

Summary of Legislation

2026



Transportation and Motor Vehicles

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During the 2026 legislative session, the Colorado General Assembly considered several measures related to transportation and motor vehicles.

Road Safety

The General Assembly passed several bills related to road safety.

[Senate Bill 26-141](#) addresses wildlife-vehicle collisions through wildlife safe passage road infrastructure. The bill expands the scope of the Bridge and Tunnel Enterprise in the Department of Transportation to include wildlife safe passage projects, and creates an optional collision prevention fee on motor vehicle registrations.

[Senate Bill 26-035](#) increases the penalties for improper passing, exceeding speed limits, and hazardous material transportation violations.

[House Bill 26-1237](#) makes various changes related to transportation safety, and makes stopping, standing, or parking within a bike lane a class B traffic infraction.

[House Bill 26-1242](#) requires that first-time drunk driving offenders must hold an interlock-restricted license for nine months before they can obtain an unrestricted

license and modifies financial assistant requirements for ignition interlock devices. [Senate Bill 26-132](#) requires law enforcement officers to offer a voluntary, preliminary alcohol screening breath test when a vehicle collision results in death or suspected serious bodily injury.

Several bills related specifically to the safety of minors. [House Bill 26-1079](#) requires a minor to have written permission from a parent or legal guardian to obtain an instruction permit to drive a motorcycle. [House Bill 26-1318](#) modifies school traffic regulations by changing the definition of school zones, permitting the use of automated vehicle identification systems (AVIS) along safe routes to schools, and establishing school streets. [Senate Bill 26-026](#) modifies state requirements for child restraint systems to apply to motor vehicles with a gross vehicle weight rating of less than 16,000 pounds.

Transportation Funding

The General Assembly passed several bills related to transportation funding.

[House Bill 26-1102](#) redirects revenue from registration fees for personalized license plates from the Highway Users Tax Fund (HUTF) to the DRIVES Cash Fund, which pays the direct and indirect costs of the Division

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of Motor Vehicles (DMV). The bill only took effect upon successful passage of [House Bill 26-1289](#), which increases motor and special fuel tax revenue to the HUTF by reducing the fuel loss allowance and repeals or modifies other vehicle related tax credits.

Conditional upon passage of [Initiative 175](#), [House Bill 26-1430](#) reduces certain transportation taxes and fees, removes General Fund transfers to the State Highway Fund, and modifies spending on road transportation.

Two bills impacted the Multimodal Transportation Options Fund (MMOF). [House Bill 26-1398](#) modifies state and local expenditures out of the MMOF beginning in FY 2026-27. [House Bill 26-1399](#) eliminates the transfer of \$10.5 million from the General Fund to the MMOF through 2028.

Transit Administration

The General Assembly also passed three bills related to transit administration.

[Senate Bill 26-150](#) changes requirements for the Regional Transportation District (RTD) relating to paratransit and accessible transportation, the composition of the board of directors, coordination with the subregional service councils, and reporting requirements. The bill ends the terms of the current 15 elected members of the RTD board of directors and replaces the board with 5 members elected from director districts and 4 at-large members appointed by the Governor. The 4 appointed members must represent diverse geographic areas of

the district and are collectively required to possess expertise in various disciplines.

The [Front Range Passenger Rail District](#) was established by [Senate Bill 21-238](#) to implement an interconnected passenger rail system along the Interstate 25 corridor. [Senate Bill 26-172](#) adjusts the boundaries of the Front Range Passenger Rail District, creates residency requirements for the district board, and adjusts how ballot measures are brought by the district.

Finally, [House Bill 26-1269](#) establishes transparency, language access, and reporting requirements for certain transit agencies.

TNCs and Common Carriers

The Colorado Public Utilities Commission (PUC) is a three-member board within Colorado's Department of Regulatory Agencies that regulates, among other things:

- transportation services such as movers, booting, and towing;
- transportation network companies (TNCs) (e.g., Lyft and Uber); and
- rail and light rail safety.

This year, the PUC underwent a sunset review process and was continued for seven years through September 1, 2033 by [House Bill 26-1326](#). The bill also implements several transportation-related changes to the PUC, including:

- increases the cap on annual permit fees on TNCs;
- prohibits an individual from impersonating a TNC driver;

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- requires some TNCs to conduct periodic checks using technology such as facial recognition software to prevent TNC driver impersonation;
- requires TNCs to inform riders about filing a complaint with the PUC;
- expands background check requirements to cover all drivers for contract and non-taxi common carriers;
- requires the PUC to conduct a study that examines the current regulatory structure for contract and common carriers;
- creates a consistent vehicle inspection standard for limited regulation carriers and large-market taxicab services; and
- changes the pathway for legal action for a person injured by the noncompliance of a motor carrier.

The General Assembly passed two bills related to TNC driver conduct. [House Bill 26-1043](#) establishes new operational requirements – including penalties, training, and reporting – for TNCs related to discriminatory conduct. [House Bill 26-1424](#) establishes new public safety requirements for TNCs, including background checks, deactivation and suspension policies, reporting, safety training, ride monitoring and rating, and complaint management.

Upgraded and Emerging Technology

The General Assembly passed several bills related to using upgraded or emerging technology.

[Senate Bill 26-152](#) makes changes to restrictions, requirements, and penalties concerning the use of AVIS. Also, [House Bill 26-1041](#) allows the use of an electronic certificate of title in all vehicle transactions. In addition, [Senate Bill 26-021](#) expands the Clean Fleet Enterprise’s authority to support the replacement of older diesel-fueled fleet trucks with newer diesel trucks. It allows the enterprise to offer financing programs that help owners of aging diesel truck fleets replace older trucks with new diesel models by reducing upfront costs.

Finally, [House Bill 26-1286](#) would have prevented a person from using an automated driving system to drive a commercial vehicle with a gross vehicle weight rating of 26,001 pounds or more on a highway unless an individual meets certain conditions. The bill was vetoed by the Governor.