONAL EFFICIENCY  
27 BENEFITS OF ELECTRIFICATION, IT IS NECESSARY, APPROPRIATE, AND IN

1 THE BEST INTEREST OF THE STATE TO CREATE A CLEAN TRANSIT  
2 ENTERPRISE THAT CAN PROVIDE SPECIALIZED REMEDIATION AND OTHER  
3 SERVICES THAT HELP PUBLIC TRANSIT PROVIDERS FUND BOTH THE  
4 CONSTRUCTION OF THE CHARGING INFRASTRUCTURE NEEDED TO SUPPORT  
5 ELECTRIFICATION AND THE ACQUISITION OF ELECTRIC MOTOR VEHICLES;

6 (b) THE SPECIFIC FOCUS OF THE ENTERPRISE IS THE EQUITABLE  
7 REDUCTION AND MITIGATION OF THE ADVERSE ENVIRONMENTAL AND  
8 HEALTH IMPACTS OF AIR POLLUTION AND GREENHOUSE GAS EMISSIONS  
9 THROUGH INCENTIVIZATION, SUPPORT, AND ACCELERATION OF THE  
10 ELECTRIFICATION OF PUBLIC TRANSIT IN RURAL AND URBAN AREAS  
11 THROUGHOUT THE STATE;

12 (c) THE ENTERPRISE PROVIDES IMPACT REMEDIATION SERVICES  
13 WHEN, IN EXCHANGE FOR THE PAYMENT OF CLEAN TRANSIT RETAIL  
14 DELIVERY FEES BY PURCHASERS OF TANGIBLE PERSONAL PROPERTY FOR  
15 RETAIL DELIVERY, IT ACTS TO MITIGATE THE IMPACTS OF RESIDENTIAL AND  
16 COMMERCIAL DELIVERIES ON THE STATE'S TRANSPORTATION  
17 INFRASTRUCTURE, AIR QUALITY, AND EMISSIONS BY:

18 (I) MAKING GRANTS OR LOANS OR PROVIDING REBATES TO FUND  
19 THE ACQUISITION OF CLEAN, QUIET, AND COST-EFFICIENT ELECTRIC MOTOR  
20 VEHICLES FOR USE IN TRANSIT FLEETS AND THE CONSTRUCTION OF  
21 CHARGING INFRASTRUCTURE THAT SUPPORTS THE USE OF SUCH ELECTRIC  
22 MOTOR VEHICLES FOR PUBLIC TRANSIT AND THEREBY:

23 (A) IMPROVING TRANSPORTATION OPTIONS FOR FEE PAYERS AND  
24 THE GENERAL PUBLIC, MAKING TRANSIT MORE ATTRACTIVE TO NEW OR  
25 INFREQUENT USERS, AND REDUCING PERSONAL MOTOR VEHICLE  
26 EMISSIONS; AND

27 (B) BY MAKING TRANSIT MORE ATTRACTIVE, REDUCING TRAFFIC

1 CONGESTION, WHICH ALLOWS MORE TIMELY AND EFFICIENT RETAIL  
2 DELIVERIES, FURTHER REDUCES EMISSIONS OF AIR POLLUTANTS AND  
3 GREENHOUSE GAS POLLUTANTS FROM MOTOR VEHICLES, AND REDUCES  
4 AND MITIGATES THE ADVERSE ENVIRONMENTAL AND HEALTH IMPACTS OF  
5 SUCH EMISSIONS;

6 (II) CONTRIBUTING IN A UNIQUE AND TARGETED WAY TO THE  
7 IMPLEMENTATION OF THE COMPREHENSIVE REGULATORY SCHEME  
8 REQUIRED FOR THE PLANNING, FUNDING, DEVELOPMENT, CONSTRUCTION,  
9 MAINTENANCE, AND SUPERVISION OF A SUSTAINABLE TRANSPORTATION  
10 SYSTEM; AND

11 (III) PROVIDING ADDITIONAL REMEDIATION SERVICES TO OFFSET  
12 IMPACTS CAUSED BY FEE PAYERS AS MAY BE PROVIDED BY LAW;

13 (d) BY PROVIDING REMEDIATION SERVICES AS AUTHORIZED BY  
14 THIS SECTION, THE CLEAN TRANSIT ENTERPRISE ENGAGES IN AN ACTIVITY  
15 CONDUCTED IN THE PURSUIT OF A BENEFIT, GAIN, OR LIVELIHOOD AND  
16 THEREFORE OPERATES AS A BUSINESS IN ACCORDANCE WITH THE  
17 DETERMINATION OF THE COLORADO SUPREME COURT IN *COLORADO UNION*  
18 *OF TAXPAYERS FOUNDATION V. CITY OF ASPEN*, 2018 CO 36;

19 (e) CONSISTENT WITH THE DETERMINATION OF THE COLORADO  
20 SUPREME COURT IN *NICHOLL V. E-470 PUBLIC HIGHWAY AUTHORITY*, 896  
21 P.2D 859 (COLO. 1995), THAT THE POWER TO IMPOSE TAXES IS  
22 INCONSISTENT WITH ENTERPRISE STATUS UNDER SECTION 20 OF ARTICLE  
23 X OF THE STATE CONSTITUTION, IT IS THE CONCLUSION OF THE GENERAL  
24 ASSEMBLY THAT THE REVENUE COLLECTED BY THE ENTERPRISE IS  
25 GENERATED BY FEES, NOT TAXES, BECAUSE THE CLEAN TRANSIT RETAIL  
26 DELIVERY FEE IMPOSED BY THE ENTERPRISE AS AUTHORIZED BY SECTION  
27 43-4-1203 (7) IS:

1 (I) IMPOSED FOR THE SPECIFIC PURPOSE OF ALLOWING THE  
2 ENTERPRISE TO DEFRAY THE COSTS OF PROVIDING THE REMEDIATION  
3 SERVICES SPECIFIED IN THIS SECTION, INCLUDING MITIGATING IMPACTS TO  
4 AIR QUALITY AND GREENHOUSE GAS EMISSIONS CAUSED BY THE  
5 ACTIVITIES ON WHICH THE FEE IS ASSESSED, AND CONTRIBUTES TO THE  
6 IMPLEMENTATION OF THE COMPREHENSIVE REGULATORY SCHEME  
7 REQUIRED FOR THE PLANNING, FUNDING, DEVELOPMENT, CONSTRUCTION,  
8 MAINTENANCE, AND SUPERVISION OF A SUSTAINABLE TRANSPORTATION  
9 SYSTEM SPECIFIED IN THIS SECTION; AND

10 (II) COLLECTED AT RATES THAT ARE REASONABLY CALCULATED  
11 BASED ON THE IMPACTS CAUSED BY FEE PAYERS AND THE COST OF  
12 REMEDIATING THOSE IMPACTS; AND

13 (f) SO LONG AS THE ENTERPRISE QUALIFIES AS AN ENTERPRISE FOR  
14 PURPOSES OF SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION, THE  
15 REVENUE FROM THE CLEAN TRANSIT RETAIL DELIVERY FEE COLLECTED BY  
16 THE ENTERPRISE IS NOT STATE FISCAL YEAR SPENDING, AS DEFINED IN  
17 SECTION 24-77-102 (17), OR STATE REVENUES, AS DEFINED IN SECTION  
18 24-77-103.6 (6)(c), AND DOES NOT COUNT AGAINST EITHER THE STATE  
19 FISCAL YEAR SPENDING LIMIT IMPOSED BY SECTION 20 OF ARTICLE X OF  
20 THE STATE CONSTITUTION OR THE EXCESS STATE REVENUES CAP, AS  
21 DEFINED IN SECTION 24-77-103.6 (6)(b)(I)(D).

22 **43-4-1202. Definitions.** AS USED IN THIS PART 12, UNLESS THE  
23 CONTEXT OTHERWISE REQUIRES:

24 (1) "BATTERY ELECTRIC MOTOR VEHICLE" MEANS A MOTOR  
25 VEHICLE THAT IS POWERED EXCLUSIVELY BY A RECHARGEABLE BATTERY  
26 PACK THAT CAN BE RECHARGED BY BEING PLUGGED INTO AN EXTERNAL  
27 SOURCE OF ELECTRICITY AND THAT HAS NO SECONDARY SOURCE OF

1 PROPULSION.

2 (2) "BOARD" MEANS THE GOVERNING BOARD OF THE ENTERPRISE.

3 (3) "COMMISSION" MEANS THE TRANSPORTATION COMMISSION  
4 CREATED IN SECTION 43-1-106 (1).

5 (4) "DEPARTMENT" MEANS THE DEPARTMENT OF TRANSPORTATION  
6 CREATED IN SECTION 24-1-128.7.

7 (5) (a) "DISPROPORTIONATELY IMPACTED COMMUNITY" MEANS A  
8 COMMUNITY THAT IS IN A CENSUS BLOCK GROUP, AS DETERMINED IN  
9 ACCORDANCE WITH THE MOST RECENT UNITED STATES DECENNIAL  
10 CENSUS, WHERE THE PROPORTION OF HOUSEHOLDS THAT ARE LOW INCOME  
11 IS GREATER THAN FORTY PERCENT, THE PROPORTION OF HOUSEHOLDS  
12 THAT IDENTIFY AS MINORITY IS GREATER THAN FORTY PERCENT, OR THE  
13 PROPORTION OF HOUSEHOLDS THAT ARE HOUSING COST-BURDENED IS  
14 GREATER THAN FORTY PERCENT.

15 (b) AS USED IN THIS SUBSECTION (5):

16 (I) "COST-BURDENED" MEANS A HOUSEHOLD THAT SPENDS MORE  
17 THAN THIRTY PERCENT OF ITS INCOME ON HOUSING.

18 (II) "LOW INCOME" MEANS THE MEDIAN HOUSEHOLD INCOME IS  
19 LESS THAN OR EQUAL TO TWO HUNDRED PERCENT OF THE FEDERAL  
20 POVERTY GUIDELINE.

21 (6) "ELECTRIC MOTOR VEHICLE" MEANS A BATTERY ELECTRIC  
22 MOTOR VEHICLE, A HYDROGEN FUEL CELL MOTOR VEHICLE, OR A PLUG-IN  
23 HYBRID ELECTRIC MOTOR VEHICLE.

24 (7) "ELECTRIC MOTOR VEHICLE CHARGING INFRASTRUCTURE"  
25 MEANS ELECTRIC VEHICLE CHARGING SYSTEMS AND OTHER ELECTRICAL  
26 EQUIPMENT INSTALLED ON SITE TO SUPPORT ELECTRIC MOTOR VEHICLE  
27 CHARGING INCLUDING BUT NOT LIMITED TO BATTERY ENERGY STORAGE



1     SYSTEMS.

2             (8) "ENTERPRISE" MEANS THE CLEAN TRANSIT ENTERPRISE  
3     CREATED IN SECTION 43-4-1203 (1)(a).

4             (9) "FUND" MEANS THE CLEAN TRANSIT ENTERPRISE FUND  
5     CREATED IN SECTION 43-4-1203 (5)

6             (10) "HYDROGEN FUEL CELL MOTOR VEHICLE" MEANS A MOTOR  
7     VEHICLE THAT IS POWERED BY ELECTRICITY PRODUCED FROM A FUEL CELL  
8     THAT USES HYDROGEN GAS AS FUEL.

9             (11) "INFLATION" MEANS THE AVERAGE ANNUAL PERCENTAGE  
10    CHANGE IN THE UNITED STATES DEPARTMENT OF LABOR, BUREAU OF  
11    LABOR STATISTICS, CONSUMER PRICE INDEX FOR  
12    DENVER-AURORA-LAKEWOOD FOR ALL ITEMS AND ALL URBAN  
13    CONSUMERS, OR ITS APPLICABLE PREDECESSOR OR SUCCESSOR INDEX, FOR  
14    THE FIVE YEARS ENDING ON THE LAST DECEMBER 31 BEFORE A STATE  
15    FISCAL YEAR FOR WHICH AN INFLATION ADJUSTMENT TO BE MADE TO THE  
16    CLEAN TRANSIT RETAIL DELIVERY FEE IMPOSED PURSUANT TO SECTION  
17    43-4-1203 (7) BEGINS.

18            (12) "MOTOR VEHICLE" HAS THE SAME MEANING AS SET FORTH IN  
19    SECTION 42-1-102 (58). THE TERM DOES NOT INCLUDE A PERSONAL  
20    DELIVERY DEVICE.

21            (13) "PERSONAL DELIVERY DEVICE" MEANS AN AUTONOMOUSLY  
22    OPERATED ROBOT THAT IS:

23            (a) DESIGNED AND MANUFACTURED FOR THE PURPOSE OF  
24    TRANSPORTING TANGIBLE PERSONAL PROPERTY PRIMARILY ON  
25    SIDEWALKS, CROSSWALKS, AND OTHER PUBLIC RIGHTS-OF-WAY THAT ARE  
26    TYPICALLY USED BY PEDESTRIANS;

27            (b) WEIGHS NO MORE THAN FIVE HUNDRED FIFTY POUNDS,

1 EXCLUDING ANY TANGIBLE PERSONAL PROPERTY BEING TRANSPORTED;  
2 AND

3 (c) OPERATES AT SPEEDS OF LESS THAN TEN MILES PER HOUR WHEN  
4 ON SIDEWALKS, CROSSWALKS, AND OTHER PUBLIC RIGHTS-OF-WAY THAT  
5 ARE TYPICALLY USED BY PEDESTRIANS.

6 (14) "PLUG-IN HYBRID ELECTRIC MOTOR VEHICLE" MEANS A  
7 MOTOR VEHICLE THAT IS POWERED BY BOTH A RECHARGEABLE BATTERY  
8 PACK THAT CAN BE RECHARGED BY BEING PLUGGED INTO AN EXTERNAL  
9 SOURCE OF ELECTRICITY AND A SECONDARY SOURCE OF PROPULSION SUCH  
10 AS AN INTERNAL COMBUSTION ENGINE.

11 (15) "RETAIL DELIVERY" MEANS A RETAIL SALE OF TANGIBLE  
12 PERSONAL PROPERTY BY A RETAILER FOR DELIVERY BY A MOTOR VEHICLE  
13 OWNED OR OPERATED BY THE RETAILER OR ANY OTHER PERSON TO THE  
14 PURCHASER AT A LOCATION IN THE STATE, WHICH SALE INCLUDES AT  
15 LEAST ONE ITEM OF TANGIBLE PERSONAL PROPERTY THAT IS SUBJECT TO  
16 TAXATION UNDER ARTICLE 26 OF TITLE 39. EACH SUCH RETAIL SALE IS A  
17 SINGLE RETAIL DELIVERY REGARDLESS OF THE NUMBER OF SHIPMENTS  
18 NECESSARY TO DELIVER THE ITEMS OF TANGIBLE PERSONAL PROPERTY  
19 PURCHASED.

20 (16) "RETAILER" HAS THE SAME MEANING AS SET FORTH IN  
21 SECTION 39-26-102 (8).

22 (17) "RETAIL SALE" HAS THE SAME MEANING AS SET FORTH IN  
23 SECTION 39-26-102 (9).

24 (18) "TANGIBLE PERSONAL PROPERTY HAS THE SAME MEANING AS  
25 SET FORTH IN SECTION 39-26-102 (15).

26 (19) "TRANSIT" MEANS MASS TRANSIT, AS DEFINED IN SECTION  
27 43-1-102 (4).

1           (20) "ZERO EMISSIONS MOTOR VEHICLE" MEANS A BATTERY  
2 ELECTRIC MOTOR VEHICLE OR A HYDROGEN FUEL CELL MOTOR VEHICLE.

3           **43-4-1203. Clean transit enterprise - creation - board - powers**  
4 **and duties - fees - fund.** (1) (a) THE CLEAN TRANSIT ENTERPRISE IS  
5 HEREBY CREATED IN THE DEPARTMENT. THE ENTERPRISE IS AND OPERATES  
6 AS A GOVERNMENT-OWNED BUSINESS WITHIN THE DEPARTMENT IN ORDER  
7 TO EXECUTE ITS BUSINESS PURPOSE AS SPECIFIED IN SUBSECTION (3) OF  
8 THIS SECTION BY EXERCISING THE POWERS AND PERFORMING THE DUTIES  
9 SET FORTH IN THIS SECTION.

10           (b) THE ENTERPRISE EXERCISES ITS POWERS AND PERFORMS ITS  
11 DUTIES AND FUNCTIONS UNDER THE DEPARTMENT AS IF THE SAME WERE  
12 TRANSFERRED TO THE DEPARTMENT BY A **TYPE 1** TRANSFER, AS DEFINED  
13 IN SECTION 24-1-105.

14           (2) (a) THE GOVERNING BOARD OF THE ENTERPRISE CONSISTS OF  
15 NINE MEMBERS APPOINTED AS FOLLOWS:

16           (I) THE GOVERNOR SHALL APPOINT SIX MEMBERS WITH THE ADVICE  
17 AND CONSENT OF THE SENATE FOR TERMS OF THE LENGTH SPECIFIED IN  
18 SUBSECTION (2)(b) OF THIS SECTION. THE GOVERNOR SHALL MAKE  
19 REASONABLE EFFORTS, TO THE EXTENT SUCH APPLICATIONS HAVE BEEN  
20 SUBMITTED FOR CONSIDERATION FOR THE BOARD, TO CONSIDER MEMBERS  
21 THAT REFLECT THE STATE'S GEOGRAPHIC DIVERSITY WHEN MAKING  
22 APPOINTMENTS AND SHALL MAKE INITIAL APPOINTMENTS NO LATER THAN  
23 OCTOBER 1, 2021. OF THE MEMBERS APPOINTED BY THE GOVERNOR:

24           (A) ONE MEMBER MUST BE A MEMBER OF THE COMMISSION AND  
25 HAVE STATEWIDE TRANSPORTATION EXPERTISE;

26           (B) ONE MEMBER MUST REPRESENT AN URBAN AREA AND HAVE  
27 TRANSIT EXPERTISE;

1 (C) ONE MEMBER MUST REPRESENT A RURAL AREA AND HAVE  
2 TRANSIT EXPERTISE;

3 (D) ONE MEMBER MUST HAVE EXPERTISE IN ZERO-EMISSIONS  
4 TRANSPORTATION, MOTOR VEHICLE FLEETS, OR UTILITIES;

5 (E) ONE MEMBER MUST REPRESENT A TRANSPORTATION-FOCUSED  
6 ORGANIZATION THAT SERVES AN ENVIRONMENTAL JUSTICE COMMUNITY;  
7 AND

8 (F) ONE MEMBER MUST REPRESENT A PUBLIC ADVOCACY GROUP  
9 THAT HAS TRANSIT OR COMPREHENSIVE TRANSPORTATION EXPERTISE.

10 (II) THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF  
11 TRANSPORTATION OR THE EXECUTIVE DIRECTOR'S DESIGNEE;

12 (III) THE DIRECTOR OF THE COLORADO ENERGY OFFICE OR THE  
13 DIRECTOR'S DESIGNEE; AND

14 (IV) THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF PUBLIC  
15 HEALTH AND ENVIRONMENT OR THE EXECUTIVE DIRECTOR'S DESIGNEE.

16 (b) MEMBERS OF THE BOARD APPOINTED BY THE GOVERNOR SERVE  
17 FOR TERMS OF FOUR YEARS; EXCEPT THAT FOUR OF THE MEMBERS  
18 INITIALLY APPOINTED SHALL SERVE FOR INITIAL TERMS OF THREE YEARS  
19 AND THE TERM OF THE MEMBER APPOINTED PURSUANT TO SUBSECTION  
20 (2)(a)(I)(A) OF THIS SECTION CONTINUES FOR AS LONG AS THE MEMBER IS  
21 A MEMBER OF THE COMMISSION. A MEMBER WHO IS APPOINTED TO FILL A  
22 VACANCY ON THE BOARD SHALL SERVE THE REMAINDER OF THE  
23 UNEXPIRED TERM OF THE FORMER MEMBER. THE OTHER BOARD MEMBERS  
24 SERVE FOR AS LONG AS THEY HOLD THEIR POSITIONS OR ARE DESIGNATED  
25 TO SERVE.

26 (c) MEMBERS OF THE BOARD SERVE WITHOUT COMPENSATION BUT  
27 MUST BE REIMBURSED FROM MONEY IN THE FUND FOR ACTUAL AND

1 NECESSARY EXPENSES INCURRED IN THE PERFORMANCE OF THEIR DUTIES  
2 PURSUANT TO THIS PART 12.

3 (3) THE PRIMARY BUSINESS PURPOSE OF THE ENTERPRISE IS TO  
4 REDUCE AND MITIGATE THE ADVERSE ENVIRONMENTAL AND HEALTH  
5 IMPACTS OF AIR POLLUTION AND GREENHOUSE GAS EMISSIONS PRODUCED  
6 BY MOTOR VEHICLES USED TO MAKE RETAIL DELIVERIES BY SUPPORTING  
7 THE REPLACEMENT OF EXISTING GASOLINE AND DIESEL TRANSIT VEHICLES  
8 WITH ELECTRIC MOTOR VEHICLES, INCLUDING MOTOR VEHICLES THAT  
9 ORIGINALLY WERE POWERED EXCLUSIVELY BY INTERNAL COMBUSTION  
10 ENGINES BUT HAVE BEEN CONVERTED INTO ELECTRIC MOTOR VEHICLES,  
11 PROVIDING THE ASSOCIATED RECHARGING INFRASTRUCTURE FOR ELECTRIC  
12 TRANSIT FLEET MOTOR VEHICLES, SUPPORTING FACILITY MODIFICATIONS  
13 THAT ALLOW FOR THE SAFE OPERATION AND MAINTENANCE OF ELECTRIC  
14 TRANSIT MOTOR VEHICLES, AND FUNDING PLANNING STUDIES THAT  
15 ENABLE TRANSIT AGENCIES TO PLAN FOR TRANSIT VEHICLE  
16 ELECTRIFICATION. TO ALLOW THE ENTERPRISE TO ACCOMPLISH THIS  
17 BUSINESS PURPOSE AND FULLY EXERCISE ITS POWERS AND DUTIES  
18 THROUGH THE BOARD, THE ENTERPRISE MAY:

19 (a) IMPOSE A CLEAN TRANSIT RETAIL DELIVERY FEE AS  
20 AUTHORIZED BY SUBSECTION (7) OF THIS SECTION;

21 (b) ISSUE GRANTS AND PROVIDE LOANS AND REBATES AS  
22 AUTHORIZED BY SUBSECTION (8) OF THIS SECTION; AND

23 (c) ISSUE REVENUE BONDS PAYABLE FROM THE REVENUE AND  
24 OTHER AVAILABLE MONEY OF THE ENTERPRISE.

25 (4) THE ENTERPRISE CONSTITUTES AN ENTERPRISE FOR PURPOSES  
26 OF SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION SO LONG AS IT  
27 RETAINS THE AUTHORITY TO ISSUE REVENUE BONDS AND RECEIVES LESS

1 THAN TEN PERCENT OF ITS TOTAL ANNUAL REVENUE IN GRANTS FROM ALL  
2 COLORADO STATE AND LOCAL GOVERNMENTS COMBINED. SO LONG AS IT  
3 CONSTITUTES AN ENTERPRISE PURSUANT TO THIS SUBSECTION (4), THE  
4 ENTERPRISE IS NOT SUBJECT TO SECTION 20 OF ARTICLE X OF THE STATE  
5 CONSTITUTION.

6 (5) (a) THE CLEAN TRANSIT ENTERPRISE FUND IS HEREBY CREATED  
7 IN THE STATE TREASURY. THE FUND CONSISTS OF CLEAN TRANSIT RETAIL  
8 DELIVERY FEE REVENUE CREDITED TO THE FUND PURSUANT TO  
9 SUBSECTION (7) OF THIS SECTION, ANY MONETARY GIFTS, GRANTS,  
10 DONATIONS, OR OTHER MONEY RECEIVED BY THE ENTERPRISE, ANY  
11 FEDERAL MONEY THAT MAY BE CREDITED TO THE FUND, AND ANY OTHER  
12 MONEY THAT THE GENERAL ASSEMBLY MAY APPROPRIATE OR TRANSFER  
13 TO THE FUND. THE STATE TREASURER SHALL CREDIT ALL INTEREST AND  
14 INCOME DERIVED FROM THE DEPOSIT AND INVESTMENT OF MONEY IN THE  
15 FUND TO THE FUND. SUBJECT TO ANNUAL APPROPRIATION BY THE  
16 GENERAL ASSEMBLY, THE ENTERPRISE MAY EXPEND MONEY FROM THE  
17 FUND TO PROVIDE GRANTS, PAY ITS REASONABLE AND NECESSARY  
18 OPERATING EXPENSES, INCLUDING REPAYMENT OF ANY LOAN RECEIVED BY  
19 THE ENTERPRISE PURSUANT TO SUBSECTION (5)(b) OF THIS SECTION, AND  
20 OTHERWISE EXERCISE ITS POWERS AND PERFORM ITS DUTIES AS  
21 AUTHORIZED BY THIS PART 3.

22 (b) THE COMMISSION MAY TRANSFER MONEY FROM THE STATE  
23 HIGHWAY FUND CREATED IN SECTION 43-1-219 TO THE ENTERPRISE FOR  
24 THE PURPOSE OF DEFRAYING EXPENSES INCURRED BY THE ENTERPRISE  
25 BEFORE IT RECEIVES FEE REVENUE OR REVENUE BOND PROCEEDS, AND A  
26 TRANSFER FOR SUCH PURPOSE IS MADE, IN ACCORDANCE WITH SECTION 18  
27 OF ARTICLE X OF THE STATE CONSTITUTION, FOR THE SUPERVISION OF THE

1 PUBLIC HIGHWAYS OF THIS STATE. THE ENTERPRISE MAY ACCEPT AND  
2 EXPEND ANY MONEY SO TRANSFERRED, AND, NOTWITHSTANDING ANY  
3 STATE FISCAL RULE OR GENERALLY ACCEPTED ACCOUNTING PRINCIPLE  
4 THAT COULD OTHERWISE BE INTERPRETED TO REQUIRE A CONTRARY  
5 CONCLUSION, SUCH A TRANSFER IS A LOAN FROM THE COMMISSION TO THE  
6 ENTERPRISE THAT IS REQUIRED TO BE REPAID AND IS NOT A GRANT FOR  
7 PURPOSES OF SECTION 20 (2)(d) OF ARTICLE X OF THE STATE  
8 CONSTITUTION OR AS DEFINED IN SECTION 24-77-102 (7). ALL MONEY  
9 TRANSFERRED AS A LOAN TO THE ENTERPRISE SHALL BE CREDITED TO THE  
10 CLEAN TRANSIT ENTERPRISE INITIAL EXPENSES FUND, WHICH IS HEREBY  
11 CREATED IN THE STATE TREASURY, AND LOAN LIABILITIES THAT ARE  
12 RECORDED IN THE FUND BUT THAT ARE NOT REQUIRED TO BE PAID IN THE  
13 CURRENT FISCAL YEAR SHALL NOT BE CONSIDERED WHEN CALCULATING  
14 SUFFICIENT STATUTORY FUND BALANCE FOR PURPOSES OF SECTION  
15 24-75-109. THE STATE TREASURER SHALL CREDIT ALL INTEREST AND  
16 INCOME DERIVED FROM THE DEPOSIT AND INVESTMENT OF MONEY IN THE  
17 CLEAN TRANSIT ENTERPRISE INITIAL EXPENSES FUND TO THE FUND. THE  
18 CLEAN TRANSIT ENTERPRISE INITIAL EXPENSES FUND IS CONTINUOUSLY  
19 APPROPRIATED TO THE ENTERPRISE FOR THE PURPOSE OF DEFRAYING  
20 EXPENSES INCURRED BY THE ENTERPRISE BEFORE IT RECEIVES FEE  
21 REVENUE OR REVENUE BOND PROCEEDS. AS THE ENTERPRISE RECEIVES  
22 SUFFICIENT REVENUE IN EXCESS OF EXPENSES, THE ENTERPRISE SHALL  
23 REIMBURSE THE STATE HIGHWAY FUND FOR THE PRINCIPAL AMOUNT OF  
24 ANY LOAN MADE BY THE COMMISSION PLUS INTEREST AT A RATE SET BY  
25 THE COMMISSION.

26 (6) IN ADDITION TO ANY OTHER POWERS AND DUTIES SPECIFIED IN  
27 THIS SECTION, THE BOARD HAS THE FOLLOWING GENERAL POWERS AND

1 DUTIES:

2 (a) TO ADOPT BYLAWS FOR THE REGULATION OF ITS AFFAIRS AND  
3 THE CONDUCT OF ITS BUSINESS;

4 (b) TO ACQUIRE, HOLD TITLE TO, AND DISPOSE OF REAL AND  
5 PERSONAL PROPERTY;

6 (c) TO EMPLOY AND SUPERVISE INDIVIDUALS, PROFESSIONAL  
7 CONSULTANTS AND CONTRACTORS AS ARE NECESSARY IN ITS JUDGMENT  
8 TO CARRY OUT ITS BUSINESS PURPOSE;

9 (d) TO CONTRACT WITH ANY PUBLIC OR PRIVATE ENTITY;

10 (e) TO SEEK, ACCEPT, AND EXPEND GIFTS, GRANTS, AND  
11 DONATIONS FROM PRIVATE OR PUBLIC SOURCES FOR THE PURPOSES OF THIS  
12 PART 12. THE ENTERPRISE SHALL TRANSMIT ANY MONEY RECEIVED  
13 THROUGH GIFTS, GRANTS, OR DONATIONS TO THE STATE TREASURER, WHO  
14 SHALL CREDIT THE MONEY TO THE FUND;

15 (f) TO DIRECTLY PROVIDE ANY SERVICE THAT IT IS AUTHORIZED TO  
16 PROVIDE INDIRECTLY THROUGH GRANTS AWARDED PURSUANT TO  
17 SUBSECTION (8) OF THIS SECTION;

18 (g) TO PROMULGATE RULES TO SET THE AMOUNT OF THE CLEAN  
19 TRANSIT RETAIL DELIVERY FEE AT OR BELOW THE MAXIMUM AMOUNT  
20 AUTHORIZED IN THIS SECTION AND TO GOVERN THE PROCESS BY WHICH  
21 THE ENTERPRISE ACCEPTS APPLICATIONS FOR, AWARDS, AND OVERSEES  
22 GRANTS, LOANS, AND REBATES PURSUANT TO SUBSECTION (8) OF THIS  
23 SECTION; AND

24 (h) TO HAVE AND EXERCISE ALL RIGHTS AND POWERS NECESSARY  
25 OR INCIDENTAL TO OR IMPLIED FROM THE SPECIFIC POWERS AND DUTIES  
26 GRANTED BY THIS SECTION.

27 (7) (a) IN FURTHERANCE OF ITS BUSINESS PURPOSE, BEGINNING IN



1 STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL IMPOSE, AND THE  
2 DEPARTMENT OF REVENUE SHALL COLLECT ON BEHALF OF THE  
3 ENTERPRISE, A CLEAN TRANSIT RETAIL DELIVERY FEE ON EACH RETAIL  
4 DELIVERY. EACH RETAILER WHO MAKES A RETAIL DELIVERY SHALL ADD  
5 TO THE PRICE OF THE RETAIL DELIVERY, COLLECT FROM THE PURCHASER,  
6 AND PAY TO THE DEPARTMENT OF REVENUE AT THE TIME AND IN THE  
7 MANNER PRESCRIBED BY THE DEPARTMENT IN ACCORDANCE WITH SECTION  
8 43-4-218 (6) THE CLEAN TRANSIT RETAIL DELIVERY FEE. FOR THE PURPOSE  
9 OF MINIMIZING COMPLIANCE COSTS FOR RETAILERS AND ADMINISTRATIVE  
10 COSTS FOR THE STATE, THE DEPARTMENT OF REVENUE SHALL COLLECT  
11 AND ADMINISTER THE CLEAN TRANSIT RETAIL DELIVERY FEE ON BEHALF  
12 OF THE ENTERPRISE IN THE SAME MANNER IN WHICH IT COLLECTS AND  
13 ADMINISTERS THE RETAIL DELIVERY FEE IMPOSED BY SECTION 43-4-218  
14 (3).

15 (b) FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY  
16 PURCHASED DURING STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL  
17 IMPOSE THE CLEAN TRANSIT RETAIL DELIVERY FEE IN A MAXIMUM AMOUNT  
18 OF THREE CENTS.

19 (c) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (7)(c)(II)  
20 OF THIS SECTION, FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL  
21 PROPERTY PURCHASED DURING STATE FISCAL YEAR 2023-24 OR DURING  
22 ANY SUBSEQUENT STATE FISCAL YEAR, THE ENTERPRISE SHALL IMPOSE THE  
23 CLEAN TRANSIT RETAIL DELIVERY FEE IN A MAXIMUM AMOUNT THAT IS  
24 THE MAXIMUM AMOUNT FOR THE PRIOR STATE FISCAL YEAR ADJUSTED FOR  
25 INFLATION. THE ENTERPRISE SHALL NOTIFY THE DEPARTMENT OF REVENUE  
26 OF THE AMOUNT OF THE CLEAN TRANSIT RETAIL DELIVERY FEE TO BE  
27 COLLECTED FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY

1 PURCHASED DURING EACH STATE FISCAL YEAR NO LATER THAN MARCH 15  
2 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR BEGINS, AND  
3 THE DEPARTMENT OF REVENUE SHALL PUBLISH THE AMOUNT NO LATER  
4 THAN APRIL 15 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR  
5 BEGINS.

6 (II) THE ENTERPRISE IS AUTHORIZED TO ADJUST THE AMOUNT OF  
7 THE CLEAN TRANSIT RETAIL DELIVERY FEE FOR RETAIL DELIVERIES OF  
8 TANGIBLE PERSONAL PROPERTY PURCHASED DURING A STATE FISCAL YEAR  
9 ONLY IF THE DEPARTMENT OF REVENUE ADJUSTS THE AMOUNT OF THE  
10 RETAIL DELIVERY FEE IMPOSED BY SECTION 43-4-218 (3) FOR RETAIL  
11 DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED DURING THE  
12 STATE FISCAL YEAR.

13 (8) (a) IN FURTHERANCE OF ITS BUSINESS PURPOSE, AND SUBJECT  
14 TO THE REQUIREMENTS SET FORTH IN THIS SUBSECTION (8), THE  
15 ENTERPRISE IS AUTHORIZED TO MAKE GRANTS, LOANS, OR REBATES TO  
16 SUPPORT ELECTRIFICATION OF PUBLIC TRANSIT.

17 (b) THE ENTERPRISE MAY MAKE GRANTS, LOANS, OR REBATES TO  
18 FUND:

19 (I) CLEAN TRANSIT PLANNING EFFORTS;

20 (II) FACILITY UPGRADES NECESSARY FOR THE SAFE OPERATION  
21 AND MAINTENANCE OF ELECTRIC MOTOR VEHICLES USED BY PUBLIC  
22 TRANSIT PROVIDERS;

23 (III) THE CONSTRUCTION OF ELECTRIC MOTOR VEHICLE CHARGING  
24 INFRASTRUCTURE USED BY PUBLIC TRANSIT PROVIDERS; AND

25 (IV) THE REPLACEMENT OF MOTOR VEHICLES USED BY PUBLIC  
26 TRANSIT PROVIDERS THAT ARE NOT ELECTRIC MOTOR VEHICLES BY  
27 ELECTRIC MOTOR VEHICLES, OR, IF ELECTRIC MOTOR VEHICLES ARE NOT

1 PRACTICALLY AVAILABLE, BY COMPRESSED NATURAL GAS MOTOR  
2 VEHICLES, AS DEFINED IN SECTION 25-7.5-102 (5), IF AT LEAST NINETY  
3 PERCENT OF THE FUEL FOR THE COMPRESSED NATURAL GAS MOTOR  
4 VEHICLES WILL BE RECOVERED METHANE, AS DEFINED IN SECTION  
5 25-7.5-102 (20).

6 (c) THE ENTERPRISE SHALL AWARD GRANTS ON A COMPETITIVE  
7 BASIS BASED ON WRITTEN CRITERIA ESTABLISHED BY THE ENTERPRISE IN  
8 ADVANCE OF ANY DEADLINES FOR THE SUBMISSION OF GRANT  
9 APPLICATIONS.

10 (9) THE ENTERPRISE SHALL CONTRACT WITH THE AIR POLLUTION  
11 CONTROL DIVISION OF THE DEPARTMENT OF PUBLIC HEALTH AND  
12 ENVIRONMENT TO DEVELOP PROPOSED RULES FOR THE CONSIDERATION OF  
13 THE AIR QUALITY CONTROL COMMISSION THAT WILL SUPPORT THE  
14 ENTERPRISE'S BUSINESS SERVICES, INCLUDING REMEDIATION SERVICES, IN  
15 A MANNER THAT MAINTAINS COMPLIANCE WITH THE FEDERAL AND STATE  
16 STATUTES, RULES, AND REGULATIONS GOVERNING AIR QUALITY. THE  
17 DIVISION SHALL COLLABORATE WITH THE COLORADO ENERGY OFFICE AND  
18 THE DEPARTMENT WHEN DEVELOPING THE RULES.

19 (10) (a) TO ENSURE TRANSPARENCY AND ACCOUNTABILITY, THE  
20 ENTERPRISE SHALL:

21 (I) NO LATER THAN JUNE 1, 2022, PUBLISH AND POST ON ITS  
22 WEBSITE A TEN-YEAR PLAN THAT DETAILS HOW THE ENTERPRISE WILL  
23 EXECUTE ITS BUSINESS PURPOSE DURING STATE FISCAL YEARS 2022-23  
24 THROUGH 2031-32 AND ESTIMATES THE AMOUNT OF FUNDING NEEDED TO  
25 IMPLEMENT THE PLAN. NO LATER THAN JANUARY 1, 2032, THE ENTERPRISE  
26 SHALL PUBLISH AND POST ON ITS WEBSITE A NEW TEN-YEAR PLAN FOR  
27 STATE FISCAL YEARS 2032-33 THROUGH 2041-42;

1           (II) CREATE, MAINTAIN, AND REGULARLY UPDATE ON ITS WEBSITE  
2 A PUBLIC ACCOUNTABILITY DASHBOARD THAT PROVIDES, AT A MINIMUM,  
3 ACCESSIBLE AND TRANSPARENT SUMMARY INFORMATION REGARDING THE  
4 IMPLEMENTATION OF ITS TEN-YEAR PLAN, THE FUNDING STATUS AND  
5 PROGRESS TOWARD COMPLETION OF EACH PROJECT THAT IT WHOLLY OR  
6 PARTLY FUNDS, AND ITS PER PROJECT AND TOTAL FUNDING AND  
7 EXPENDITURES;

8           (III) ENGAGE REGULARLY REGARDING ITS PROJECTS AND  
9 ACTIVITIES WITH THE PUBLIC, SPECIFICALLY REACHING OUT TO AND  
10 SEEKING INPUT FROM COMMUNITIES, INCLUDING BUT NOT LIMITED TO  
11 DISPROPORTIONATELY IMPACTED COMMUNITIES, AND INTEREST GROUPS  
12 THAT ARE LIKELY TO BE INTERESTED IN THE PROJECTS AND ACTIVITIES;  
13 AND

14           (IV) PREPARE AN ANNUAL REPORT REGARDING ITS ACTIVITIES AND  
15 FUNDING AND PRESENT THE REPORT TO THE TRANSPORTATION  
16 COMMISSION CREATED IN SECTION 43-1-106 (1) AND TO THE  
17 TRANSPORTATION AND LOCAL GOVERNMENT AND ENERGY AND  
18 ENVIRONMENT COMMITTEES OF THE HOUSE OF REPRESENTATIVES AND THE  
19 TRANSPORTATION AND ENERGY COMMITTEE OF THE SENATE, OR ANY  
20 SUCCESSOR COMMITTEES. THE ENTERPRISE SHALL ALSO POST THE ANNUAL  
21 REPORT ON ITS WEBSITE. NOTWITHSTANDING THE REQUIREMENT IN  
22 SECTION 24-1-136 (11)(a)(I), THE REQUIREMENT TO SUBMIT THE REPORT  
23 REQUIRED IN THIS SUBSECTION (10)(a)(IV) TO THE SPECIFIED LEGISLATIVE  
24 COMMITTEES CONTINUES INDEFINITELY.

25           (b) THE ENTERPRISE IS SUBJECT TO THE OPEN MEETINGS  
26 PROVISIONS OF THE "COLORADO SUNSHINE ACT OF 1972", CONTAINED IN  
27 PART 4 OF ARTICLE 6 OF TITLE 24, AND THE "COLORADO OPEN RECORDS

1 ACT", PART 2 OF ARTICLE 72 OF TITLE 24.

2 (c) FOR PURPOSES OF THE "COLORADO OPEN RECORDS ACT", PART  
3 2 OF ARTICLE 72 OF TITLE 24, AND EXCEPT AS MAY OTHERWISE BE  
4 PROVIDED BY FEDERAL LAW OR REGULATION OR STATE LAW, THE RECORDS  
5 OF THE ENTERPRISE ARE PUBLIC RECORDS, AS DEFINED IN SECTION  
6 24-72-202 (6), REGARDLESS OF WHETHER THE ENTERPRISE RECEIVES LESS  
7 THAN TEN PERCENT OF ITS TOTAL ANNUAL REVENUE IN GRANTS, AS  
8 DEFINED IN SECTION 24-77-102 (7), FROM ALL COLORADO STATE AND  
9 LOCAL GOVERNMENTS COMBINED.

10 (d) THE ENTERPRISE IS A PUBLIC ENTITY FOR PURPOSES OF PART 2  
11 OF ARTICLE 57 OF TITLE 11.

12 PART 13

13 NONATTAINMENT AREA AIR POLLUTION

14 MITIGATION ENTERPRISE

15 **43-4-1301. Legislative declaration.** (1) THE GENERAL ASSEMBLY  
16 HEREBY FINDS AND DECLARES THAT:

17 (a) RAPID AND CONTINUING GROWTH IN RETAIL DELIVERIES MADE  
18 BY MOTOR VEHICLES AND IN PREARRANGED RIDES ARRANGED THROUGH  
19 TRANSPORTATION NETWORK COMPANIES HAS INCREASED AND WILL  
20 CONTINUE TO INCREASE TRAFFIC CONGESTION AND AIR POLLUTION FROM  
21 MOTOR VEHICLE EMISSIONS, ALONG WITH THE ADVERSE ENVIRONMENTAL  
22 AND HEALTH IMPACTS THAT RESULT FROM SUCH POLLUTION, IN  
23 NONATTAINMENT AREAS, INCLUDING BUT NOT LIMITED TO  
24 DISPROPORTIONATELY IMPACTED COMMUNITIES AND COMMUNITIES  
25 ADJACENT TO HIGHWAYS;

26 (b) IT IS NECESSARY AND APPROPRIATE TO OFFSET AND MITIGATE  
27 THESE IMPACTS BY CREATING A NONATTAINMENT AREA AIR POLLUTION

1 MITIGATION ENTERPRISE THAT HAS THE BUSINESS PURPOSE OF PROVIDING  
2 FUNDING FOR ELIGIBLE PROJECTS THAT REDUCE TRAFFIC CONGESTION,  
3 INCLUDING DEMAND MANAGEMENT PROJECTS THAT ENCOURAGE  
4 ALTERNATIVES TO DRIVING ALONE, AND THEREBY REDUCE TRAVEL  
5 DELAYS, ENGINE IDLE TIME, AND UNPRODUCTIVE FUEL CONSUMPTION OR  
6 THAT DIRECTLY REDUCE EMISSIONS BY MEANS SUCH AS RETROFITTING OF  
7 CONSTRUCTION EQUIPMENT;

8 (c) INSTEAD OF REDUCING THE IMPACTS OF RETAIL DELIVERIES  
9 AND PREARRANGED RIDES ARRANGED THROUGH TRANSPORTATION  
10 NETWORK COMPANIES, BY LIMITING RETAIL DELIVERY AND PREARRANGED  
11 RIDE ACTIVITY THROUGH REGULATION, IT IS MORE APPROPRIATE TO  
12 CONTINUE TO ALLOW PERSONS WHO RECEIVE RETAIL DELIVERIES AND  
13 BENEFIT FROM THE CONVENIENCE AFFORDED BY UNFETTERED RETAIL  
14 DELIVERIES AND TO ALLOW TRANSPORTATION NETWORK COMPANIES THAT  
15 ARRANGE PREARRANGED RIDES TO CONTINUE TO PROVIDE THAT SERVICE  
16 WITHOUT UNDUE RESTRICTIONS AND TO INSTEAD IMPOSE A SMALL FEE ON  
17 EACH RETAIL DELIVERY AND PREARRANGED RIDE AND USE FEE REVENUE  
18 TO FUND NECESSARY MITIGATION ACTIVITIES.

19 (2) THE GENERAL ASSEMBLY FURTHER FINDS AND DECLARES THAT:

20 (a) THE ENTERPRISE PROVIDES IMPACT REMEDIATION SERVICES  
21 WHEN, IN EXCHANGE FOR THE PAYMENT OF AIR POLLUTION MITIGATION  
22 PER RIDE FEES BY TRANSPORTATION NETWORK COMPANIES AND AIR  
23 POLLUTION MITIGATION RETAIL DELIVERY FEES BY PURCHASERS OF  
24 TANGIBLE PERSONAL PROPERTY FOR RETAIL DELIVERY, IT ACTS AS  
25 AUTHORIZED BY THIS SECTION TO MITIGATE THE IMPACTS OF  
26 PREARRANGED RIDES ARRANGED THROUGH TRANSPORTATION NETWORK  
27 COMPANIES AND RESIDENTIAL AND COMMERCIAL DELIVERIES ON THE

1 STATE'S TRANSPORTATION INFRASTRUCTURE, AIR QUALITY, AND  
2 EMISSIONS.

3 (b) BY PROVIDING IMPACT REMEDIATION SERVICES AS AUTHORIZED  
4 BY THIS SECTION, THE NONATTAINMENT AREA AIR POLLUTION MITIGATION  
5 ENTERPRISE PROVIDES A BENEFIT TO FEE PAYERS WHEN IT REMEDIATES  
6 THE IMPACTS THEY CAUSE AND THEREFORE OPERATES AS A BUSINESS IN  
7 ACCORDANCE WITH THE DETERMINATION OF THE COLORADO SUPREME  
8 COURT IN *COLORADO UNION OF TAXPAYERS FOUNDATION V. CITY OF ASPEN*,  
9 2018 CO 36;

10 (c) CONSISTENT WITH THE DETERMINATION OF THE COLORADO  
11 SUPREME COURT IN *NICHOLL V. E-470 PUBLIC HIGHWAY AUTHORITY*, 896  
12 P.2d 859 (COLO. 1995), THAT THE POWER TO IMPOSE TAXES IS  
13 INCONSISTENT WITH ENTERPRISE STATUS UNDER SECTION 20 OF ARTICLE  
14 X OF THE STATE CONSTITUTION, IT IS THE CONCLUSION OF THE GENERAL  
15 ASSEMBLY THAT THE REVENUE COLLECTED BY THE ENTERPRISE IS  
16 GENERATED BY FEES, NOT TAXES, BECAUSE THE AIR POLLUTION  
17 MITIGATION PER RIDE FEE AND THE AIR POLLUTION MITIGATION RETAIL  
18 DELIVERY FEE IMPOSED BY THE ENTERPRISE AS AUTHORIZED BY  
19 SUBSECTIONS (7) AND (8) OF THIS SECTION ARE:

20 (I) IMPOSED FOR THE SPECIFIC PURPOSE OF ALLOWING THE  
21 ENTERPRISE TO DEFRAY THE COSTS OF PROVIDING THE REMEDIATION  
22 SERVICES SPECIFIED IN THIS SECTION, INCLUDING MITIGATING IMPACTS TO  
23 AIR QUALITY AND GREENHOUSE GAS EMISSIONS CAUSED BY THE  
24 ACTIVITIES ON WHICH THE FEES ARE ASSESSED, AND CONTRIBUTE TO THE  
25 IMPLEMENTATION OF THE COMPREHENSIVE REGULATORY SCHEME  
26 REQUIRED FOR THE PLANNING, FUNDING, DEVELOPMENT, CONSTRUCTION,  
27 MAINTENANCE, AND SUPERVISION OF A SUSTAINABLE TRANSPORTATION

1 SYSTEM; AND

2 (II) COLLECTED AT RATES THAT ARE REASONABLY CALCULATED  
3 BASED ON THE IMPACTS CAUSED BY FEE PAYERS AND THE COST OF  
4 REMEDIATING THOSE IMPACTS; AND

5 (d) SO LONG AS THE ENTERPRISE QUALIFIES AS AN ENTERPRISE FOR  
6 PURPOSES OF SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION, THE  
7 REVENUE FROM THE COMMUNITY ACCESS RETAIL DELIVERY FEE  
8 COLLECTED BY THE ENTERPRISE IS NOT STATE FISCAL YEAR SPENDING, AS  
9 DEFINED IN SECTION 24-77-102 (17), OR STATE REVENUES, AS DEFINED IN  
10 SECTION 24-77-103.6 (6)(c), AND DOES NOT COUNT AGAINST EITHER THE  
11 STATE FISCAL YEAR SPENDING LIMIT IMPOSED BY SECTION 20 OF ARTICLE  
12 X OF THE STATE CONSTITUTION OR THE EXCESS STATE REVENUES CAP, AS  
13 DEFINED IN SECTION 24-77-103.6 (6)(b)(I)(D).

14 **43-4-1302. Definitions.** AS USED IN THIS PART 13, UNLESS THE  
15 CONTEXT OTHERWISE REQUIRES:

16 (1) "AIR POLLUTANT" HAS THE SAME MEANING AS SET FORTH IN  
17 SECTION 25-7-103 (1.5).

18 (2) "BATTERY ELECTRIC MOTOR VEHICLE" MEANS A MOTOR  
19 VEHICLE THAT IS POWERED EXCLUSIVELY BY A RECHARGEABLE BATTERY  
20 PACK THAT CAN BE RECHARGED BY BEING PLUGGED INTO AN EXTERNAL  
21 SOURCE OF ELECTRICITY AND THAT HAS NO SECONDARY SOURCE OF  
22 PROPULSION.

23 (3) "BOARD" MEANS THE GOVERNING BOARD OF THE ENTERPRISE.

24 (4) "CARSHARE RIDE" MEANS A PREARRANGED RIDE FOR WHICH  
25 THE RIDER AGREES, AT THE TIME THE RIDER REQUESTS THE RIDE THROUGH  
26 A DIGITAL NETWORK, TO BE TRANSPORTED WITH ANOTHER RIDER WHO HAS  
27 SEPARATELY REQUESTED A PREARRANGED RIDE REGARDLESS OF WHETHER



1 OR NOT ANOTHER RIDER IS ACTUALLY TRANSPORTED WITH THE RIDER.

2 (5) "CMAQ" MEANS THE CONGESTION MITIGATION AND AIR  
3 QUALITY IMPROVEMENT PROGRAM ADMINISTERED BY THE FEDERAL  
4 HIGHWAY ADMINISTRATION OR ANY SUBSTANTIALLY SIMILAR SUCCESSOR  
5 PROGRAM.

6 (6) "DEPARTMENT" MEANS THE DEPARTMENT OF  
7 TRANSPORTATION.

8 (7) (a) "DISPROPORTIONATELY IMPACTED COMMUNITY" MEANS A  
9 COMMUNITY THAT IS IN A CENSUS BLOCK GROUP, AS DETERMINED IN  
10 ACCORDANCE WITH THE MOST RECENT UNITED STATES DECENNIAL  
11 CENSUS, WHERE THE PROPORTION OF HOUSEHOLDS THAT ARE LOW INCOME  
12 IS GREATER THAN FORTY PERCENT, THE PROPORTION OF HOUSEHOLDS  
13 THAT IDENTIFY AS MINORITY IS GREATER THAN FORTY PERCENT, OR THE  
14 PROPORTION OF HOUSEHOLDS THAT ARE HOUSING COST-BURDENED IS  
15 GREATER THAN FORTY PERCENT.

16 (b) AS USED IN THIS SUBSECTION (7):

17 (I) "COST-BURDENED" MEANS A HOUSEHOLD THAT SPENDS MORE  
18 THAN THIRTY PERCENT OF ITS INCOME ON HOUSING.

19 (II) "LOW INCOME" MEANS THE MEDIAN HOUSEHOLD INCOME IS  
20 LESS THAN OR EQUAL TO TWO HUNDRED PERCENT OF THE FEDERAL  
21 POVERTY GUIDELINE.

22 (8) "ELECTRIC MOTOR VEHICLE" MEANS A BATTERY ELECTRIC  
23 MOTOR VEHICLE, A HYDROGEN FUEL CELL MOTOR VEHICLE, OR A PLUG-IN  
24 HYBRID ELECTRIC MOTOR VEHICLE.

25 (9) "ELIGIBLE ENTITY" MEANS A METROPOLITAN PLANNING  
26 ORGANIZATION OR ANY OTHER PUBLIC ENTITY THAT IS ELIGIBLE TO  
27 RECEIVE CMAQ FUNDING AND THAT IS SEEKING FUNDING FROM THE FUND

1 FOR AN ELIGIBLE PROJECT.

2 (10) "ELIGIBLE PROJECT" MEANS A PROJECT LOCATED WITHIN A  
3 NONATTAINMENT AREA THAT:

4 (a) IS ELIGIBLE FOR CMAQ FUNDING; OR

5 (b) REDUCES EMISSIONS OF AIR POLLUTANTS OR GREENHOUSE GAS  
6 POLLUTANTS.

7 (11) "ENTERPRISE" MEANS THE NONATTAINMENT AREA AIR  
8 POLLUTION MITIGATION ENTERPRISE CREATED IN SECTION 43-4-1303  
9 (1)(a).

10 (12) "FUND" MEANS THE NONATTAINMENT AREA AIR POLLUTION  
11 MITIGATION ENTERPRISE FUND CREATED IN SECTION 43-4-1303 (5).

12 (13) "GREENHOUSE GAS POLLUTANT" MEANS ANTHROPOGENIC  
13 EMISSIONS OF CARBON DIOXIDE, METHANE, NITROUS OXIDE,  
14 HYDROFLUOROCARBONS, PERFLUOROCARBONS, NITROGEN TRIFLUORIDE,  
15 AND SULFUR HEXAFLUORIDE.

16 (14) "HYDROGEN FUEL CELL MOTOR VEHICLE" MEANS A MOTOR  
17 VEHICLE THAT IS POWERED BY ELECTRICITY PRODUCED FROM A FUEL CELL  
18 THAT USES HYDROGEN GAS AS FUEL.

19 (15) "INFLATION" MEANS THE AVERAGE ANNUAL PERCENTAGE  
20 CHANGE IN THE UNITED STATES DEPARTMENT OF LABOR, BUREAU OF  
21 LABOR STATISTICS, CONSUMER PRICE INDEX FOR  
22 DENVER-AURORA-LAKEWOOD FOR ALL ITEMS AND ALL URBAN  
23 CONSUMERS, OR ITS APPLICABLE PREDECESSOR OR SUCCESSOR INDEX, FOR  
24 THE FIVE YEARS ENDING ON THE LAST DECEMBER 31 BEFORE A STATE  
25 FISCAL YEAR FOR WHICH AN INFLATION ADJUSTMENT TO BE MADE TO THE  
26 AIR POLLUTION MITIGATION PER RIDE FEE IMPOSED BY SECTION 43-4-1303  
27 (7) OR THE AIR POLLUTION MITIGATION RETAIL DELIVERY FEE IMPOSED BY

1 SECTION 43-4-1303 (8) BEGINS.

2 (16) "NONATTAINMENT AREA" MEANS AN AREA THAT THE AIR  
3 QUALITY CONTROL COMMISSION CREATED IN SECTION 25-7-104 HAS  
4 DESIGNATED AS A NONATTAINMENT AREA PURSUANT TO SECTION  
5 25-7-107.

6 (17) "PLUG-IN HYBRID ELECTRIC MOTOR VEHICLE" MEANS A  
7 MOTOR VEHICLE THAT IS POWERED BY BOTH A RECHARGEABLE BATTERY  
8 PACK THAT CAN BE RECHARGED BY BEING PLUGGED INTO AN EXTERNAL  
9 SOURCE OF ELECTRICITY AND A SECONDARY SOURCE OF PROPULSION SUCH  
10 AS AN INTERNAL COMBUSTION ENGINE.

11 (18) "PREARRANGED RIDE" HAS THE SAME MEANING AS SET FORTH  
12 IN SECTION 40-10.1-602 (2).

13 (19) "RETAIL DELIVERY" MEANS A RETAIL SALE OF TANGIBLE  
14 PERSONAL PROPERTY BY A RETAILER FOR DELIVERY BY A MOTOR VEHICLE  
15 OWNED OR OPERATED BY THE RETAILER OR ANY OTHER PERSON TO THE  
16 PURCHASER AT A LOCATION IN THE STATE, WHICH SALE INCLUDES AT  
17 LEAST ONE ITEM OF TANGIBLE PERSONAL PROPERTY THAT IS SUBJECT TO  
18 TAXATION UNDER ARTICLE 26 OF TITLE 39. EACH SUCH RETAIL SALE IS A  
19 SINGLE RETAIL DELIVERY REGARDLESS OF THE NUMBER OF SHIPMENTS  
20 NECESSARY TO DELIVER THE ITEMS OF TANGIBLE PERSONAL PROPERTY  
21 PURCHASED.

22 (20) "RETAILER" HAS THE SAME MEANING AS SET FORTH IN  
23 SECTION 39-26-102 (8).

24 (21) "RETAIL SALE" HAS THE SAME MEANING AS SET FORTH IN  
25 SECTION 39-26-102 (9).

26 (22) "RIDER" HAS THE SAME MEANING AS SET FORTH IN SECTION  
27 40-10.1-602 (5).

1 (23) "TANGIBLE PERSONAL PROPERTY HAS THE SAME MEANING AS  
2 SET FORTH IN SECTION 39-26-102 (15).

3 (24) "TRANSPORTATION NETWORK COMPANY" HAS THE SAME  
4 MEANING AS SET FORTH IN SECTION 40-10.1-602 (3).

5 (25) "ZERO EMISSIONS MOTOR VEHICLE" MEANS A BATTERY  
6 ELECTRIC MOTOR VEHICLE OR A HYDROGEN FUEL CELL MOTOR VEHICLE.

7 **43-4-1303. Nonattainment area air pollution mitigation**  
8 **enterprise - creation - board - powers and duties - fees - fund.**

9 (1) (a) THE NONATTAINMENT AREA AIR POLLUTION MITIGATION  
10 ENTERPRISE IS HEREBY CREATED IN THE DEPARTMENT. THE ENTERPRISE IS  
11 AND OPERATES AS A GOVERNMENT-OWNED BUSINESS WITHIN THE  
12 DEPARTMENT IN ORDER TO EXECUTE ITS BUSINESS PURPOSE AS SPECIFIED  
13 IN SUBSECTION (3) OF THIS SECTION BY EXERCISING THE POWERS AND  
14 PERFORMING THE DUTIES SET FORTH IN THIS SECTION.

15 (b) THE ENTERPRISE EXERCISES ITS POWERS AND PERFORMS ITS  
16 DUTIES AND FUNCTIONS UNDER THE DEPARTMENT AS IF THE SAME WERE  
17 TRANSFERRED TO THE DEPARTMENT BY A **TYPE I** TRANSFER, AS DEFINED  
18 IN SECTION 24-1-105.

19 (2) (a) THE GOVERNING BOARD OF THE ENTERPRISE CONSISTS OF  
20 UP TO SEVEN MEMBERS AS FOLLOWS:

21 (I) FIVE MEMBERS APPOINTED BY THE GOVERNOR WITH THE  
22 CONSENT OF THE SENATE AS FOLLOWS:

23 (A) ONE MEMBER WITH EXPERTISE ON ENVIRONMENTAL,  
24 ENVIRONMENTAL JUSTICE, OR PUBLIC HEALTH ISSUES;

25 (B) ONE MEMBER WHO IS AN ELECTED OFFICIAL OF A  
26 DISPROPORTIONATELY IMPACTED COMMUNITY THAT IS A MEMBER OF THE  
27 DENVER REGIONAL COUNCIL OF GOVERNMENTS;

1 (C) ONE MEMBER WHO IS AN ELECTED OFFICIAL OF A LOCAL  
2 GOVERNMENT THAT IS A MEMBER OF THE NORTH FRONT RANGE  
3 METROPOLITAN PLANNING ORGANIZATION; AND

4 (D) UP TO TWO MEMBERS WHO ARE REPRESENTATIVES OF  
5 DISPROPORTIONATELY IMPACTED COMMUNITIES;

6 (II) THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF  
7 TRANSPORTATION OR THE EXECUTIVE DIRECTOR'S DESIGNEE; AND

8 (III) THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF PUBLIC  
9 HEALTH AND ENVIRONMENT OR THE EXECUTIVE DIRECTOR'S DESIGNEE.

10 (b) APPOINTED MEMBERS OF THE BOARD SERVE AT THE PLEASURE  
11 OF THE GOVERNOR. THE OTHER BOARD MEMBERS SERVE FOR AS LONG AS  
12 THEY HOLD THEIR EXECUTIVE DIRECTOR POSITIONS OR ARE DESIGNATED  
13 TO SERVE BY AN EXECUTIVE DIRECTOR.

14 (3) THE BUSINESS PURPOSE OF THE ENTERPRISE IS TO MITIGATE THE  
15 ENVIRONMENTAL AND HEALTH IMPACTS OF INCREASED AIR POLLUTION  
16 FROM MOTOR VEHICLE EMISSIONS IN NONATTAINMENT AREAS THAT  
17 RESULTS FROM THE RAPID AND CONTINUING GROWTH IN RETAIL  
18 DELIVERIES MADE BY MOTOR VEHICLES AND IN PREARRANGED RIDES  
19 PROVIDED BY TRANSPORTATION NETWORK COMPANIES BY PROVIDING  
20 FUNDING FOR ELIGIBLE PROJECTS THAT REDUCE TRAFFIC, INCLUDING  
21 DEMAND MANAGEMENT PROJECTS THAT ENCOURAGE ALTERNATIVES TO  
22 DRIVING ALONE OR THAT DIRECTLY REDUCE AIR POLLUTION, SUCH AS  
23 RETROFITTING OF CONSTRUCTION EQUIPMENT, CONSTRUCTION OF  
24 ROADSIDE VEGETATION BARRIERS, AND PLANTING TREES ALONG MEDIANS.  
25 TO ALLOW THE ENTERPRISE TO ACCOMPLISH THIS PURPOSE AND FULLY  
26 EXERCISE ITS POWERS AND DUTIES THROUGH THE BOARD, THE ENTERPRISE  
27 MAY:

1 (a) IMPOSE AN AIR POLLUTION MITIGATION PER RIDE FEE AND AN  
2 AIR POLLUTION MITIGATION RETAIL DELIVERY FEE AS AUTHORIZED BY  
3 SUBSECTIONS (7) AND (8) OF THIS SECTION;

4 (b) ISSUE GRANTS, LOANS, AND REBATES AS AUTHORIZED BY  
5 SUBSECTION (9) OF THIS SECTION; AND

6 (c) ISSUE REVENUE BONDS PAYABLE FROM THE REVENUE AND  
7 OTHER AVAILABLE MONEY OF THE ENTERPRISE.

8 (4) THE ENTERPRISE CONSTITUTES AN ENTERPRISE FOR PURPOSES  
9 OF SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION SO LONG AS IT  
10 RETAINS THE AUTHORITY TO ISSUE REVENUE BONDS AND RECEIVES LESS  
11 THAN TEN PERCENT OF ITS TOTAL ANNUAL REVENUE IN GRANTS FROM ALL  
12 COLORADO STATE AND LOCAL GOVERNMENTS COMBINED. SO LONG AS IT  
13 CONSTITUTES AN ENTERPRISE PURSUANT TO THIS SUBSECTION (4), THE  
14 ENTERPRISE IS NOT SUBJECT TO SECTION 20 OF ARTICLE X OF THE STATE  
15 CONSTITUTION.

16 (5) (a) THE NONATTAINMENT AREA AIR POLLUTION MITIGATION  
17 ENTERPRISE FUND IS HEREBY CREATED IN THE STATE TREASURY. THE FUND  
18 CONSISTS OF AIR POLLUTION MITIGATION PER RIDE FEE REVENUE AND AIR  
19 POLLUTION MITIGATION RETAIL DELIVERY FEE REVENUE CREDITED TO THE  
20 FUND PURSUANT TO SUBSECTIONS (7) AND (8) OF THIS SECTION, ANY  
21 MONETARY GIFTS, GRANTS, DONATIONS, OR OTHER PAYMENTS RECEIVED  
22 BY THE ENTERPRISE, ANY FEDERAL MONEY THAT MAY BE CREDITED TO THE  
23 FUND, AND ANY OTHER MONEY THAT THE GENERAL ASSEMBLY MAY  
24 APPROPRIATE OR TRANSFER TO THE FUND. THE STATE TREASURER SHALL  
25 CREDIT ALL INTEREST AND INCOME DERIVED FROM THE DEPOSIT AND  
26 INVESTMENT OF MONEY IN THE FUND TO THE FUND. MONEY IN THE FUND  
27 IS CONTINUOUSLY APPROPRIATED TO THE ENTERPRISE FOR THE PURPOSES

1 SET FORTH IN THIS PART 13 AND TO PAY THE ENTERPRISE'S REASONABLE  
2 AND NECESSARY OPERATING EXPENSES, INCLUDING THE REPAYMENT OF  
3 ANY LOAN RECEIVED PURSUANT TO SUBSECTION (5)(b) OF THIS SECTION.

4 (b) THE DEPARTMENT MAY TRANSFER MONEY FROM ANY LEGALLY  
5 AVAILABLE SOURCE TO THE ENTERPRISE FOR THE PURPOSE OF DEFRAYING  
6 EXPENSES INCURRED BY THE ENTERPRISE BEFORE IT RECEIVES FEE  
7 REVENUE OR REVENUE BOND PROCEEDS. THE ENTERPRISE MAY ACCEPT  
8 AND EXPEND ANY MONEY SO TRANSFERRED, AND, NOTWITHSTANDING ANY  
9 STATE FISCAL RULE OR GENERALLY ACCEPTED ACCOUNTING PRINCIPLE  
10 THAT COULD OTHERWISE BE INTERPRETED TO REQUIRE A CONTRARY  
11 CONCLUSION, SUCH A TRANSFER IS A LOAN FROM THE DEPARTMENT TO THE  
12 ENTERPRISE THAT IS REQUIRED TO BE REPAID AND IS NOT A GRANT FOR  
13 PURPOSES OF SECTION 20 (2)(d) OF ARTICLE X OF THE STATE  
14 CONSTITUTION OR AS DEFINED IN SECTION 24-77-102 (7). ALL MONEY  
15 TRANSFERRED AS A LOAN TO THE ENTERPRISE SHALL BE CREDITED TO THE  
16 NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE INITIAL  
17 EXPENSES FUND, WHICH IS HEREBY CREATED IN THE STATE TREASURY, AND  
18 LOAN LIABILITIES THAT ARE RECORDED IN THE NONATTAINMENT AREA AIR  
19 POLLUTION MITIGATION ENTERPRISE INITIAL EXPENSES FUND BUT THAT  
20 ARE NOT REQUIRED TO BE PAID IN THE CURRENT FISCAL YEAR SHALL NOT  
21 BE CONSIDERED WHEN CALCULATING SUFFICIENT STATUTORY FUND  
22 BALANCE FOR PURPOSES OF SECTION 24-75-109. THE STATE TREASURER  
23 SHALL CREDIT ALL INTEREST AND INCOME DERIVED FROM THE DEPOSIT  
24 AND INVESTMENT OF MONEY IN THE NONATTAINMENT AREA AIR  
25 POLLUTION MITIGATION ENTERPRISE INITIAL EXPENSES FUND TO THE FUND.  
26 THE NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE  
27 INITIAL EXPENSES FUND IS CONTINUOUSLY APPROPRIATED TO THE

1 ENTERPRISE FOR THE PURPOSE OF DEFRAYING EXPENSES INCURRED BY THE  
2 ENTERPRISE BEFORE IT RECEIVES FEE REVENUE OR REVENUE BOND  
3 PROCEEDS. AS THE ENTERPRISE RECEIVES SUFFICIENT REVENUE IN EXCESS  
4 OF EXPENSES, THE ENTERPRISE SHALL REIMBURSE THE DEPARTMENT FOR  
5 THE PRINCIPAL AMOUNT OF ANY LOAN MADE BY THE DEPARTMENT PLUS  
6 INTEREST AT A RATE SET BY THE DEPARTMENT.

7 (6) IN ADDITION TO ANY OTHER POWERS AND DUTIES SPECIFIED IN  
8 THIS SECTION, THE BOARD HAS THE FOLLOWING GENERAL POWERS AND  
9 DUTIES:

10 (a) TO ADOPT BYLAWS FOR THE REGULATION OF ITS AFFAIRS AND  
11 THE CONDUCT OF ITS BUSINESS;

12 (b) TO ACQUIRE, HOLD TITLE TO, AND DISPOSE OF REAL AND  
13 PERSONAL PROPERTY;

14 (c) IN CONSULTATION WITH THE EXECUTIVE DIRECTOR OF THE  
15 DEPARTMENT, OR THE EXECUTIVE DIRECTOR'S DESIGNEE, TO EMPLOY AND  
16 SUPERVISE INDIVIDUALS, PROFESSIONAL CONSULTANTS, AND  
17 CONTRACTORS AS ARE NECESSARY IN ITS JUDGMENT TO CARRY OUT ITS  
18 BUSINESS PURPOSE;

19 (d) TO CONTRACT WITH ANY PUBLIC OR PRIVATE ENTITY,  
20 INCLUDING STATE AGENCIES, CONSULTANTS, AND THE ATTORNEY  
21 GENERAL'S OFFICE, FOR PROFESSIONAL AND TECHNICAL ASSISTANCE,  
22 OFFICE SPACE AND ADMINISTRATIVE SERVICES, ADVICE, AND OTHER  
23 SERVICES RELATED TO THE CONDUCT OF THE AFFAIRS OF THE \_\_\_\_\_  
24 ENTERPRISE. THE ENTERPRISE IS ENCOURAGED TO ISSUE GRANTS ON A  
25 COMPETITIVE BASIS BASED ON WRITTEN CRITERIA ESTABLISHED BY THE  
26 ENTERPRISE IN ADVANCE OF ANY DEADLINES FOR THE SUBMISSION OF  
27 GRANT APPLICATIONS. THE BOARD SHALL GENERALLY AVOID USING



1 SOLE-SOURCE CONTRACTS.

2 (e) TO SEEK, ACCEPT, AND EXPEND GIFTS, GRANTS, DONATIONS, OR  
3 OTHER PAYMENTS FROM PRIVATE OR PUBLIC SOURCES FOR THE PURPOSES  
4 OF THIS PART 13 SO LONG AS THE TOTAL AMOUNT OF ALL GRANTS FROM  
5 COLORADO STATE AND LOCAL GOVERNMENTS RECEIVED IN ANY STATE  
6 FISCAL YEAR IS LESS THAN TEN PERCENT OF THE ENTERPRISE'S TOTAL  
7 ANNUAL REVENUE FOR THE STATE FISCAL YEAR. THE ENTERPRISE SHALL  
8 TRANSMIT ANY MONEY RECEIVED THROUGH GIFTS, GRANTS, DONATIONS,  
9 OR OTHER PAYMENTS TO THE STATE TREASURER, WHO SHALL CREDIT THE  
10 MONEY TO THE FUND.

11 (f) TO PROVIDE SERVICES AS SET FORTH IN SUBSECTION (9) OF THIS  
12 SECTION;

13 (g) TO PUBLISH THE PROCESSES BY WHICH THE ENTERPRISE  
14 ACCEPTS APPLICATIONS, THE CRITERIA FOR EVALUATING APPLICATIONS,  
15 AND A LIST OF GRANTEEES OR PROGRAM PARTICIPANTS PURSUANT TO  
16 SUBSECTION (9) OF THIS SECTION; ==

17 (h) TO PROMULGATE RULES FOR THE SOLE PURPOSE OF SETTING  
18 THE AMOUNTS OF THE AIR POLLUTION MITIGATION PER RIDE FEE AND THE  
19 AIR POLLUTION MITIGATION RETAIL DELIVERY FEE AT OR BELOW THE  
20 MAXIMUM AMOUNTS AUTHORIZED IN THIS SECTION; AND

21 (i) TO HAVE AND EXERCISE ALL RIGHTS AND POWERS NECESSARY  
22 OR INCIDENTAL TO OR IMPLIED FROM THE SPECIFIC POWERS AND DUTIES  
23 GRANTED BY THIS SECTION.

24 (7) (a) IN FURTHERANCE OF ITS BUSINESS PURPOSE, BEGINNING IN  
25 STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL IMPOSE AN AIR  
26 POLLUTION MITIGATION PER RIDE FEE TO BE PAID BY A TRANSPORTATION  
27 NETWORK COMPANY FOR EACH PREARRANGED RIDE REQUESTED AND

1 ACCEPTED THROUGH THE COMPANY'S DIGITAL NETWORK. FOR THE  
2 PURPOSE OF MINIMIZING COMPLIANCE COSTS FOR TRANSPORTATION  
3 NETWORK COMPANIES AND ADMINISTRATIVE COSTS FOR THE STATE, THE  
4 DEPARTMENT OF REVENUE SHALL COLLECT THE AIR POLLUTION  
5 MITIGATION PER RIDE FEE ON BEHALF OF THE ENTERPRISE, AND A  
6 TRANSPORTATION NETWORK COMPANY SHALL PAY THE FEE TO THE  
7 DEPARTMENT OF REVENUE AS REQUIRED BY SECTION 40-10.1-607.5 (2).

8 (b) FOR PREARRANGED RIDES REQUESTED AND ACCEPTED DURING  
9 STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL IMPOSE THE AIR  
10 POLLUTION MITIGATION PER RIDE FEE IN A MAXIMUM AMOUNT OF:

11 (I) ELEVEN AND ONE-QUARTER CENTS FOR EACH PREARRANGED  
12 RIDE THAT IS A CARSHARE RIDE OR FOR WHICH THE DRIVER TRANSPORTS  
13 THE RIDER IN A ZERO EMISSIONS MOTOR VEHICLE; AND

14 (II) TWENTY-TWO AND ONE-HALF CENTS FOR EVERY OTHER  
15 PREARRANGED RIDE.

16 (c) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (7)(c)(II)  
17 OF THIS SECTION, FOR PREARRANGED RIDES REQUESTED AND ACCEPTED  
18 DURING STATE FISCAL YEAR 2023-24 OR DURING ANY SUBSEQUENT STATE  
19 FISCAL YEAR, THE ENTERPRISE SHALL IMPOSE THE AIR POLLUTION  
20 MITIGATION PER RIDE FEE IN A MAXIMUM AMOUNT THAT IS THE  
21 APPLICABLE MAXIMUM AMOUNT FOR THE PRIOR STATE FISCAL YEAR  
22 ADJUSTED FOR INFLATION. THE ENTERPRISE SHALL NOTIFY THE  
23 DEPARTMENT OF REVENUE OF THE AMOUNT OF THE AIR POLLUTION  
24 MITIGATION PER RIDE FEE TO BE COLLECTED FOR RIDES REQUESTED AND  
25 ACCEPTED DURING EACH STATE FISCAL YEAR NO LATER THAN MARCH 15  
26 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR BEGINS, AND  
27 THE DEPARTMENT OF REVENUE SHALL PUBLISH THE AMOUNT NO LATER

1 THAN APRIL 15 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR  
2 BEGINS.

3 (II) THE ENTERPRISE IS AUTHORIZED TO ADJUST THE AMOUNT OF  
4 THE AIR POLLUTION MITIGATION PER RIDE FEE FOR PREARRANGED RIDES  
5 REQUESTED AND ACCEPTED DURING A STATE FISCAL YEAR ONLY IF THE  
6 RATE OF INFLATION IS POSITIVE AND CUMULATIVE INFLATION FROM THE  
7 TIME OF THE LAST ADJUSTMENT IN THE AMOUNT OF THE FEE, WHEN  
8 APPLIED TO THE SUM OF THE CURRENT AIR POLLUTION MITIGATION PER  
9 RIDE FEE AND THE CURRENT CLEAN FLEET PER RIDE FEE IMPOSED AS  
10 REQUIRED BY SECTION 25-7.5-103 (7) AND ROUNDED TO THE NEAREST  
11 WHOLE CENT, WILL RESULT IN AN INCREASE OF AT LEAST ONE WHOLE CENT  
12 IN THE TOTAL AMOUNT OF THE AIR POLLUTION MITIGATION PER RIDE FEE  
13 AND THE CLEAN FLEET PER RIDE FEE PAID BY A PERSON WHO REQUESTS  
14 AND ACCEPTS A PREARRANGED RIDE. THE AMOUNT OF CUMULATIVE  
15 INFLATION TO BE APPLIED TO THE SUM OF THE CURRENT AIR POLLUTION  
16 MITIGATION PER RIDE FEE AND THE CURRENT CLEAN FLEET PER RIDE FEE  
17 AND ROUNDED TO THE NEAREST WHOLE CENT IS THE LESSER OF ACTUAL  
18 CUMULATIVE INFLATION OR FIVE PERCENT.

19 (d) AS REQUIRED BY SECTION 40-10.1-607.5 (3)(a), THE  
20 DEPARTMENT OF REVENUE SHALL TRANSMIT ALL NET AIR POLLUTION  
21 MITIGATION PER RIDE FEE REVENUE COLLECTED TO THE STATE TREASURER,  
22 WHO SHALL CREDIT THE REVENUE TO THE FUND.

23 (8) (a) IN FURTHERANCE OF ITS BUSINESS PURPOSE, BEGINNING IN  
24 STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL IMPOSE, AND THE  
25 DEPARTMENT OF REVENUE SHALL COLLECT ON BEHALF OF THE  
26 ENTERPRISE, AN AIR POLLUTION MITIGATION RETAIL DELIVERY FEE ON  
27 EACH RETAIL DELIVERY. EACH RETAILER WHO MAKES A RETAIL DELIVERY

1 SHALL ADD TO THE PRICE OF THE RETAIL DELIVERY, COLLECT FROM THE  
2 PURCHASER, AND PAY TO THE DEPARTMENT OF REVENUE AT THE TIME AND  
3 IN THE MANNER PRESCRIBED BY THE DEPARTMENT IN ACCORDANCE WITH  
4 SECTION 43-4-218 (6) THE AIR POLLUTION MITIGATION RETAIL DELIVERY  
5 FEE. FOR THE PURPOSE OF MINIMIZING COMPLIANCE COSTS FOR RETAILERS  
6 AND ADMINISTRATIVE COSTS FOR THE STATE, THE DEPARTMENT OF  
7 REVENUE SHALL COLLECT AND ADMINISTER THE AIR POLLUTION  
8 MITIGATION RETAIL DELIVERY FEE ON BEHALF OF THE ENTERPRISE IN THE  
9 SAME MANNER IN WHICH IT COLLECTS AND ADMINISTERS THE RETAIL  
10 DELIVERY FEE IMPOSED BY SECTION 43-4-218 (3).

11 (b) FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY  
12 PURCHASED DURING STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL  
13 IMPOSE THE AIR POLLUTION MITIGATION RETAIL DELIVERY FEE IN A  
14 MAXIMUM AMOUNT OF SEVEN-TENTHS OF ONE CENT.

15 (c) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (8)(c)(II)  
16 OF THIS SECTION, FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL  
17 PROPERTY PURCHASED DURING STATE FISCAL YEAR 2023-24 OR DURING  
18 ANY SUBSEQUENT STATE FISCAL YEAR, THE ENTERPRISE SHALL IMPOSE THE  
19 AIR POLLUTION MITIGATION RETAIL DELIVERY FEE IN A MAXIMUM AMOUNT  
20 THAT IS THE MAXIMUM AMOUNT FOR THE PRIOR STATE FISCAL YEAR  
21 ADJUSTED FOR INFLATION. THE ENTERPRISE SHALL NOTIFY THE  
22 DEPARTMENT OF REVENUE OF THE AMOUNT OF THE AIR POLLUTION  
23 MITIGATION RETAIL DELIVERY FEE TO BE COLLECTED FOR RETAIL  
24 DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED DURING EACH  
25 STATE FISCAL YEAR NO LATER THAN MARCH 15 OF THE CALENDAR YEAR  
26 IN WHICH THE STATE FISCAL YEAR BEGINS, AND THE DEPARTMENT OF  
27 REVENUE SHALL PUBLISH THE AMOUNT NO LATER THAN APRIL 15 OF THE

1 CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR BEGINS.

2 (II) THE ENTERPRISE IS AUTHORIZED TO ADJUST THE AMOUNT OF  
3 THE AIR POLLUTION MITIGATION RETAIL DELIVERY FEE FOR RETAIL  
4 DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED DURING A  
5 STATE FISCAL YEAR ONLY IF THE DEPARTMENT OF REVENUE ADJUSTS THE  
6 AMOUNT OF THE RETAIL DELIVERY FEE IMPOSED BY SECTION 43-4-218 (3)  
7 FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED  
8 DURING THE STATE FISCAL YEAR.

9 (9) IN FURTHERANCE OF ITS BUSINESS PURPOSE, AND SUBJECT TO  
10 THE REQUIREMENTS SET FORTH IN THIS SUBSECTION (9), THE ENTERPRISE  
11 IS AUTHORIZED TO PROVIDE GRANTS TO ELIGIBLE ENTITIES FOR ELIGIBLE  
12 PROJECTS. THE ENTERPRISE SHALL ACTIVELY SEEK INPUT FROM  
13 COMMUNITIES, INCLUDING BUT NOT LIMITED TO DISPROPORTIONATELY  
14 IMPACTED COMMUNITIES, AND LOCAL GOVERNMENTS TO MITIGATE THE  
15 ENVIRONMENTAL AND HEALTH IMPACTS OF HIGHWAY PROJECTS, REDUCE  
16 TRAFFIC CONGESTION, AND IMPROVE NEIGHBORHOOD CONNECTIVITY FOR  
17 COMMUNITIES ADJACENT TO HIGHWAYS. THE ENTERPRISE SHALL INCLUDE  
18 MITIGATION STRATEGIES THAT TAKE INTO ACCOUNT THE INPUT AS WELL  
19 AS ISSUES AND IMPACTS OF PARTICULAR IMPORTANCE TO THE STATE SUCH  
20 AS REDUCTION OF GREENHOUSE GAS EMISSIONS AND FINE PARTICULATE  
21 MATTER.

22 (10) (a) TO ENSURE TRANSPARENCY AND ACCOUNTABILITY, THE  
23 ENTERPRISE SHALL:

24 (I) NO LATER THAN JUNE 1, 2022, PUBLISH AND POST ON ITS  
25 WEBSITE A TEN-YEAR PLAN THAT DETAILS HOW THE ENTERPRISE WILL  
26 EXECUTE ITS BUSINESS PURPOSE DURING STATE FISCAL YEARS 2022-23  
27 THROUGH 2031-32 AND ESTIMATES THE AMOUNT OF FUNDING NEEDED TO

1 IMPLEMENT THE PLAN. NO LATER THAN JANUARY 1, 2032, THE ENTERPRISE  
2 SHALL PUBLISH AND POST ON ITS WEBSITE A NEW TEN-YEAR PLAN FOR  
3 STATE FISCAL YEARS 2032-33 THROUGH 2041-42;

4 (II) CREATE, MAINTAIN, AND REGULARLY UPDATE ON ITS WEBSITE  
5 A PUBLIC ACCOUNTABILITY DASHBOARD THAT PROVIDES, AT A MINIMUM,  
6 ACCESSIBLE AND TRANSPARENT SUMMARY INFORMATION REGARDING THE  
7 IMPLEMENTATION OF ITS TEN-YEAR PLAN, THE FUNDING STATUS AND  
8 PROGRESS TOWARD COMPLETION OF EACH PROJECT THAT IT WHOLLY OR  
9 PARTLY FUNDS, AND ITS PER PROJECT AND TOTAL FUNDING AND  
10 EXPENDITURES;

11 (III) ENGAGE REGULARLY REGARDING ITS PROJECTS AND  
12 ACTIVITIES WITH THE PUBLIC, INCLUDING BUT NOT LIMITED TO SEEKING  
13 INPUT FROM DISPROPORTIONATELY IMPACTED COMMUNITIES AND  
14 INTEREST GROUPS THAT ARE LIKELY TO BE INTERESTED IN THE PROJECTS  
15 AND ACTIVITIES; AND

16 (IV) PREPARE AN ANNUAL REPORT REGARDING ITS ACTIVITIES AND  
17 FUNDING AND PRESENT THE REPORT TO THE TRANSPORTATION  
18 COMMISSION CREATED IN SECTION 43-1-106 (1) AND TO THE  
19 TRANSPORTATION AND LOCAL GOVERNMENT AND ENERGY AND  
20 ENVIRONMENT COMMITTEES OF THE HOUSE OF REPRESENTATIVES AND THE  
21 TRANSPORTATION AND ENERGY COMMITTEE OF THE SENATE, OR ANY  
22 SUCCESSOR COMMITTEES. THE ENTERPRISE SHALL ALSO POST THE ANNUAL  
23 REPORT ON ITS WEBSITE. NOTWITHSTANDING THE REQUIREMENT IN  
24 SECTION 24-1-136 (11)(a)(I), THE REQUIREMENT TO SUBMIT THE REPORT  
25 REQUIRED IN THIS SUBSECTION (10)(a)(IV) TO THE SPECIFIED LEGISLATIVE  
26 COMMITTEES CONTINUES INDEFINITELY.

27 (b) THE ENTERPRISE IS SUBJECT TO THE OPEN MEETINGS

1 PROVISIONS OF THE "COLORADO SUNSHINE ACT OF 1972", CONTAINED IN  
2 PART 4 OF ARTICLE 6 OF TITLE 24, AND THE "COLORADO OPEN RECORDS  
3 ACT", PART 2 OF ARTICLE 72 OF TITLE 24.

4 (c) FOR PURPOSES OF THE "COLORADO OPEN RECORDS ACT", PART  
5 2 OF ARTICLE 72 OF TITLE 24, AND EXCEPT AS MAY OTHERWISE BE  
6 PROVIDED BY FEDERAL LAW OR REGULATION OR STATE LAW, THE RECORDS  
7 OF THE ENTERPRISE ARE PUBLIC RECORDS, AS DEFINED IN SECTION  
8 24-72-202 (6), REGARDLESS OF WHETHER THE ENTERPRISE RECEIVES LESS  
9 THAN TEN PERCENT OF ITS TOTAL ANNUAL REVENUE IN GRANTS, AS  
10 DEFINED IN SECTION 24-77-102 (7), FROM ALL COLORADO STATE AND  
11 LOCAL GOVERNMENTS COMBINED.

12 (d) THE ENTERPRISE IS A PUBLIC ENTITY FOR PURPOSES OF PART 2  
13 OF ARTICLE 57 OF TITLE 11.

14 **SECTION 52.** In Colorado Revised Statutes, **repeal** 43-4-714.

1 **SECTION 53. Appropriation to the offices of the governor, lieutenant governor, and state planning and budgeting for the fiscal year beginning July 1, 2021. Section**

2 **2 of SB 21-205, amend Part IV (1)(C), as follows:**

3 **Section 2. Appropriation.**

4 **PART IV**

5 **GOVERNOR - LIEUTENANT GOVERNOR - STATE PLANNING AND BUDGETING**

6

7 **(1) OFFICE OF THE GOVERNOR**

8 **(C) Colorado Energy Office**

|    |                                  |                   |                                 |                     |
|----|----------------------------------|-------------------|---------------------------------|---------------------|
| 9  | <u>Program Administration</u>    | <u>6,257,311</u>  | <u>2,625,625</u>                | <u>3,631,686(I)</u> |
| 10 |                                  | <u>(24.8 FTE)</u> |                                 |                     |
| 11 | <u>Electric Vehicle Charging</u> |                   |                                 |                     |
| 12 | <u>Station Grants</u>            | <u>1,036,204</u>  | <u>1,036,204<sup>g</sup></u>    |                     |
| 13 |                                  |                   | <u>1,036,204(I)<sup>a</sup></u> |                     |
| 14 | <u>Legal Services</u>            | <u>486,329</u>    | <u>433,951</u>                  | <u>52,378(I)</u>    |
| 15 | <u>Vehicle Lease Payments</u>    | <u>13,182</u>     | <u>13,182</u>                   |                     |
| 16 | <u>Leased Space</u>              | <u>218,835</u>    | <u>218,835</u>                  |                     |
| 17 | <u>Indirect Cost Assessment</u>  | <u>153,808</u>    | <u>37,763</u>                   | <u>116,045(I)</u>   |
| 18 |                                  | <u>8,165,669</u>  |                                 |                     |



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<sup>a</sup> This amount shall be from the Electric Vehicle Grant Fund created in Section 24-38.5-103 (1)(a), C.R.S. THIS AMOUNT IS SHOWN FOR INFORMATIONAL PURPOSES ONLY BECAUSE THE ELECTRIC VEHICLE GRANT FUND IS CONTINUOUSLY APPROPRIATED TO THE OFFICE PURSUANT TO SECTION 24-38.5-103 (2)(a), C.R.S.

**TOTALS PART IV**

**(GOVERNOR-**

**LIEUTENANT**

**GOVERNOR- STATE**

**PLANNING AND**

**BUDGETING)**

\$365,384,731

\$57,569,143

\$16,648,484<sup>a</sup>

\$284,399,642

\$6,767,462<sup>b</sup>

<sup>a</sup> Of this amount, ~~\$7,300,000~~ \$8,336,204 contains an (I) notation.

<sup>b</sup> This amount contains an (I) notation.

1            **SECTION 54. Appropriation.** (1) For the 2021-22 state fiscal  
2            year, \$125,599,957 is appropriated to the department of transportation.  
3            This appropriation consists of \$259,957 from the state highway fund  
4            created in section 43-1-219, C.R.S., and \$125,340,000 from the  
5            multimodal transportation options and mitigation fund created in section  
6            43-4-1103 (1)(a), C.R.S. To implement this act, the department may use  
7            this appropriation as follows:

8            (a) \$259,957 from the state highway fund for administration,  
9            which amount is based on an assumption that the division will require an  
10           additional 3.0 FTE; and

11           (b) \$125,340,000 from the multimodal transportation options and  
12           mitigation fund for multimodal transportation projects.

13           (2) For the 2021-22 state fiscal year, \$1,104,661 is appropriated  
14           to the department of revenue. This appropriation consists of \$1,082,480  
15           from the general fund and \$22,181 from the license plate cash fund  
16           created in section 42-3-301 (1)(b), C.R.S. To implement this act, the  
17           department may use this appropriation as follows:

18           (a) \$109,135 general fund for use by the executive director's  
19           office for personal services related to administration and support, which  
20           amount is based on an assumption that the office will require an  
21           additional 1.8 FTE;

22           (b) \$259,875 general fund for use by the taxation business group  
23           for tax administration IT system (GenTax) support related to  
24           administration;

25           (c) \$231,020 general fund for use by the taxation business group  
26           for personal services related to taxation services, which amount is based  
27           on an assumption that the group will require an additional 3.5 FTE;

1           (d) \$70,250 general fund for use by the taxation business group  
2 for operating expenses related to taxation services;

3           (e) \$412,200 general fund for use by the division of motor  
4 vehicles for DRIVES maintenance and support; and

5           (f) \$22,181 from the license plate cash fund for use by the division  
6 of motor vehicles for license plate ordering.

7           (3) For the 2021-22 state fiscal year, \$100,491 is appropriated to  
8 the energy fund created in section 24-38.5-102.4, C.R.S. This  
9 appropriation is from the general fund. The office of the governor is  
10 responsible for the accounting related to this appropriation.

11           (4) For the 2021-22 state fiscal year, \$1,669,333 is appropriated  
12 to the department of public health and environment. This appropriation  
13 is from the general fund. To implement this act, the department may use  
14 this appropriation for transfer to the clean fleet enterprise initial expenses  
15 fund for startup costs.

16           (5) For the 2021-22 state fiscal year, \$504,583 is appropriated to  
17 the department of law and is based on the assumption that the department  
18 will require an additional 2.6 FTE. Of this appropriation, \$191,412 is  
19 from reappropriated funds received from the department of transportation  
20 under subsection (1)(a) of this section and is based on an assumption that  
21 the department of law will require an additional 1.0 FTE; \$100,491 is  
22 from reappropriated funds received from the office of the governor under  
23 subsection (3) of this section and is based on an assumption that the  
24 department of law will require an additional 0.5 FTE; and \$212,680 is  
25 from reappropriated funds received from the department of public health  
26 and environment under subsection (4) of this section and is based on an

1 assumption that the department of law will require an additional 1.1 FTE.  
2 To implement this act, the department of law may use this appropriation  
3 to provide legal services for the department of transportation, office of the  
4 governor, and department of public health and environment.

5 **SECTION 55. Severability.** If any provision of this Senate Bill  
6 21-260 or the application thereof to any person or circumstance is held  
7 invalid, such invalidity does not affect other provisions or applications of  
8 this Senate Bill 21-260 that can be given effect without the invalid  
9 provision or application, and to this end the provisions of this Senate Bill  
10 21-260 are declared to be severable.

11 **SECTION 56. Effective date.** (1) Except as otherwise provided  
12 in this section, this act takes effect upon passage.

13 (2) Section 24-75-219 (7), Colorado Revised Statutes, as enacted  
14 in section 7 of this act, takes effect only if Senate Bill 21-\_\_\_\_ does not  
15 become law.

16 (3) Section 24-75-219 (8), Colorado Revised Statutes, as enacted  
17 in section (7) of this act, takes effect only if Senate Bill 21-\_\_\_\_ becomes  
18 law, in which case section 24-75-219 (8) takes effect either upon the  
19 effective date of this act or Senate Bill 21-\_\_\_\_, whichever is later.

20 (4) Section 43-4-1103 (2)(a)(IV)(A), Colorado Revised Statutes,  
21 as enacted in section 50 of this act, takes effect only if Senate Bill 21-\_\_\_\_  
22 becomes law, in which case section 43-4-1103 (2)(a)(IV)(A) takes effect  
23 either upon the effective date of this act or Senate Bill 21-\_\_\_\_, whichever  
24 is later.

25 (5) Section 43-4-1103 (2)(a)(IV)(B), Colorado Revised Statutes,  
26 as enacted in section 50 of this act, takes effect only if Senate Bill 21-238

1 becomes law, in which case section 43-4-1103 (2)(a)(IV)(B) takes effect  
2 either upon the effective date of this act or Senate Bill 21-238, whichever  
3 is later.

4           **SECTION 57. Safety clause.** The general assembly hereby finds,  
5 determines, and declares that this act is necessary for the immediate  
6 preservation of the public peace, health, or safety.