

House Transportation, Housing & Local Government

02/18/2025 01:30 PM

HB25-1007 Paratransit Services

Typed Text of Testimony Submitted

Name, Position, Representing	Typed Text of Testimony
Cass Reid For themselves	<p>Madam Chair Froelich, members of the committee, thank you for the opportunity to present to you today. My name is Cass, representing myself, and I am here to support HB 25-1007 Paratransit Services. On July 5, 1978, nine wheelchair users blocked an RTD bus right outside this building. Ten other protestors soon joined them. They were protesting the lack of accessibility on RTD, the public transportation effectively eliminated them as members of the public. These activists had attended board meetings to effect change the "correct" way and received minimal response. Their efforts spurred a movement which resulted in the Americans with Disabilities Act including paratransit as a necessity for people with disabilities, which is to say one of ten people in our state according to the 2015 census. I train people with disabilities to navigate RTD. I have pride in the accessibility our fixed routes and Access-a-Ride have accomplished. The people I work with are excited to go to college, to their jobs, to church, and to the mall. For many of them, Access-a-Ride and other paratransit are the best, safest ways to navigate this city. A recent peer review from the American Public Transportation Association commended Access-a-Ride for its internal innovation and positive feedback from stakeholders. It also recommended increasing collaboration with other agencies which aligns well with this bill. By bringing Access-a-Ride fare collection up to par with RTD fare collection, incorporating paratransit in emergency response, and creating a committee which increases access between users, disability nonprofits, and transit agencies, Colorado can maintain its history as a landmark of accessibility growing stronger every day. Thank you for your time.</p>

House Transportation, Housing & Local Government

02/18/2025 01:30 PM

HB25-1117 Vehicle Immobilization Company Regulation

Typed Text of Testimony Submitted

Name, Position, Representing	Typed Text of Testimony
<p>Craig Plizga Against two rivers village</p>	<p>Removing the fear of being booted will result in consistent parking along the street.</p> <p>If a resident has a 24-hour grace period, why wouldn't they park on the road every other day?</p> <p>This then creates a fire hazard; my neighborhood's roads are not navigable if cars park along them. Fire vehicles will not be able to pass if cars are parked on the roads, for that 24-hour grace period.</p> <p>The fear of a boot prevents people from parking on the roads; having a 24-hour grace period means roads will consistently be full of parked cars. Those parked cars could prevent emergency vehicles from getting through. This law will eventually result in deaths from a fire--because the emergency vehicles will not be able to get to the fire in time.</p> <p>Please do not pass this law.</p>
<p>Stephany Marquez Against themselves</p>	<p>Hello,</p> <p>I am the property manager at Westridge Apartments and i would like to bring to your attention on the ongoing issues with parking. We are getting complains after complains of parking issues such as people parking in fire lanes or cars being left in our community parking area that are unauthorized here. We are constantly being asked to enforce parking rules.</p> <p>As property management, it is our responsibility to ensure that all residents and their guests adhere to parking regulations for the safety and convenience of everyone. While I understand that there are discussions about removing the ability to boot vehicles, enforcement remains a critical necessity. Without proper deterrents, violations will only increase, leading to further chaos and dissatisfaction among our community members.</p>

	<p>Parking laws exist to maintain order, fairness, and accessibility for all residents. I urge local authorities and decision-makers to consider the challenges property managers face when dealing with these violations and allow us to use all necessary tools to enforce the rules effectively.</p>
<p>Timothy Jones Amend themselves</p>	<p>I am writing as a concerned citizen to request amendments to HB25-1117 (Vehicle Immobilization Company Regulation). I am employed as a Residential Property Manager in Aurora and have managed communities around the Denver Metro area for the past 10 years. I am also a tenant in a multifamily community. This affords me a somewhat unique view of the issues surrounding parking enforcement and immobilization.</p> <p>It is often wise and proper for government to take action to prohibit certain actions by businesses that unfairly impact consumers. This Bill is primarily written to address consumer fairness and I fully appreciate that fact.</p> <p>However, several aspects of the Bill that require advanced notice prior to immobilization create an unnecessary burden on property owners and immobilization companies that significantly impact our ability to provide adequate parking for our tenants.</p> <p>It is important to understand why we enforce parking regulations via booting.</p> <p>Unlike commercial and retail properties, multifamily residential developments are almost always built with limited parking. This varies by jurisdiction, proximity to public transit, and a variety of other factors, but the most generous current ratio is 1.25 parking spaces per apartment. This leaves very little margin for the needs of tenants with multiple adults in their household.</p> <p>In the minds of tenants, adequate parking is not an amenity, it is a necessity. Property owners generally take great care in communicating our parking protocols, limitations and restrictions, because we understand that providing parking is a minimum requirement in a multifamily community.</p> <p>When restrictions like the ones proposed for immobilization were introduced for towing companies, our ability to provide adequate parking was severely impacted. This is primarily due to guests parking in spaces that would typically be enforced for tenant parking. The Bill, as written, does not give us any margin for guest enforcement, since these cars are generally moved within 24 hours anyway.</p> <p>As an example, tenants working in retail, restaurant service, medical roles, and emergency services, whose shifts end at odd hours of the night or early morning, would return home to find that there were no parking spaces left inside the community. This situation applies to about 35% of the tenants living in the community that I manage, but we can keep parking available to our tenants through immobilization enforcement.</p> <p>By contrast, the community where I live has no parking enforcement and it is not uncommon that I or my daughter must park about a quarter mile from our apartment, even as early as 9PM on some evenings.</p> <p>Towing provided immediate relief by removing the violating vehicle, but there were significant customer service complaints and escalations. Remedies were time-consuming and costly. Immobilization, on the other hand, provides relief over time</p>

	<p>via consistent enforcement, along with easy remedies in the event of an error by the onsite team or the booting vendor. From a resident satisfaction perspective, this had been a win-win scenario for everyone.</p> <p>I believe that if the Bill were amended to allow residential multifamily with parking ratios of 1.25:1 or less to be exempt from this 24 hour notice provision, it would empower landlords to provide needed parking to all of our tenants at all hours, creating a safer and more pleasant experience for our valued customers. Terms of the Bill that enhance communication vis a vis signage and other provisions would ensure that property owners and immobilization vendors protect the rights of consumers.</p> <p>Thank you for your consideration of my testimony.</p>
<p>Emily McDoeell Against themselves</p>	<p>As property managers, maintaining order and fairness in our communities is essential. One of the most effective enforcement tools we have is vehicle booting, which ensures residents and visitors respect parking regulations. Without consistent enforcement, violations such as unauthorized parking in handicap spaces can create serious hardships for those with ADA needs.</p> <p>Consider this scenario: A resident with a disability returns home after a long day, only to find their designated handicap space occupied by a vehicle without the proper permit. They are forced to park far from their unit, making it difficult—if not impossible—to safely reach their home. This unfair treatment directly impacts their quality of life and violates their legal rights.</p> <p>By implementing a strict booting policy, we deter unauthorized parking and reinforce the importance of following community rules. It sends a clear message that accessible parking is not optional—it is a necessity for those who rely on it. Booting is not about punishment; it's about ensuring fairness, accessibility, and respect for all residents.</p> <p>At the end of the day, enforcing parking rules through booting protects our community members and fosters a more considerate living environment for everyone.</p>
<p>Kira Zigan Against themselves</p>	<p>As a property manager at an apartment community, passing this bill would have a huge negative impact on both our residents and our business. Having a booting company to patrol our parking lot and apply boots to unauthorized vehicles after our business hours has been integral in making sure there is ample parking for my residents. Peak hours for unauthorized vehicles parking in our lot are between 6:00pm and 7:00am, when I am not on site. I do not have the means to patrol our parking lot at during peak hours. Additionally, patrolling the parking lot myself alone at night poses a huge safety concern as we have seen a considerable uptick in crime activity at night. Hiring a booting company to patrol the lot after hours and apply boots right away means that my residents have the peace of mind that our parking policy is being adhered to and they will have a place to park when they come home.</p>

<p>Wes McCoy Against themselves</p>	<p>This bill limits too much for people who need to control parking.</p>
<p>Erin Shedd Against themselves</p>	<p>To Whom it May Concern,</p> <p>My name is Erin Shedd, I am a Community Manager at Waterford on Mainstreet and also a resident. Booting has changed the parking dynamic at my community in many ways. 1 way is "overnight guests" who had been here for days, weeks even months and they have now been forced to actually apply to live in our community and be properly screened to make sure that they meet our community guidelines. Another way is to make sure that residents are following the lease and not having multiple vehicles and making them abide to 1 vehicle per lease holder as we do not have enough spaces for residents to have multiple cars under 1 resident. Taking away booting creates parking lot chaos. It makes it to where the parking lot is not monitored in the evening hours and will allow people to go under the radar and live here without being screened properly which could be dangerous for my residents who have taken the proper steps to become residents here. We have notified our residents and prospects of the parking lot changes and we have put up tons of signage to let guests know that they need to pay to park on property from 7pm-7am Monday-Friday, during the day it is free to park.</p> <p>To take booting away from us would be ridiculous. You've already made towing basically extinct. We need something to help us. We cannot monitor the parking lot ourselves. We need a 3rd party company to assist in this. Booting is easy, the car doesn't leave the lot and it is much more inexpensive than a tow truck. And honestly without any consequences of not following rules what are we really teaching people. I'll tell you what it is that rules do not matter and they can basically do whatever they want because guess what, there will be NO consequences.</p>
<p>Felicia Ford Against themselves</p>	<p>The current booting laws that are in place are helping to regulate the parking, and safety at my community.</p> <p>Without any type of regulation its hard to keep order for our residents who live on site. Not allowing management companies to regulate parking policies as set forth in the residential lease agreement is a hinderance.</p> <p>Requiring the management company to also monitor immobilization of the vehicles within our community is a huge safety issue.</p> <p>The business relationship with management is compromised buy dealing with rent payments, and other issues, and then having to come back at night to monitor parking.</p>

	<p>Many parking directors can attest that just the mere presence of a few booted vehicles in the community is a helpful.</p>
<p>Larissa Simmons Against themselves</p>	<p>I am writing to strongly oppose the proposed bill that would prohibit booting services booting immediately on private apartment complexes. As a property manager, I know first hand how critical parking enforcement is to maintaining a safe and accessible living environment for residents. Without professional enforcement, property managers like myself would be left to handle parking violations on our own, often at night putting our personal safety at risk and making it nearly impossible to enforce parking rules effectively.</p> <p>Just recently, a resident came into my office to personally thank us for hiring a booting service. They were tired of coming home after work and finding no available parking because non-residents and unauthorized vehicles were taking up the spaces meant for tenants. They told me they were relieved that management was finally doing something to protect the people who actually live there and pay for those spots. This is exactly why services like booting are necessary, residents deserve to have their parking spaces protected.</p> <p>If booting services are banned, property managers would have to take enforcement into their own hands, which is both impractical and unsafe. Confronting angry vehicle owners late at night—people who then know where to find us the next day in our office—puts us in danger. Third-party booting companies provide a neutral and professional solution that keeps emotions from escalating and prevents unnecessary conflicts between residents, guests, and management.</p> <p>This bill would take away one of the few effective tools we have to manage parking fairly and safely. I urge you to consider the real-life impact this will have on both property managers and residents who depend on us to keep their communities livable.</p> <p>Thank you for your time and consideration.</p>
<p>Tetiana Powell Against themselves</p>	<p>Dear Committee Members,</p> <p>My name is Tetiana Powell, and I have lived in the Vail Valley for 15 years, residing in various apartment and condo complexes throughout the area. One of the biggest challenges I have faced over the years is the ongoing issue of parking scarcity. The complex I live in now is right next to the mountain, and skiers often take our parking spots. This leaves me with no choice but to park far away or, at times, in no-parking zones, forcing me to walk home with my three kids and a stroller.</p> <p>To address this, our complex implemented booting enforcement, which has been highly effective in ensuring that residents have access to their parking spaces.</p> <p>I understand that HB25-1117 aims to prevent unfair practices, but the 24-hour warning rule will make parking problems worse. Skiers and other visitors will be able to park for free on private property for an entire day before any action can be taken.</p>

	<p>Our property manager has stated that internal enforcement isn't feasible—hiring staff and managing parking and covering all associated would significantly increase HOA fees, which could lead to higher rent and negatively impact our working-class community, which makes up the majority of our residents.</p> <p>Additionally, capping booting fees at 15% of the current rate is problematic. A nearby paid parking lot charges more than the proposed cap, meaning violators will have an incentive to park illegally in our lot to save money. This will undermine enforcement and worsen the parking crisis.</p> <p>If HB25-1117 passes, it will provide free parking for violators at the expense of residents who follow the rules. This would create unnecessary hardships for those of us who rely on enforcement to access our homes.</p> <p>Additionally, without proper enforcement, we would see an increase in illegally parked vehicles—especially during heavy snowfall—which creates hazardous situations for drivers and emergency responders. Vehicles parked in no-parking zones during winter conditions can block plows, reduce visibility, and make roads more dangerous for everyone.</p> <p>I urge you to reconsider this bill and find a balanced approach that prevents unfair practices without eliminating an enforcement tool that has been crucial in maintaining order in our community. Please listen to the voices of those of us who live and work in these mountain towns and understand how vital effective parking management is to our daily lives.</p> <p>Thank you for your time and consideration.</p> <p>Sincerely, Tetiana Powell Avon, CO Resident</p>
<p>Carlo Retana Against Parking Management.Net LLC</p>	<p>Hello, good afternoon everyone,</p> <p>I would like to start by saying that I am representing Parking Management as a manager while also sharing my perspective as a resident. The new proposal being suggested will not only affect the residents who pay for their parking but also property owners, as it will allow large groups of people to do whatever they want in the parking areas.</p> <p>Parking Management has been solely dedicated to enforcing the needs of the properties. At the same time, we have waived many booting fees for residents who comply with the rules or reach an agreement with their property managers. This shows that we are not a business focused on attacking or targeting residents. Additionally, in this industry, the fees charged are far lower than what would be paid if a vehicle were towed by a tow truck.</p>

	<p>I ask that you consider a fairer evaluation. As a resident of an apartment complex, I pay over \$75 for my garage parking, yet I constantly find cars parked in front of it. If a situation arises in the middle of the night where I can no longer call for a tow truck or a booting service to teach the offender a lesson, things will quickly spiral out of control in many—if not all—properties. Law enforcement will not respond to these situations, as they are not considered high-priority cases.</p> <p>So, should I just stay silent? Or should I go knock on my neighbor's door, risking an aggressive confrontation, just to ask them to move their vehicle?</p> <p>I believe that the government and private companies can work together to find a fair solution that benefits everyone—not just businesses, but also the residents who follow the rules of their properties.</p> <p>I remain at your service, and I wish you all an excellent day.</p>
--	--

House Transportation, Housing & Local Government

02/18/2025 01:30 PM

HB25-1144 Repeal Retail Delivery Fees

Typed Text of Testimony Submitted

Name, Position, Representing	Typed Text of Testimony
Harry Colehower For themselves	I support this bill. We need to remove these types of regulations. They are simply more taxes on us working folks.
Harry Colehower For themselves	I support this bill. We need to remove these types of regulations. They are simply more taxes on us working folks.
Mark Kaiser For themselves	<p>The Hidden Filth of Reusable Grocery Bags: A Closer Look</p> <p>Exploring the Health Implications and Hygiene Practices</p> <p>Introduction</p> <p>Reusable grocery bags have become a symbol of environmental consciousness, reducing the reliance on single-use plastic bags and promoting sustainability. However, beneath their eco-friendly facade lies a hidden concern: the potential for harboring bacteria and germs. This raises questions about whether the benefits to the "Greener Environment" outweigh the potential health risks associated with their repeated use.</p> <p>The Reality of Reusable Grocery Bags</p> <p>Reusable grocery bags are designed to withstand multiple uses, making them a convenient alternative to single-use plastic bags. However, their repeated use and the nature of the items they carry can lead to a buildup of bacteria and germs. When groceries are placed into germ-infested carts and conveyor belts, the exterior packaging of food items can transfer these contaminants onto the inside of the reusable bags.</p> <p>Types of Items Carried</p> <p>Grocery shoppers often use their reusable bags for a variety of purposes beyond just carrying groceries. Roughly one-third of shoppers surveyed admitted to reusing their bags for everything from snacks to books, and even laundry in dire situations. This diverse usage increases the likelihood of cross-contamination and the introduction of additional germs into the bags.</p> <p>Contamination Sources</p>

	<p>Researchers tested 84 reusable grocery bags to determine the presence of bacteria. The findings were alarming, revealing that a significant amount of bacteria was present in almost all but one of the bags tested. Specifically, coliform bacteria, which suggests raw meat or uncooked food contamination, was found in at least 50% of the tested bags. Furthermore, the infamous E. coli bacteria was detected in 12% of the shopping bags. These results highlight the potential health risks associated with using reusable grocery bags without proper cleaning and maintenance.</p> <p>Health Implications</p> <p>The presence of bacteria such as coliform and E. coli in reusable grocery bags poses significant health risks. Coliform bacteria, which are typically found in the intestines of warm-blooded animals, can indicate fecal contamination. The presence of E. coli, a type of coliform bacteria, is particularly concerning as it can cause severe foodborne illnesses.</p> <p>Foodborne Illnesses</p> <p>Foodborne illnesses are a major public health concern, with bacteria such as E. coli being a common culprit. Symptoms of E. coli infection can range from mild gastrointestinal discomfort to severe illness, including kidney failure in extreme cases. The risk of contamination increases when reusable grocery bags are used to carry raw meat or other perishable items without proper cleaning.</p> <p>Cross-Contamination</p> <p>Cross-contamination occurs when bacteria from one item are transferred to another, potentially leading to the spread of germs and illness. When reusable grocery bags are used for multiple purposes, the risk of cross-contamination increases. For example, using the same bag to carry raw meat and then later using it to carry fresh produce can result in the transfer of harmful bacteria from the meat to the produce, increasing the risk of foodborne illness.</p> <p>Best Practices for Hygiene</p> <p>To mitigate the health risks associated with reusable grocery bags, it is essential to adopt proper hygiene practices. Regular cleaning and maintenance of the bags can significantly reduce the presence of harmful bacteria and germs.</p> <p>Cleaning and Disinfection</p> <p>Reusable grocery bags should be cleaned after each use to prevent the buildup of bacteria and germs. Most fabric bags can be machine-washed with hot water and detergent, while plastic or insulated bags can be wiped down with a disinfectant. It is important to follow the manufacturer's instructions for cleaning to ensure the bags are properly sanitized.</p> <p>Designated Bags for Specific Items</p> <p>To minimize the risk of cross-contamination, it is advisable to use designated bags for specific items. For example, having separate bags for raw meat, fresh produce, and other groceries can help prevent the transfer of bacteria between different types of food. Additionally, using different bags for non-food items such as books or laundry can further reduce the risk of contamination.</p> <p>Regular Inspection and Replacement</p>
--	--

	<p>Over time, reusable grocery bags can become worn and less effective at keeping out contaminants. Regular inspection of the bags for signs of wear and tear is important, and any damaged or heavily soiled bags should be replaced. Investing in high-quality, durable bags can also help ensure they remain effective for longer periods.</p> <p>Conclusion</p> <p>While reusable grocery bags offer significant environmental benefits by reducing plastic waste, it is important to be aware of the potential health risks associated with their use. Proper hygiene practices, including regular cleaning, designated bags for specific items, and regular inspection and replacement, can help mitigate these risks. By taking these precautions, grocery shoppers can enjoy the benefits of reusable bags while ensuring their health and safety.</p> <p>Final Thoughts</p> <p>The push for a greener environment is an admirable and necessary goal. However, it is equally important to consider the potential health implications of the methods we adopt to achieve this goal. Reusable grocery bags are a step in the right direction, but they require responsible usage and maintenance to ensure they do not become a source of harm. By staying informed and practicing good hygiene, we can strike a balance between environmental sustainability and public health.</p>
--	---

To Committee Members:

My name is Kristina Ericson and I am a disability policy advisor, a former Access and Functional Needs Coordinator for Denver County, and the daughter of disabled parents. I am writing in strong support of House Bill 25-1007.

I proudly work for the State of Colorado's Developmental Disabilities Council - a 24 member, governor appointed, Council that advocates for systems change for Coloradans with intellectual and developmental disabilities (I/DD) and their families. Mandated under the federal Developmental Disabilities Act, we work to help make Colorado more accessible and inclusive, and to help Coloradans with disabilities live a meaningful life.

Access to safe, accessible, and affordable transportation is a major concern for disability communities across the nation, especially in rural areas. From securing transportation to a pharmacy or the post office, to evacuating a wild fire, there is a major lack of access to transportation in the State of Colorado for individuals with disabilities who are unable to drive or access their own vehicle. Year after year the families and individuals that we serve through the Council voice their fears and frustrations with us about the lack of paratransit in their communities, and this bill is a strong step forward in addressing those very real fears.

As a former AFN Coordinator I also stand in strong support of this bill's goal to implement better plans for emergency paratransit services in Colorado. Accessibility in evacuation situations is often an afterthought, which leads to disability communities being left behind, underserved, and put at higher risk in emergency situations. I strongly support this bill's dedication to bridging the gap between disability service providers, disability communities, and paratransit services. I believe that we bridge major service gaps through these partnerships, and make life more accessible for families and communities like mine.

Thank you for your consideration and your work in this space. Colorado is a national leader in accessibility, and I look forward to working with you to address the access barriers that our residents continue to face.

In community,

Kristina Ericson, MSW, CPACC, ADAC (she/her)
Director of Policy and Outreach
Colorado Developmental Disabilities Council
Phone: (720) 703-5101



Colorado Developmental
Disabilities Council