



April 30, 2026

The Honorable Naquetta "Nikki" Ricks
Chair
House Business Affairs & Labor
Committee
Room 307, Colorado State Capitol
200 East Colfax Avenue
Denver, CO 80203-1784

The Honorable Sean Camacho
Vice Chair
House Business Affairs & Labor
Committee
Room 307, Colorado State Capitol
200 East Colfax Avenue
Denver, CO 80203-1784

RE: Amend HB26-1424 to strengthen ridesharing privacy and safety

Dear Chair Ricks, Vice Chair Camacho, and members of the Committee:

On behalf of Chamber of Progress – a tech industry association supporting public policies to build a more inclusive society in which all people benefit from technological advancements – I write in **support of the goals of HB26-1424** and to **offer targeted amendments that would strengthen the bill**. We share the sponsors' commitment to improving rideshare safety, and we believe a few focused changes will help the legislation deliver on that goal while protecting privacy, preserving rider access, and keeping compliance workable.

We strongly believe that bad actors who commit violence, fraud, or harassment must face real consequences, and we appreciate the work the sponsors have done to address these serious issues. The following suggestions are intended to help this bill's implementation by focusing on practical results and privacy protective measures that reflect how riders, drivers, and platforms interact.

Modernize driver background check requirements to prioritize continuous monitoring

The requirement in HB26-1424 for rideshare companies to run criminal background checks every six months, on top of reviews triggered by complaints, creates a rigid schedule that can miss immediate safety risks. **We recommend amending the bill to allow for a system based on continuous monitoring through court record subscriptions, paired with regular full checks.** This allows platforms to spot dangerous behavior as it happens rather than waiting for the next six-month mark. This update would help

platforms respond to safety threats right away while also protecting driver privacy by reducing the need for constant, massive data pulls.

Prioritize privacy while advancing audio and video recording protections

While we support the bill's objective of providing riders and drivers with recording tools to assist in incident investigations, we believe the following refinements would ensure the framework remains both functional and privacy-protective:

- Replace the prescriptive "integration" mandate with an outcome-oriented standard. As platforms do not possess operational control over individually-owned smartphones or dashcams, the legislation should instead require TNCs to provide effective recording options and a streamlined, in-app channel for sharing footage during safety reporting.
- Align the dual opt-in requirement with Colorado's existing one-party consent framework.¹ Adding clarifying language would ensure that recordings made independently by riders or drivers outside the TNC platform remain governed by current state law.

Furthermore, we recommend that the Committee direct the Commission to emphasize data minimization, robust encryption, and event-triggered access rather than large-scale data retention. Because centralized repositories of sensitive audio and video recordings create significant privacy vulnerabilities, the regulatory framework will most effectively protect victim-survivors if data is preserved only for the specific durations and purposes necessary to advance safety investigations.

Ensure public disclosure frameworks prioritize privacy and data integrity

HB26-1424 requires TNCs to file safety reports with the Commission for public release. While transparency matters, detailed incident logs often remain identifiable even when redacted, especially in smaller communities. This risk of exposure can discourage riders and drivers from reporting sensitive safety issues in the first place.

We recommend updating the bill to limit public reporting to broader safety metrics while keeping full records confidential for the Commission and law enforcement oversight. We also suggest removing driver names and police report numbers from the public registry. These steps would ensure accountability while protecting the privacy and dignity of everyone involved.

¹ Colo. Rev. Stat. § 18-9-303 https://colorado.public.law/statutes/crs_18-9-303; Colo. Rev. Stat. § 18-9-304 https://colorado.public.law/statutes/crs_18-9-304records

Strengthen industry coordination through substantiated safety data sharing

While cross-platform coordination regarding serious driver misconduct is a vital safety tool, we believe the framework would be most effective if the Commission incorporated explicit guardrails to protect due process and data integrity, including:

- Limit data sharing to substantiated, high-severity findings rather than unverified complaints or active investigations to ensure that deactivation decisions are based on reliable evidence
- Provide affected drivers with formal notice and a meaningful opportunity to contest the underlying determination before their information is shared across platforms
- Restrict the exchange of personal data to the minimum necessary for identification, maintaining consistency with the privacy protections
- Clarify that shared information should serve as one component of a receiving TNC's independent review process, rather than triggering an automatic industry-wide disqualification.

Furthermore, while the bill allows complainants to receive updates on deactivation challenges, the law should clarify that sensitive materials like driver statements or medical info remain confidential.

These guardrails would help isolate bad actors while protecting the rights of Colorado drivers.

Utilize risk-based indicators for identity verification and fraud prevention

HB26-1424 mandates that TNCs flag accounts for review whenever bank account names do not match, or upon any update to a driver's financial, personal, or vehicle registration data. Because many of these updates result from routine life events, such as marriage, relocation, or switching financial institutions, a blanket flagging requirement would likely generate a high volume of false positives, diluting the focus on genuine security threats.

The bill should authorize a risk-based flagging framework triggered by abnormal patterns. This approach, paired with periodic identity verification such as facial recognition matching, would ensure that resources are concentrated on detecting actual imposter activity while maintaining a seamless experience for legitimate drivers.

Finally, several elements of HB26-1424 appear to overlap with requirements under HB26-1326.² **We encourage consistent definitions across these frameworks, as they would reduce compliance friction, improve data quality for regulators, and ensure that drivers and riders have a coherent set of rules across Colorado's TNC framework.**

² Colorado General Assembly. *HB26-1326: Sunset Public Utilities Commission*. Mar. 9, 2026. <https://leg.colorado.gov/bills/HB26-1326>

Colorado riders and drivers deserve safe environments that protect their privacy and continued access to reliable transportation. We share the sponsors' goal of a safer rideshare system in Colorado, and we believe the targeted amendments outlined above will strengthen HB26-1424's ability to deliver that outcome. We appreciate the Committee's work on this important legislation.

Sincerely,

A handwritten signature in cursive script that reads "Hope Ledford". The signature is written in black ink and is positioned below the word "Sincerely,".

Hope Ledford
Director of Civic Innovation Policy



Dear Committee Chair and Members,

Good afternoon. My name is Coleen Samuels, and I am the Executive Director of the Denver Regional Mobility and Access Council (DRMAC).

I am writing to emphasize that rideshare companies serve as an essential transportation pillar for Coloradans, providing critical mobility across our state. While the goals of House Bill 26-1424 are clear, it is vital that the final legislation is both functional and sustainable. I urge the committee to ensure that bill sponsors work directly with Transportation Network Companies to develop a framework that allows them to comply effectively without compromising service availability. I am hopeful that everyone involved, on both sides of the table, can find common ground.

Throughout my career, I have worked with at-risk youth and survivors of domestic violence. At DRMAC, my work focuses on removing barriers that prevent people from accessing essential services. What I have learned, both professionally and personally, as I have stepped in to raise my two grandchildren, is that services only matter if people can physically reach them.

In Colorado, we talk a lot about “access.” We have food banks for the hungry and clinics for the sick. But for a child who cannot get to school, a senior who cannot drive to a check-up, or a survivor who needs a safe way out, that transportation gap can be everything. That is where rideshare comes in. For organizations like DRMAC, it is not just a ride-hailing service; it is a bridge. It connects people to food banks, medical appointments, and other essential services when traditional transit cannot meet their needs.

For example, through our Transit to Table program, funded by Uber, we provide rides for people facing food insecurity so they can access food banks across the metro area. Since launching in 2025, the program has provided more than \$9,000 in ride support.

The results have been powerful. In a recent survey of participants:

- 83% said the program was very helpful
- 83% said it made getting food significantly easier
- 78% reported being very satisfied

Notably, half of participants had never downloaded Uber before; they did so specifically to access this program. Many shared that it helped address their biggest barriers, including the cost of transportation, reliability of getting food, and the challenge of carrying groceries.

Transportation touches every group I have ever worked with. If a child cannot get to school, they cannot learn. If an older adult cannot get to their doctor, they cannot stay healthy. Transportation is the link to everything else we value. At the end of the day, transportation is the bridge to everything else we value, food, healthcare, education, and safety. When we protect transportation access, we protect people's futures.

Thank you for your time and consideration.

Sincerely,

Coleen Samuels (she/her/hers)
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