

Summary of Legislation

2025



Transportation and Motor Vehicles

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During the 2025 legislative session, the General Assembly considered a number of bills related to transportation and motor vehicles.

Public Transit

Several bills dealt with the safety and operations of the state's public transit providers, including the state's largest provider: the Regional Transportation District (RTD).

[Senate Bill 25-161](#) creates new requirements for RTD with the goal of improving its performance. These requirements include strategic planning, performance tracking, and coordination among other transit agencies, local governments, and planning organizations. The bill also clarifies the powers and duties of RTD's board of directors, prohibits write-in candidates from RTD board elections, and modernizes RTD's EcoPass program. Finally, the bill establishes a 15 member RTD Accountability Committee to assess and report on RTD's executive leadership and the board's governance structure and compensation, local and state agency representation within RTD, and workforce retention.

[House Bill 25-1290](#) modifies the class 1 misdemeanor for harassment to include wrongfully interfering with a transit worker performing a lawful duty. The bill also adds harassment of a transit worker to the Victim Right's Act. Finally, the bill makes RTD eligible to receive funds from the Peace Officer Training and Support Fund.

Paratransit

Paratransit is complementary parallel transit services for individuals with disabilities who cannot use regular or fixed route transit for some or all of their needs. [House Bill 25-1007](#) requires entities providing paratransit services to coordinate with local public emergency services providers to create a plan to communicate information and provide paratransit services during emergencies, such as fires, hazardous materials incidents, and natural disasters.

Special Vehicle Legalization

Kei vehicles are small, imported cars that are at least 25 years old and have a top speed of approximately 55 miles per hour (mph). [House Bill 25-1281](#) adds kei vehicles to the definition of a motor vehicle, allows for the titling and registration of kei vehicles beginning July 2027, and creates a new class B traffic infraction of driving kei vehicles on a

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road with speed limits above 55 mph or on a limited-access highway.

Transportation Network Companies

[House Bill 25-1291](#), which was vetoed by the Governor, would have created several new safety requirements for transportation network companies (TNCs), more commonly known as rideshare companies, and their drivers, including requiring TNCs to:

- pay for background checks for drivers every six months;
- submit an annual report to the Public Utilities Commission (PUC), the Attorney General, and legislators on safety incidents; and
- develop policies to prevent imposter accounts, account sharing, and account renting.

Railroad Safety

While many aspects of railroad operation are regulated at the federal level, the PUC has jurisdiction over railroad safety matters and over public highway-railroad crossings.

[Senate Bill 25-162](#) gave the PUC the sole authority to inspect and regulate railroads for safety, requires the commission to collect data on railroad safety, and imposes a new fee on railroads. Also, [House Bill 25-1110](#) requires the PUC to adopt rules mandating that the total cost to maintain an existing railroad crossing be shared equally between the railroad and the road authority.

Finally, [Senate Bill 25-052](#) repeals the confidentiality requirement for the PUC's investigative reports of railroads, with some exceptions. It also requires the timely release of information if public knowledge of the information would help protect public safety, health, or welfare.

Automated Driving Systems

[House Bill 25-1122](#), which was vetoed by the Governor, would have prohibited the use of an automated driving system to drive a commercial motor vehicle, except under certain circumstances.

Vehicle Immobilization

[House Bill 25-1117](#) allows the PUC to deny, suspend, revoke, or refuse to renew a permit of a vehicle immobilization company if it determines it is not in the public interest for the company to possess a permit. The bill also establishes new requirements for vehicle immobilization companies, including:

- documenting, including photographs, the vehicle's condition and reason for immobilization prior to immobilization;
- providing the documentation to the vehicle owner upon request; and
- if the company does not provide the photographs, a rebuttable presumption that the company damaged the vehicle or did not have authority to immobilize the vehicle.

The bill also limits the circumstances under which a vehicle may be immobilized on private property normally used for parking.