

UPDATED SUMMARY
SENATE BILL 14-125

Second Regular Session - Sixty-ninth Colorado General Assembly

This summary applies to the reengrossed version of this bill as introduced in the second house. It does not reflect any amendments that may be subsequently adopted. This summary reflects only the main points of the legislation.

The bill authorizes the public utilities commission (PUC) to regulate transportation network companies, which are companies that match drivers and passengers through a digital network, such as a mobile phone application, for transportation from an agreed-upon point of origin to an agreed-upon destination.

Section 1 of the bill exempts transportation network companies from the definition of "common carrier". **Section 2** exempts transportation network companies from the definitions of "contract carrier" and "motor carrier". **Sections 3 and 4** authorize the PUC to exercise limited regulatory authority over transportation network companies.

Section 5 exempts transportation network companies from much of the PUC's authority, including regulation of rates, entry, operational requirements, and general requirements governing common carriers, contract carriers, and motor carriers, but does require a transportation network company to obtain a permit from the PUC. Section 5 authorizes the PUC to regulate permit holders with respect to safety conditions, insurance requirements, and driver qualifications. *Commencing on July 1, 2014, a transportation network company is required to provide primary liability insurance coverage in an amount of one million dollars for incidents involving a transportation network company driver engaged in a prearranged ride, as those terms are defined in section 5.* Section 5 also authorizes the PUC to take action against a transportation network company for any violations, including the authority to issue a cease-and-desist letter, suspend or revoke a permit, or impose civil penalties.

Section 6 *adds services offered by a transportation network company driver engaged in a prearranged ride, as those terms are defined in section 5, to the definition of a "livery conveyance" for insurance purposes. Section 6 excludes from the definition of "livery conveyance" the period of time in which a transportation network company driver is logged into a transportation network company's digital network but is not engaged in a prearranged ride.*

Section 7 *makes an appropriation in an amount of \$215,000 from the transportation network company fund, created in section 5, to the department of regulatory agencies for allocation to the PUC for administrative costs related to the implementation of the bill. Of the \$215,000, \$9,108 and 0.1 FTE is appropriated to the department of law for the provision of legal services to the PUC related to implementation of the bill.*