

**Second Regular Session  
Seventy-fifth General Assembly  
STATE OF COLORADO**

**PREAMENDED**

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

LLS NO. 26-0330.01 Josh Schultz x5486

**HOUSE BILL 26-1424**

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**A BILL FOR AN ACT**

101 **CONCERNING MEASURES TO INCREASE PROTECTIONS FOR PERSONS**  
102 **ENGAGED WITH TRANSPORTATION NETWORK COMPANIES.**

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**Bill Summary**

*(Note: This summary applies to this bill as introduced and does not reflect any amendments that may be subsequently adopted. If this bill passes third reading in the house of introduction, a bill summary that applies to the reengrossed version of this bill will be available at <http://leg.colorado.gov>.)*

Current law requires that, before an individual is permitted to act as a transportation network company (TNC) driver through the use of a TNC's digital network, the individual shall obtain a criminal history record check. The bill requires that the TNC:

- If the TNC has 1,500 or more drivers operating on its digital network, pay for the required criminal history record

Shading denotes HOUSE amendment. Double underlining denotes SENATE amendment.  
Capital letters or bold & italic numbers indicate new material to be added to existing law.  
Dashes through the words or numbers indicate deletions from existing law.

check for an individual before the individual is permitted to act as a driver;

- Procure a privately administered criminal history record check for a driver at least once every 6 months after the initial criminal history record check; and
- Procure a privately administered criminal history record check if a person files a complaint against a driver with the TNC or the public utilities commission (commission) regarding specified allegations. The TNC shall pay the costs of the privately administered criminal history record checks.

A TNC shall initiate a review of a driver for deactivation if the TNC is notified through a complaint filed with the TNC or the commission or is contacted by the commission, the attorney general's office, a district attorney's office, or a law enforcement agency regarding certain allegations against the driver. A driver who has been deactivated may challenge the deactivation through the TNC's deactivation and suspension policy. The bill requires the commission to create a process by rule for sharing information between TNCs regarding the deactivation of drivers.

If a person files a complaint against a TNC or a driver, the TNC shall respond to a subpoena or search warrant for information related to the complaint from a court, the attorney general's office, a district attorney's office, the commission, or a law enforcement agency no later than 72 hours after the request is made.

A TNC shall ensure that a driver or rider may opt in to audio and video recording of each prearranged ride and integrate audio and video recording into the TNC's digital platform in accordance with rules adopted by the commission. On or before June 1, 2028, the commission shall also adopt rules regarding the audio and video recording requirements, including rules regarding access to, ownership of, storage of, notification about, and education on the audio and video recordings.

A provision in a contract between a TNC and a driver or rider is declared void as against public policy if the provision attempts or purports to waive specified rights.

The bill requires that, on or before February 1, 2027, and on or before February 1 each year thereafter, a TNC shall submit specified data related to incidents involving safety and discrimination to the commission, the attorney general, and each member of the general assembly.

The bill requires a TNC to develop policies to:

- Prevent imposter drivers, account sharing, and account renting;
- Prevent sexual assault, physical assault, and homicide against or committed by the TNC's drivers;

- Prohibit the transportation of an unaccompanied youth who is under 15 years old unless the youth is part of a duly authorized family account;
- Allow a driver to refuse a prearranged ride to an individual who is not authorized to use the account requesting the prearranged ride;
- Notify and train drivers and riders of any updates to TNC safety policies;
- Prohibit drivers from offering, selling, or providing food or beverages that are not factory-sealed to riders;
- Require drivers to report information regarding a conviction of or a plea of guilty or nolo contendere to specified offenses; and
- Prevent crimes committed against drivers by riders.

A TNC is prohibited from:

- Altering the rating a rider assigned to a driver or the rating a driver assigned to a rider on a TNC's digital platform;
- Assigning an automatic or default driver rating that the rider did not assign; or
- Assigning an automatic or default rider rating that the driver did not assign.

A TNC may delete ratings or reviews that are motivated by fraud or bias. A TNC shall not consider negative ratings or reviews that are motivated by fraud or bias in a review of a driver for deactivation or an internal deactivation reconsideration.

A TNC is prohibited from collecting biometric data or biometric identifiers from a driver or rider without first obtaining the consent of the driver or rider. If a TNC collects biometric data or biometric identifiers from a driver or rider, the TNC shall comply with specified provisions of the "Colorado Privacy Act" regarding biometric data and biometric identifiers.

A TNC that violates the bill may be assessed a civil penalty of not more than \$1,500 per violation.

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

2           **SECTION 1. Legislative declaration.** (1) The general assembly  
3 finds that:

4           (a) Coloradans increasingly rely on a range of transportation  
5 modes, including transportation network companies, to travel to work,  
6 school, medical appointments, social gatherings, and more;

1 (b) Unlike traditional transportation providers, transportation  
2 network companies exercise full control over their platforms while  
3 classifying drivers as independent contractors rather than employees;

4 (c) Transportation network companies market their services as  
5 safe and convenient for vulnerable populations, including children,  
6 individuals with disabilities, and people seeking a responsible ride home  
7 after consuming alcohol. However, transportation network company  
8 drivers and riders have reported incidents of fraud, sexual assault,  
9 physical assault, and homicide.

10 (d) According to the national institutes of health, drivers providing  
11 transportation network company services have an accident rate and a fatal  
12 crash incidence rate that is higher than the general population, partly due  
13 to the increased hours of driving and driver fatigue;

14 (e) According to a study conducted by the University of Chicago,  
15 transportation network companies account for about a 3% annual increase  
16 in traffic-related fatalities, or roughly 987 people, including pedestrians,  
17 each year. This increase is due, in part, to the large number of drivers  
18 needed to provide quick response times.

19 (f) Transportation network companies have failed to develop and  
20 fully implement adequate protections of their own volition, despite having  
21 direct knowledge of serious safety risks to riders and drivers;

22 (g) Transportation network companies have not effectively  
23 prevented the widespread problem of account sharing, where authorized  
24 drivers give unauthorized individuals access to their profiles, allowing  
25 unauthorized individuals to bypass security measures. Account sharing  
26 undermines security and puts riders and the public at risk of harm.

27 (h) Transportation network companies have long been aware of

1 the systemic problem of sexual assaults committed by their drivers.  
2 Internal safety reports confirm thousands of reported sexual assaults over  
3 multiple years, yet transportation network companies have not  
4 implemented meaningful reforms. The actual number of incidents is  
5 likely far higher, as studies show that only 30% of sexual assaults are  
6 reported, meaning thousands more victims may have been harmed.  
7 Transportation network companies have faced lawsuits from passengers  
8 and their own shareholders for failing to disclose the extent of the  
9 problem.

10 (i) Transportation network companies prioritize profits over rider  
11 safety, rolling back protections despite billions of dollars in revenue. The  
12 cost of a background check is negligible compared to the  
13 multibillion-dollar net worth and profit of the industry.

14 (2) Therefore, the general assembly declares that the people of  
15 Colorado require legislation to ensure that all transportation modes,  
16 including transportation network companies, are safe, reliable, and just  
17 and that the people of Colorado have a transportation system that  
18 prioritizes their safety.

19 **SECTION 2.** In Colorado Revised Statutes, 40-10.1-602, **amend**  
20 (1) and (2.6); and **add** (1.1), (1.2), (1.3), (1.4), (1.5), (1.6), (1.7), (1.9),  
21 (2.7), and (7) as follows:

22 **40-10.1-602. Definitions.**

23 As used in this part 6, unless the context otherwise requires:

24 (1) ~~"Personal vehicle" means a vehicle that is used by a~~  
25 ~~transportation network company driver in connection with providing~~  
26 ~~services for a transportation network company that meets the vehicle~~  
27 ~~criteria set forth in this part 6. "ACCOUNT RENTING" MEANS:~~

1 (a) A PERSON THAT HAS AN AUTHORIZED PROFILE TO DRIVE FOR A  
2 TRANSPORTATION NETWORK COMPANY ALLOWING ANOTHER PERSON TO  
3 DRIVE FOR THE TRANSPORTATION NETWORK COMPANY UNDER THE  
4 AUTHORIZED PROFILE IN EXCHANGE FOR COMPENSATION; OR

5 (b) A PERSON COMPENSATING ANOTHER PERSON FOR USE OF THE  
6 COMPENSATED PERSON'S AUTHORIZED PROFILE TO ACCEPT A  
7 PREARRANGED RIDE FOR A TRANSPORTATION NETWORK COMPANY.

8 (1.1) "ACCOUNT SHARING" MEANS:

9 (a) A PERSON THAT HAS AN AUTHORIZED PROFILE TO DRIVE FOR A  
10 TRANSPORTATION NETWORK COMPANY ALLOWING ANOTHER PERSON TO  
11 DRIVE FOR THE TRANSPORTATION NETWORK COMPANY UNDER THE  
12 AUTHORIZED PROFILE; OR

13 (b) A PERSON USING ANOTHER PERSON'S AUTHORIZED PROFILE TO  
14 ACCEPT A PREARRANGED RIDE FOR A TRANSPORTATION NETWORK  
15 COMPANY.

16 (1.2) (a) "BIOMETRIC DATA" MEANS ONE OR MORE BIOMETRIC  
17 IDENTIFIERS THAT ARE USED OR INTENDED TO BE USED, SINGLY OR IN  
18 COMBINATION WITH EACH OTHER OR WITH OTHER PERSONAL DATA, FOR  
19 IDENTIFICATION PURPOSES.

20 (b) "BIOMETRIC DATA" DOES NOT INCLUDE THE FOLLOWING  
21 UNLESS THE BIOMETRIC DATA IS USED FOR IDENTIFICATION PURPOSES:

22 (I) A DIGITAL OR PHYSICAL PHOTOGRAPH;

23 (II) AN AUDIO OR VOICE RECORDING; OR

24 (III) ANY DATA GENERATED FROM A DIGITAL OR PHYSICAL  
25 PHOTOGRAPH OR AN AUDIO OR VIDEO RECORDING.

26 (1.3) "BIOMETRIC IDENTIFIER" MEANS DATA GENERATED BY THE  
27 TECHNOLOGICAL PROCESSING, MEASUREMENT, OR ANALYSIS OF A

1 CONSUMER'S BIOLOGICAL, PHYSICAL, OR BEHAVIORAL CHARACTERISTICS,  
2 WHICH DATA CAN BE PROCESSED FOR THE PURPOSE OF UNIQUELY  
3 IDENTIFYING AN INDIVIDUAL. "BIOMETRIC IDENTIFIER" INCLUDES:

- 4 (a) A FINGERPRINT;
- 5 (b) A VOICEPRINT;
- 6 (c) A SCAN OR RECORD OF AN EYE RETINA OR IRIS;
- 7 (d) A FACIAL MAP, FACIAL GEOMETRY, OR FACIAL TEMPLATE; OR
- 8 (e) OTHER UNIQUE BIOLOGICAL, PHYSICAL, OR BEHAVIORAL  
9 PATTERNS OR CHARACTERISTICS.

10 (1.4) "CRIMINAL HISTORY RECORD CHECK" MEANS A BACKGROUND  
11 CHECK PERFORMED USING COUNTY, STATE, AND NATIONAL CRIMINAL  
12 BACKGROUND DATABASES OR OTHER SIMILAR COMMERCIAL DATABASES  
13 AND VALIDATED THROUGH A PRIMARY SOURCE SEARCH. THE  
14 BACKGROUND CHECK MUST INCLUDE A SEARCH OF THE NATIONAL SEX  
15 OFFENDER PUBLIC WEBSITE OPERATED BY THE UNITED STATES  
16 DEPARTMENT OF JUSTICE AND, IN JURISDICTIONS WHERE AN APPLICANT  
17 HAS LIVED, A FEDERAL DISTRICT COURT RECORDS SEARCH, A COUNTY  
18 CRIMINAL RECORDS SEARCH, AND A MOTOR VEHICLE RECORDS SEARCH.

19 (1.5) "IMPOSTER DRIVER" MEANS A PERSON WHO IMPERSONATES  
20 A DRIVER THROUGH ACCOUNT SHARING OR ACCOUNT RENTING; BY  
21 DISPLAYING A SIGN, BRANDING, OR OTHER SYMBOLS IN A PERSONAL  
22 VEHICLE REPRESENTING A TRANSPORTATION NETWORK COMPANY; OR BY  
23 OTHER MEANS.

24 (1.6) "LARGE-SCALE TRANSPORTATION NETWORK COMPANY"  
25 MEANS A TRANSPORTATION NETWORK COMPANY WITH ONE THOUSAND  
26 FIVE HUNDRED OR MORE DRIVERS OPERATING ON THE TRANSPORTATION  
27 NETWORK COMPANY'S DIGITAL NETWORK.

1 (1.7) "MINOR" MEANS AN INDIVIDUAL UNDER EIGHTEEN YEARS  
2 OLD.

3 (1.9) "PERSONAL VEHICLE" MEANS A VEHICLE THAT IS USED BY A  
4 TRANSPORTATION NETWORK COMPANY DRIVER IN CONNECTION WITH  
5 PROVIDING SERVICES FOR A TRANSPORTATION NETWORK COMPANY AND  
6 THAT MEETS THE VEHICLE CRITERIA SET FORTH IN THIS PART 6.

7 (2.6) ~~"Student" means an individual enrolled in a school~~  
8 "SMALL-SCALE TRANSPORTATION NETWORK COMPANY" MEANS A  
9 TRANSPORTATION NETWORK COMPANY WITH FEWER THAN ONE THOUSAND  
10 FIVE HUNDRED DRIVERS OPERATING ON THE TRANSPORTATION NETWORK  
11 COMPANY'S DIGITAL NETWORK.

12 (2.7) "STUDENT" MEANS AN INDIVIDUAL ENROLLED IN A SCHOOL.

13 (7) "YOUTH" MEANS AN INDIVIDUAL UNDER FIFTEEN YEARS OF  
14 AGE.

15 **SECTION 3.** In Colorado Revised Statutes, 40-10.1-605, **amend**  
16 (3)(b), (3)(c)(I), (3)(c)(II), and (5); and **add** (3)(b.5), (3)(c)(V), (3)(c)(VI),  
17 (3)(d), (3)(e), (7.3), (7.5), (7.7), (7.8), and (11) as follows:

18 **40-10.1-605. Operational requirements - criminal history**  
19 **record check - driver verification - audio and video recording -**  
20 **deactivation - food or beverages - reviews and ratings - rules.**

21 (3) (b) A ~~driver~~ TRANSPORTATION NETWORK COMPANY shall  
22 ~~obtain~~ PROCURE a PRIVATELY ADMINISTERED criminal history record  
23 check ~~in accordance with subparagraph (I) of paragraph (a) of this~~  
24 ~~subsection (3)~~ OF EACH INDIVIDUAL SERVING AS A DRIVER THROUGH USE  
25 OF THE TRANSPORTATION NETWORK COMPANY'S DIGITAL NETWORK every  
26 ~~five years~~ SIX MONTHS while ~~-serving~~ THE INDIVIDUAL SERVES as a driver.

27 (b.5) A LARGE-SCALE TRANSPORTATION NETWORK COMPANY

1 SHALL PAY THE COSTS OF A CRIMINAL HISTORY RECORD CHECK  
2 CONDUCTED PURSUANT TO THIS SUBSECTION (3).

3 (c) (I) ~~A person~~ AN INDIVIDUAL who has been convicted of or pled  
4 guilty or nolo contendere to driving under the influence of drugs or  
5 alcohol in the previous seven years before applying to become a driver  
6 shall not serve as a driver. If the criminal history record check  
7 PERFORMED PURSUANT TO SUBSECTION (3)(a) OR (3)(b) OF THIS SECTION  
8 reveals that the ~~person~~ INDIVIDUAL has ever been convicted of or pled  
9 guilty or nolo contendere to any of the following ~~felony~~ offenses, the  
10 ~~person~~ INDIVIDUAL shall not serve as a driver:

11 (A) ~~An~~ A FELONY offense involving fraud, as described in article  
12 5 of title 18; ~~C.R.S.;~~

13 (B) An offense involving unlawful sexual behavior, as defined in  
14 section 16-22-102 (9); ~~C.R.S.;~~

15 (C) ~~An~~ A FELONY offense against property, as described in article  
16 4 of title 18; ~~C.R.S.; or~~

17 (D) A FELONY crime of violence, as ~~described~~ DEFINED in section  
18 ~~18-1.3-406, C.R.S. 18-1.3-406 (2);~~

19 (E) A FELONY OFFENSE INVOLVING DOMESTIC VIOLENCE, AS  
20 DEFINED IN SECTION 18-6-800.3 (1);

21 (F) A FELONY OFFENSE INVOLVING STALKING, AS DESCRIBED IN  
22 SECTION 18-3-602; OR

23 (G) A FELONY OFFENSE INVOLVING MENACING, AS DESCRIBED IN  
24 SECTION 18-3-206.

25 (II) ~~A person~~ AN INDIVIDUAL who has been convicted of OR PLED  
26 GUILTY OR NOLO CONTENDERE TO a comparable offense to the offenses  
27 listed in ~~subparagraph (I) of this paragraph (c)~~ SUBSECTION (3)(c)(I) OF

1 THIS SECTION in another state or in the United States shall not serve as a  
2 driver.

3 

4 (V) AN INDIVIDUAL WHO HAS BEEN DISQUALIFIED OR REMOVED  
5 FROM DRIVING FOR A TRANSPORTATION SERVICE REGULATED UNDER THIS  
6 TITLE 40 OR DISQUALIFIED OR REMOVED FROM DRIVING UNDER A  
7 SUBSTANTIALLY SIMILAR LAW OF ANOTHER STATE FOR AN INCIDENT  
8 INVOLVING ANY OF THE FOLLOWING ACTIVITIES SHALL NOT SERVE AS A  
9 DRIVER:

10 (A) A FELONY OFFENSE INVOLVING FRAUD, AS DESCRIBED IN  
11 ARTICLE 5 OF TITLE 18;

12 (B) AN OFFENSE INVOLVING UNLAWFUL SEXUAL BEHAVIOR, AS  
13 DEFINED IN SECTION 16-22-102 (9);

14 (C) A FELONY OFFENSE AGAINST PROPERTY, AS DESCRIBED IN  
15 ARTICLE 4 OF TITLE 18;

16 (D) A FELONY CRIME OF VIOLENCE, AS DEFINED IN SECTION  
17 18-1.3-406 (2);

18 (E) A FELONY OFFENSE INVOLVING DOMESTIC VIOLENCE, AS  
19 DEFINED IN SECTION 18-6-800.3 (1);

20 (F) A FELONY OFFENSE INVOLVING STALKING, AS DESCRIBED IN  
21 SECTION 18-3-602; OR

22 (G) A FELONY OFFENSE INVOLVING MENACING, AS DESCRIBED IN  
23 SECTION 18-3-206.

24 

25 (VI) IF A PERSON FILES A COMPLAINT WITH A TRANSPORTATION  
26 NETWORK COMPANY OR THE COMMISSION REGARDING THE ALLEGATIONS  
27 DESCRIBED IN SECTION 8-4-127 (3)(b)(V) AGAINST A DRIVER THROUGH

1 USE OF THE TRANSPORTATION NETWORK COMPANY'S DIGITAL NETWORK,  
2 THE TRANSPORTATION NETWORK COMPANY SHALL PROCURE AND PAY FOR  
3 A PRIVATELY ADMINISTERED CRIMINAL HISTORY RECORD CHECK FOR THE  
4 DRIVER AND INITIATE A REVIEW OF THE DRIVER FOR DEACTIVATION AS  
5 DESCRIBED IN SECTION 8-4-127 (3)(b)(V).

6 (d) ON OR BEFORE JUNE 1, 2028, THE COMMISSION SHALL CREATE  
7 A PROCESS BY RULE FOR SHARING INFORMATION, BOTH PUNITIVE AND  
8 EXONERATIVE, BETWEEN TRANSPORTATION NETWORK COMPANIES  
9 REGARDING THE DEACTIVATION OF DRIVERS.

10 (e) (I) A TRANSPORTATION NETWORK COMPANY SHALL CONDUCT  
11 AN INTERNAL DEACTIVATION RECONSIDERATION OF A CHALLENGED  
12 DEACTIVATION IN ACCORDANCE WITH SECTION 8-4-127 (5)(b).

13 (II) THE TRANSPORTATION NETWORK COMPANY'S RESOLUTION OF  
14 A DRIVER'S CHALLENGE TO A DEACTIVATION MUST INCLUDE THE OPTION  
15 FOR THE PARTY THAT FILED A COMPLAINT DESCRIBED IN SUBSECTION  
16 (3)(c)(VI) OF THIS SECTION TO OPT IN TO RECEIVE UPDATES THAT THE  
17 TRANSPORTATION NETWORK COMPANY SENDS THROUGH THE  
18 TRANSPORTATION NETWORK COMPANY'S DIGITAL PLATFORM AND VIA  
19 EMAIL DETAILING THE DISPOSITION OF THE DRIVER'S CHALLENGE.

20 (5) (a) If ~~any~~ A person files a complaint with the commission  
21 against a transportation network company or driver, the commission may  
22 inspect the transportation network company's records as reasonably  
23 necessary to ~~investigate and resolve the complaint~~ PERFORM THE  
24 COMMISSION'S REGULATORY FUNCTIONS.

25 (b) IF A PERSON FILES A COMPLAINT AGAINST A TRANSPORTATION  
26 NETWORK COMPANY OR DRIVER, THE TRANSPORTATION NETWORK  
27 COMPANY SHALL RESPOND TO A SUBPOENA OR SEARCH WARRANT FOR

1 INFORMATION RELATED TO THE COMPLAINT FROM A COURT, THE OFFICE OF  
2 THE ATTORNEY GENERAL, A DISTRICT ATTORNEY'S OFFICE, THE  
3 COMMISSION, OR A LAW ENFORCEMENT AGENCY NO LATER THAN  
4 SEVENTY-TWO HOURS AFTER THE REQUEST IS MADE, UNLESS OTHERWISE  
5 AGREED UPON BY THE SUBPOENAING PARTY.

6 (7.3) (a) A TRANSPORTATION NETWORK COMPANY SHALL PROVIDE  
7 REGULAR SAFETY TRAINING TO EACH DRIVER AND EACH RIDER.

8 (b) ON OR BEFORE JUNE 1, 2028, THE COMMISSION SHALL ADOPT  
9 RULES ESTABLISHING REQUIREMENTS AND PROCEDURES FOR DRIVER AND  
10 RIDER SAFETY TRAINING CONDUCTED PURSUANT TO SUBSECTION (7.3)(a)  
11 OF THIS SECTION, INCLUDING THE REQUIRED FREQUENCY OF TRAINING.

12 (7.5) (a) A TRANSPORTATION NETWORK COMPANY:

13 (I) SHALL ENSURE THAT A DRIVER OR RIDER MAY OPT IN TO AUDIO  
14 AND VIDEO RECORDING OF EACH PREARRANGED RIDE IN ACCORDANCE  
15 WITH RULES ADOPTED BY THE COMMISSION PURSUANT TO SUBSECTION  
16 (7.5)(b) OF THIS SECTION;

17 (II) SHALL INTEGRATE AUDIO AND VIDEO RECORDING INTO THE  
18 TRANSPORTATION NETWORK COMPANY'S DIGITAL PLATFORM IN  
19 ACCORDANCE WITH RULES ADOPTED BY THE COMMISSION PURSUANT TO  
20 SUBSECTION (7.5)(b) OF THIS SECTION;

21 (III) SHALL ENSURE THAT AUDIO AND VIDEO RECORDING OF A  
22 PREARRANGED RIDE DOES NOT COMMENCE UNLESS BOTH THE RIDER AND  
23 DRIVER OPT IN; AND

24 (IV) SHALL NOT CHARGE A FEE OR INCREASE THE COST OF A  
25 PREARRANGED RIDE FOR A RIDER SOLELY ON THE BASIS OF THE RIDER  
26 OPTING IN TO AUDIO AND VIDEO RECORDING PURSUANT TO THIS  
27 SUBSECTION (7.5).

1 (b) ON OR BEFORE JUNE 1, 2028, THE COMMISSION SHALL ADOPT  
2 RULES:

3 (I) ESTABLISHING REQUIREMENTS AND PROCEDURES FOR AUDIO  
4 AND VIDEO RECORDING CONDUCTED PURSUANT TO SUBSECTION (7.5)(a)  
5 OF THIS SECTION, INCLUDING RULES REGARDING:

6 (A) THE DEADLINES FOR IMPLEMENTATION OF AUDIO AND VIDEO  
7 RECORDING;

8 (B) ACCESS TO, OWNERSHIP OF, STORAGE OF, AND ENCRYPTION OF  
9 AUDIO AND VIDEO RECORDING, INCLUDING MEASURES TO PROMOTE  
10 VICTIM-SURVIVOR PRIVACY AND CHOICE;

11 (C) TRANSFERRING AUDIO AND VIDEO RECORDING AND RELATED  
12 DATA BETWEEN A TRANSPORTATION NETWORK COMPANY AND THE DRIVER  
13 OR RIDER;

14 (D) NOTIFICATION BY A TRANSPORTATION NETWORK COMPANY TO  
15 A DRIVER AND RIDER WHEN A PREARRANGED RIDE IS CONTINUOUSLY  
16 AUDIO AND VIDEO RECORDED;

17 (E) EDUCATION PROVIDED BY A TRANSPORTATION NETWORK  
18 COMPANY TO A DRIVER AND RIDER REGARDING THE SAFETY BENEFITS OF  
19 AUDIO AND VIDEO RECORDING OF A PREARRANGED RIDE; AND

20 (F) INTEGRATION OF AUDIO AND VIDEO RECORDING INTO A  
21 TRANSPORTATION NETWORK COMPANY'S DIGITAL PLATFORM, INCLUDING  
22 COMPLIANCE DEADLINES FOR THE INTEGRATION;

23 (II) GOVERNING TECHNOLOGY FAILURES RELATED TO AUDIO AND  
24 VIDEO RECORDING CONDUCTED PURSUANT TO SUBSECTION (7.5)(a) OF THIS  
25 SECTION, INCLUDING RULES THAT HOLD HARMLESS A TRANSPORTATION  
26 NETWORK COMPANY FOR A TECHNOLOGICAL FAILURE OUTSIDE OF THE  
27 CONTROL OF THE TRANSPORTATION NETWORK COMPANY IF THE

1 TRANSPORTATION NETWORK COMPANY IS OTHERWISE ACTING IN GOOD  
2 FAITH TO CONDUCT AUDIO AND VIDEO RECORDING OF A PREARRANGED  
3 RIDE PURSUANT TO SUBSECTION (7.5)(a) OF THIS SECTION;

4 (III) DETERMINING IF AND WHEN A TRANSPORTATION NETWORK  
5 COMPANY SHALL REIMBURSE A DRIVER FOR TECHNOLOGY TO ENABLE  
6 AUDIO AND VIDEO RECORDING OF A PREARRANGED RIDE PURSUANT TO  
7 SUBSECTION (7.5)(a) OF THIS SECTION; AND

8 (IV) ESTABLISHING APPROPRIATE TIMELINES FOR LARGE-SCALE  
9 TRANSPORTATION NETWORK COMPANIES AND SMALL-SCALE  
10 TRANSPORTATION NETWORK COMPANIES TO COMPLY WITH THIS SECTION  
11 AND RULES ADOPTED PURSUANT TO THIS SECTION.

12 (7.7) A TRANSPORTATION NETWORK COMPANY SHALL MAINTAIN  
13 CLEAR POLICIES PROHIBITING DRIVERS OR RIDERS FROM OFFERING,  
14 SELLING, OR PROVIDING FOOD OR BEVERAGES TO ANOTHER DRIVER OR  
15 RIDER UNLESS:

16 (a) THE FOOD OR BEVERAGES ARE FACTORY-SEALED;

17 (b) A RIDER IS OFFERING FOOD OR BEVERAGES TO ANOTHER RIDER  
18 WHO IS IN THE SAME PARTY; OR

19 (c) THE FOOD OR BEVERAGES ARE NECESSARY DUE TO AN  
20 EMERGENCY.

21 (7.8) (a) A TRANSPORTATION NETWORK COMPANY THAT  
22 MAINTAINS A RATING SYSTEM SHALL NOT:

23 (I) ALTER THE RATING A RIDER ASSIGNED A DRIVER OR THE RATING  
24 A DRIVER ASSIGNED A RIDER ON THE TRANSPORTATION NETWORK  
25 COMPANY'S DIGITAL PLATFORM;

26 (II) ASSIGN AN AUTOMATIC OR DEFAULT DRIVER RATING THAT THE  
27 RIDER DID NOT ASSIGN; OR

1 (III) ASSIGN AN AUTOMATIC OR DEFAULT RIDER RATING THAT THE  
2 DRIVER DID NOT ASSIGN.

3 (b) A TRANSPORTATION NETWORK COMPANY MAY DELETE  
4 RATINGS OR REVIEWS THAT ARE PLAUSIBLY MOTIVATED BY FRAUD OR  
5 BIAS. A TRANSPORTATION NETWORK COMPANY SHALL NOT CONSIDER  
6 NEGATIVE RATINGS OR REVIEWS THAT ARE MOTIVATED BY FRAUD OR BIAS  
7 IN A REVIEW OF A DRIVER FOR DEACTIVATION CONDUCTED PURSUANT TO  
8 SUBSECTION (3)(c)(VI) OF THIS SECTION OR AN INTERNAL DEACTIVATION  
9 RECONSIDERATION CONDUCTED PURSUANT TO SUBSECTION (3)(e) OF THIS  
10 SECTION OR SECTION 8-4-127 (5).

11 (11) SUBSECTIONS (3)(d), (3)(e), (7.5), (7.7), AND (7.8) OF THIS  
12 SECTION DO NOT APPLY TO A TRANSPORTATION NETWORK COMPANY THAT:

13 (a) EITHER SERVES RIDERS, AT LEAST SEVENTY-FIVE PERCENT OF  
14 WHOM ARE MINORS, OR EARNS AT LEAST NINETY PERCENT OF THE  
15 TRANSPORTATION NETWORK COMPANY'S REVENUE FROM CONTRACTS WITH  
16 A PUBLIC OR PRIVATE SCHOOL, THE FEDERAL GOVERNMENT, THE STATE, OR  
17 AN AGENCY OR A POLITICAL SUBDIVISION OF THE FEDERAL GOVERNMENT  
18 OR OF THE STATE; AND

19 (b) HAS AT LEAST NINETY PERCENT OF THE TRANSPORTATION  
20 NETWORK COMPANY'S DRIVERS IN COMPLIANCE WITH THE COMMISSION'S  
21 RULES ADOPTED PURSUANT TO SECTION 40-10.1-608 (3)(a).

22 **SECTION 4.** In Colorado Revised Statutes, 40-10.1-609, **add** (3)  
23 and (4) as follows:

24 **40-10.1-609. Reporting requirements - report - crash registry**  
25 **- rules.**

26 (3) (a) ON OR BEFORE FEBRUARY 1, 2027, AND ON OR BEFORE  
27 FEBRUARY 1 EACH YEAR THEREAFTER, A TRANSPORTATION NETWORK

1 COMPANY SHALL SUBMIT A REPORT THAT INCLUDES THE FOLLOWING DATA  
2 TO THE COMMISSION, THE ATTORNEY GENERAL, AND EACH MEMBER OF THE  
3 GENERAL ASSEMBLY:

4 (I) THE NUMBER OF REPORTED SAFETY INCIDENTS INVOLVING A  
5 DRIVER WHO PROVIDED SERVICES FOR OR A RIDER WHO RECEIVED  
6 SERVICES FROM THE TRANSPORTATION NETWORK COMPANY IN THE  
7 PRECEDING CALENDAR YEAR. THE REPORT MUST INCLUDE THE NUMBER OF  
8 REPORTED INSTANCES OF:

9 (A) PHYSICAL ASSAULT;

10 (B) SEXUAL ASSAULT;

11 (C) VERBAL THREATS;

12 (D) STALKING;

13 (E) HARASSMENT;

14 (F) THEFT;

15 (G) A MOTOR VEHICLE CRASH; ■

16 (H) HOMICIDE; OR

17 (I) A MOTOR VEHICLE CRASH THAT RESULTED IN MORE THAN FIVE  
18 THOUSAND DOLLARS OF DAMAGE TO PROPERTY;

19 (II) THE NUMBER OF REPORTED INCIDENTS OF DISCRIMINATORY  
20 SPEECH OR DISCRIMINATORY CONDUCT INVOLVING A DRIVER WHO  
21 PROVIDED SERVICES FOR OR A RIDER WHO RECEIVED SERVICES FROM THE  
22 TRANSPORTATION NETWORK COMPANY;

23 (III) ALL REPORTS OF SAFETY-RELATED INCIDENTS MADE TO OR  
24 CREATED BY THE TRANSPORTATION NETWORK COMPANY IN THE  
25 PRECEDING CALENDAR YEAR. THE TRANSPORTATION NETWORK COMPANY  
26 SHALL REDACT ALL PERSONAL IDENTIFYING INFORMATION OF A DRIVER OR  
27 RIDER IN A REPORT SUBMITTED PURSUANT TO THIS SUBSECTION (3)(a)(III).

1 (IV) THE NUMBER OF MOTOR VEHICLE CRASHES INVOLVING A  
2 PREARRANGED RIDE THAT RESULTED IN BODILY INJURY TO AN INDIVIDUAL.

3  
4 (b) THE COMMISSION SHALL MAKE THE REPORTS SUBMITTED  
5 PURSUANT TO THIS SUBSECTION (3) AVAILABLE TO THE PUBLIC.

6 (c) A TRANSPORTATION NETWORK COMPANY SHALL MAINTAIN A  
7 REGISTRY OF CRASHES REQUIRED TO BE REPORTED PURSUANT TO  
8 SUBSECTION (3)(a)(IV) OF THIS SECTION FOR A PERIOD OF THREE YEARS  
9 AFTER THE CRASH OCCURS. THE REGISTRY MUST CONTAIN THE DATE OF  
10 THE CRASH; THE CITY AND STATE WHERE THE CRASH OCCURRED; THE  
11 DRIVER'S NAME; WHETHER THERE WERE ANY, AND, IF SO, THE NUMBER OF,  
12 INJURIES OR FATALITIES; AND ANY POLICE REPORT NUMBER ASSOCIATED  
13 WITH THE CRASH.

14 (d) NO LATER THAN THIRTY DAYS AFTER AN CRASH REQUIRED TO  
15 BE REPORTED PURSUANT TO SUBSECTION (3)(a)(IV) OF THIS SECTION, A  
16 TRANSPORTATION NETWORK COMPANY SHALL REPORT THE CRASH,  
17 INCLUDING THE INFORMATION REQUIRED BY SUBSECTION (3)(c) OF THIS  
18 SECTION, TO THE COMMISSION.

19 (e) THE COMMISSION SHALL REVIEW THE REPORTS SUBMITTED  
20 PURSUANT TO THIS SUBSECTION (3) FOR TRENDS IN INCIDENT TYPE OR  
21 FREQUENCY.

22 (f) THE COMMISSION MAY ADOPT RULES TO IMPLEMENT AND  
23 ENFORCE THIS SUBSECTION (3).

24 (4) SUBSECTION (3) OF THIS SECTION DOES NOT APPLY TO A  
25 TRANSPORTATION NETWORK COMPANY THAT:

26 (a) EITHER SERVES RIDERS, AT LEAST SEVENTY-FIVE PERCENT OF  
27 WHOM ARE MINORS, OR EARNS AT LEAST NINETY PERCENT OF THE

1 TRANSPORTATION NETWORK COMPANY'S REVENUE FROM CONTRACTS WITH  
2 A PUBLIC OR PRIVATE SCHOOL, THE FEDERAL GOVERNMENT, THE STATE, OR  
3 AN AGENCY OR A POLITICAL SUBDIVISION OF THE FEDERAL GOVERNMENT  
4 OR OF THE STATE; AND

5 (b) HAS AT LEAST NINETY PERCENT OF THE TRANSPORTATION  
6 NETWORK COMPANY'S DRIVERS IN COMPLIANCE WITH THE COMMISSION'S  
7 RULES ADOPTED PURSUANT TO SECTION 40-10.1-608 (3)(a).

8 **SECTION 5.** In Colorado Revised Statutes, **add** 40-10.1-610 as  
9 follows:

10 **40-10.1-610. Consumer protection - waiver of rights void -**  
11 **biometric data and biometric identifiers - safety policies - training -**  
12 **data retention - rules.**

13 (1) A PROVISION IN A CONTRACT BETWEEN A TRANSPORTATION  
14 NETWORK COMPANY AND A DRIVER OR RIDER IS VOID AS AGAINST PUBLIC  
15 POLICY IF THE PROVISION:

16 (a) ATTEMPTS TO WAIVE OR WAIVES A RIGHT SPECIFIED IN THIS  
17 PART 6;

18 (b) ATTEMPTS TO WAIVE OR WAIVES A RIGHT PROVIDED BY THE  
19 "COLORADO CONSUMER PROTECTION ACT", ARTICLE 1 OF TITLE 6, EXCEPT  
20 TO THE EXTENT THE WAIVER IS PREEMPTED BY FEDERAL LAW;

21 (c) ATTEMPTS TO WAIVE OR WAIVES THE RIGHT TO A JURY TRIAL  
22 FOR A CLAIM INVOLVING SEXUAL MISCONDUCT OR SEXUAL ASSAULT; OR

23 (d) CONTAINS A MANDATORY ARBITRATION CLAUSE THAT LIMITS  
24 THE RIGHTS OF A DRIVER OR RIDER TO SEEK JUDICIAL RELIEF FOR A CLAIM  
25 INVOLVING SEXUAL MISCONDUCT OR SEXUAL ASSAULT.

26 (2)(a) WITHIN THREE MONTHS AFTER THE EFFECTIVE DATE OF THIS  
27 SECTION FOR A LARGE-SCALE TRANSPORTATION NETWORK COMPANY AND

1        WITHIN SIX MONTHS AFTER THE EFFECTIVE DATE OF THIS SECTION FOR A  
2        SMALL-SCALE TRANSPORTATION NETWORK COMPANY, A TRANSPORTATION  
3        NETWORK COMPANY SHALL:

4                (I)    DEVELOP AND ENFORCE A POLICY TO PREVENT IMPOSTER  
5        DRIVERS, ACCOUNT SHARING, AND ACCOUNT RENTING;

6                (II)    DEVELOP AND ENFORCE A POLICY TO PREVENT SEXUAL  
7        ASSAULT, PHYSICAL ASSAULT, AND HOMICIDE AGAINST OR COMMITTED BY  
8        THE TRANSPORTATION NETWORK COMPANY'S DRIVERS;

9                (III)    DEVELOP AND ENFORCE A POLICY PROHIBITING THE  
10        TRANSPORT OF AN UNACCOMPANIED YOUTH UNLESS THE YOUTH IS PART  
11        OF A DULY AUTHORIZED FAMILY ACCOUNT, IN WHICH A PARENT OR  
12        GUARDIAN MUST BE PRESENT WHEN THE YOUTH ENTERS THE VEHICLE OR  
13        CONFIRMS AUTHORIZATION FOR THE PREARRANGED RIDE;

14                (IV)    EXCEPT AS AUTHORIZED IN A POLICY DEVELOPED PURSUANT  
15        TO SUBSECTION (2)(a)(III) OF THIS SECTION, DEVELOP A POLICY THAT  
16        ALLOWS A DRIVER TO REFUSE A PREARRANGED RIDE TO AN INDIVIDUAL  
17        WHOM THE DRIVER BELIEVES IS NOT AUTHORIZED TO USE THE ACCOUNT  
18        REQUESTING THE PREARRANGED RIDE. THE POLICY MUST ENSURE THAT  
19        THE DRIVER IS NOT PENALIZED BY THE TRANSPORTATION NETWORK  
20        COMPANY FOR REFUSING A PREARRANGED RIDE TO AN INDIVIDUAL WHOM  
21        THE DRIVER BELIEVES IS NOT AN AUTHORIZED RIDER ON THE ACCOUNT  
22        REQUESTING THE PREARRANGED RIDE.

23                (V)    DEVELOP A POLICY ESTABLISHING PROCEDURES FOR THE  
24        DEACTIVATION OF A DRIVER IF THE TRANSPORTATION NETWORK COMPANY  
25        IS NOTIFIED OF AN ALLEGATION AGAINST A DRIVER AS DESCRIBED IN  
26        SECTION 40-10.1-605 (3)(c)(VI);

27                (VI)    DEVELOP A POLICY TO NOTIFY DRIVERS AND RIDERS OF AND

1 TRAIN DRIVERS AND RIDERS ABOUT ANY UPDATES TO TRANSPORTATION  
2 NETWORK COMPANY SAFETY POLICIES;

3 (VII) DEVELOP A POLICY REQUIRING DRIVERS TO REPORT AND A  
4 PROCESS FOR DRIVERS TO REPORT INFORMATION REGARDING A  
5 CONVICTION OF OR A PLEA OF GUILTY OR NOLO CONTENDERE TO THE  
6 OFFENSES DESCRIBED IN SECTION 40-10.1-605 (3)(c)(I);

7 (VIII) DEVELOP A POLICY TO PREVENT CRIMES COMMITTED  
8 AGAINST DRIVERS BY RIDERS;

9 (IX) DEVELOP A POLICY TO PROHIBIT DRIVERS FROM OFFERING OR  
10 SELLING FOOD OR BEVERAGES THAT ARE NOT FACTORY-SEALED TO RIDERS  
11 AS DESCRIBED IN SECTION 40-10.1-605 (7.7)(a);

12 (X) PROVIDE COPIES OF THE POLICIES CREATED PURSUANT TO THIS  
13 SUBSECTION (2) TO THE ATTORNEY GENERAL AND TO THE COMMISSION;  
14 AND

15 (XI) PROVIDE COPIES OF THE POLICIES CREATED PURSUANT TO THIS  
16 SUBSECTION (2) TO EVERY DRIVER WHO PROVIDES SERVICES FOR THE  
17 TRANSPORTATION NETWORK COMPANY.

18 (b) WITHIN TEN BUSINESS DAYS AFTER AN UPDATE TO A POLICY  
19 CREATED PURSUANT TO THIS SUBSECTION (2), A TRANSPORTATION  
20 NETWORK COMPANY SHALL PROVIDE A COPY OF THE UPDATED POLICY TO  
21 THE ATTORNEY GENERAL, THE COMMISSION, AND EVERY DRIVER WHO  
22 PROVIDES SERVICES FOR THE TRANSPORTATION NETWORK COMPANY.

23 (c) A TRANSPORTATION NETWORK COMPANY SHALL MAKE EACH  
24 POLICY CREATED PURSUANT TO THIS SUBSECTION (2) AVAILABLE TO A  
25 DRIVER ON THE TRANSPORTATION NETWORK COMPANY'S DIGITAL  
26 NETWORK IN THE LANGUAGE THE DRIVER USES ON THE TRANSPORTATION  
27 NETWORK COMPANY'S DIGITAL NETWORK.

1 (3) (a) A TRANSPORTATION NETWORK COMPANY SHALL NOT  
2 COLLECT BIOMETRIC DATA OR BIOMETRIC IDENTIFIERS FROM A DRIVER OR  
3 RIDER WITHOUT FIRST OBTAINING THE CONSENT OF THE DRIVER OR RIDER.

4 (b) IF A TRANSPORTATION NETWORK COMPANY COLLECTS  
5 BIOMETRIC DATA OR BIOMETRIC IDENTIFIERS FROM A DRIVER OR RIDER,  
6 THE TRANSPORTATION NETWORK COMPANY SHALL COMPLY WITH SECTION  
7 6-1-1314.

8 (4) (a) A TRANSPORTATION NETWORK COMPANY SHALL PROCESS  
9 DATA IN COMPLIANCE WITH THE "COLORADO PRIVACY ACT", PART 13 OF  
10 ARTICLE 1 OF TITLE 6.

11 (b) ON OR BEFORE JUNE 1, 2028, THE COMMISSION SHALL ADOPT  
12 RULES GOVERNING THE RETENTION, STORAGE, AND USE OF AND ACCESS TO  
13 THE DATA COLLECTED BY A TRANSPORTATION NETWORK COMPANY.

14 (c) UNTIL THE COMMISSION ADOPTS RULES GOVERNING THE  
15 COLLECTION OF DATA PURSUANT TO SUBSECTION (4)(b) OF THIS SECTION,  
16 A TRANSPORTATION NETWORK COMPANY SHALL RETAIN ALL AUDIO AND  
17 VIDEO RECORDINGS RECEIVED FROM A PREARRANGED RIDE FOR THIRTY  
18 DAYS AFTER THE PREARRANGED RIDE; EXCEPT THAT, IF A PERSON FILES A  
19 COMPLAINT AGAINST A TRANSPORTATION NETWORK COMPANY WITH THE  
20 COMMISSION OR A PREARRANGED RIDE IS THE SUBJECT OF AN ACTIVE LAW  
21 ENFORCEMENT INVESTIGATION, THE TRANSPORTATION NETWORK  
22 COMPANY SHALL RETAIN THE AUDIO AND VIDEO RECORDING FOR ONE  
23 YEAR OR UNTIL THE INVESTIGATION IS COMPLETED, WHICHEVER IS  
24 LONGER.

25 (d) ON OR BEFORE JUNE 1, 2028, THE COMMISSION SHALL ADOPT  
26 RULES GOVERNING A COMPLAINANT'S ACCESS TO THE DATA COLLECTED BY  
27 A TRANSPORTATION NETWORK COMPANY RELATED TO A COMPLAINT

1 DESCRIBED IN SECTION 40-10.1-605 (3)(c)(VI).

2 (5) THIS SECTION DOES NOT APPLY TO A TRANSPORTATION  
3 NETWORK COMPANY THAT:

4 (a) EITHER SERVES RIDERS, AT LEAST SEVENTY-FIVE PERCENT OF  
5 WHOM ARE MINORS, OR EARNS AT LEAST NINETY PERCENT OF THE  
6 TRANSPORTATION NETWORK COMPANY'S REVENUE FROM CONTRACTS WITH  
7 A PUBLIC OR PRIVATE SCHOOL, THE FEDERAL GOVERNMENT, THE STATE, OR  
8 AN AGENCY OR A POLITICAL SUBDIVISION OF THE FEDERAL GOVERNMENT  
9 OR OF THE STATE; AND

10 (b) HAS AT LEAST NINETY PERCENT OF THE TRANSPORTATION  
11 NETWORK COMPANY'S DRIVERS IN COMPLIANCE WITH THE COMMISSION'S  
12 RULES ADOPTED PURSUANT TO SECTION 40-10.1-608 (3)(a).

13 **SECTION 6.** In Colorado Revised Statutes, 40-7-113, **amend** (1)  
14 introductory portion and (1)(g); and **add** (1)(b.5) as follows:

15 **40-7-113. Civil penalties - fines.**

16 (1) In addition to any other penalty otherwise authorized by law  
17 and except as otherwise provided in subsections (3) and (4) of this  
18 section, ~~any~~ A person ~~who~~ THAT violates article 10.1 or 10.5 of this title  
19 40 or ~~any~~ A rule ~~promulgated~~ ADOPTED by the commission pursuant to  
20 article 10.1 or 10.5 OF THIS TITLE 40, which article or rule is applicable to  
21 the person, may be subject to fines as ~~specified in the following~~  
22 ~~paragraphs~~ FOLLOWS:

23 (b.5) (I) THE COMMISSION MAY ASSESS A CIVIL PENALTY OF NOT  
24 MORE THAN ONE THOUSAND FIVE HUNDRED DOLLARS PER VIOLATION  
25 AGAINST A TRANSPORTATION NETWORK COMPANY THAT VIOLATES PART  
26 6 OF ARTICLE 10.1 OF THIS TITLE 40.

27 (II) THE COMMISSION SHALL CONSIDER THE SIZE OF THE

1 TRANSPORTATION NETWORK COMPANY WHEN ASSESSING A CIVIL PENALTY  
2 PURSUANT TO THIS SUBSECTION (1)(b.5).

3 (III) THE ASSESSMENT OF A CIVIL PENALTY PURSUANT TO THIS  
4 SUBSECTION (1)(b.5) DOES NOT PRECLUDE A PARTY FROM INITIATING A  
5 CIVIL ACTION OR ANY OTHER LEGAL RECOURSE AGAINST A  
6 TRANSPORTATION NETWORK COMPANY.

7 (g) A person ~~who~~ THAT violates ~~any~~ A provision of article 10.1 or  
8 10.5 of this title 40 not enumerated in subsection (1)(a), (1)(b), **(1)(b.5)**,  
9 or (1)(e) of this section, ~~any~~ A rule ~~promulgated~~ ADOPTED by the  
10 commission pursuant to this title 40, or ~~any~~ A safety rule adopted by the  
11 department of public safety relating to motor carriers as defined in section  
12 40-10.1-101 may be assessed a civil penalty of not more than one  
13 thousand one hundred dollars; except that ~~any~~ A person ~~who~~ THAT  
14 violates a safety rule ~~promulgated~~ ADOPTED by the commission is subject  
15 to the civil penalties authorized pursuant to 49 CFR 386, subpart G, and  
16 associated appendices to ~~part 386~~ 49 CFR 386, as the subpart existed on  
17 January 1, 2017.

18 **SECTION 7.** In Colorado Revised Statutes, 8-4-127, **amend**  
19 **(3)(b)(III); and add (3)(b)(V) as follows:**

20 **8-4-127. Transportation network companies - disclosures to**  
21 **drivers - deactivation and suspension policies - disclosures to division**  
22 **- definitions - enforcement - rules.**

23 **(3) Deactivation and suspension policy - disclosure - rules.**

24 (b) In addition to the requirements set forth in subsection (3)(a) of  
25 this section, a TNC's deactivation and suspension policy must be:

26 (III) Made available in English, Spanish, Arabic, and up to three  
27 additional languages commonly spoken by TNC drivers in the state, as

1 determined by the director by rule; and

2 (V) SET UP TO INCLUDE A PROCEDURE FOR INITIATING A REVIEW OF  
3 A DRIVER FOR DEACTIVATION WITHIN SEVEN BUSINESS DAYS AFTER A  
4 TRANSPORTATION NETWORK COMPANY IS NOTIFIED THROUGH A  
5 COMPLAINT FILED WITH THE TRANSPORTATION NETWORK COMPANY OR  
6 THE PUBLIC UTILITIES COMMISSION OR THROUGH CONTACT BY THE OFFICE  
7 OF THE ATTORNEY GENERAL, A DISTRICT ATTORNEY'S OFFICE, OR A LAW  
8 ENFORCEMENT AGENCY REGARDING AN ALLEGATION AGAINST THE DRIVER  
9 OF:

10 (A) A FELONY OFFENSE INVOLVING FRAUD, AS DESCRIBED IN  
11 ARTICLE 5 OF TITLE 18;

12 (B) AN OFFENSE INVOLVING UNLAWFUL SEXUAL BEHAVIOR, AS  
13 DEFINED IN SECTION 16-22-102 (9);

14 (C) A FELONY OFFENSE AGAINST PROPERTY, AS DESCRIBED IN  
15 ARTICLE 4 OF TITLE 18;

16 (D) A FELONY CRIME OF VIOLENCE, AS DEFINED IN SECTION  
17 18-1.3-406 (2);

18 (E) A FELONY OFFENSE INVOLVING DOMESTIC VIOLENCE, AS  
19 DEFINED IN SECTION 18-6-800.3 (1);

20 (F) A FELONY OFFENSE INVOLVING STALKING, AS DESCRIBED IN  
21 SECTION 18-3-602; OR

22 (G) A FELONY OFFENSE INVOLVING MENACING, AS DESCRIBED IN  
23 SECTION 18-3-206.

24 **SECTION 8. Act subject to petition - effective date -**  
25 **applicability.** (1) Section 40-10.1-605 (3)(b), (3)(b.5), (3)(c)(I),  
26 (3)(c)(II), (3)(c)(V), (3)(c)(VI), (3)(e), (7.5)(a), (7.7), and (7.8),  
27 Colorado Revised Statutes, as amended or enacted in section 3 of this act;

1 section 40-10.1-609, Colorado Revised Statutes, as amended in section  
2 4 of this act; section 40-10.1-610 (1), (2), (3), (4)(a), and (5), Colorado  
3 Revised Statutes, as enacted in section 5 of this act; and section 40-7-113,  
4 Colorado Revised Statutes, as amended in section 6 of this act, take effect  
5 January 1, 2027, and the remainder of this act takes effect at 12:01 a.m.  
6 on the day following the expiration of the ninety-day period after final  
7 adjournment of the general assembly; except that, if a referendum petition  
8 is filed pursuant to section 1 (3) of article V of the state constitution  
9 against this act or an item, section, or part of this act within such period,  
10 then the act, item, section, or part will not take effect unless approved by  
11 the people at the general election to be held in November 2026 and, in  
12 such case, will take effect on the date of the official declaration of the  
13 vote thereon by the governor; except that section 40-10.1-605 (3)(b),  
14 (3)(b.5), (3)(c)(I), (3)(c)(II), (3)(c)(V), (3)(c)(VI), (3)(e), (7.5)(a),  
15 (7.7), and (7.8), Colorado Revised Statutes, as amended or enacted in  
16 section 3 of this act; section 40-10.1-609, Colorado Revised Statutes, as  
17 amended in section 4 of this act; section 40-10.1-610 (1), (2), (3), (4)(a),  
18 and (5), Colorado Revised Statutes, as enacted in section 5 of this act; and  
19 section 40-7-113, Colorado Revised Statutes, as amended in section 6 of  
20 this act, take effect January 1, 2027, or on the date of the official  
21 declaration of the vote thereon by the governor, whichever is later.

22 (2) This act applies to offenses committed on or after the  
23 applicable effective date of this act.