

## DEPARTMENT OF REGULATORY AGENCIES

### Public Utilities Commission

## RULES REGULATING TRANSPORTATION BY MOTOR VEHICLE

### 4 CCR 723-6

*[Editor's Notes follow the text of the rules at the end of this CCR Document.]*

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#### BASIS, PURPOSE, AND STATUTORY AUTHORITY

The basis for and purpose of these rules is to describe the manner of regulation over persons providing transportation services by motor vehicle in or through the state of Colorado. These rules address a wide variety of subject areas including, but not limited to, safety; civil penalties; the issuance, extension, transfer, and revocation of authority to operate as a motor carrier; insurance and permit requirements; tariff and time schedule requirements; the identification, condition, and leasing of motor vehicles; record keeping; and service standards. These rules cover an array of carriers, including common carriers, contract carriers, hazardous materials carriers, towing carriers, movers, limited regulation carriers (charter buses, children's activity buses, luxury limousines, off-road scenic charters, and fire crew transport), and transportation network companies. In addition, these rules cover persons required to register under the Unified Carrier Registration Agreement, pursuant to 49 U.S.C. § 14504a, including motor carriers, motor private carries, freight forwarders, brokers, leasing companies, and other persons.

The statutory authority for the promulgation of these rules can be found at §§ 40-2-108, 40-2-110.5(8), 40-3-101(1), 40-3-102, 40-3-103, 40-3-110, 40-4-101, 40-5-105, 40-7-113(2), 40-10.1-101 through 608;42-4-235, 42-4-1809(2)(a), 42-4-2108(2)(a), and 42-20-202(1)(a), C.R.S.

#### GENERAL PROVISIONS

##### 6000. Scope and Applicability.

All rules in this Part 6, the "6000" series, shall apply to all Commission proceedings and operations concerning regulated entities providing transportation by motor vehicle, unless a specific statute or rule provides otherwise. Rules 6000 – 6099 apply to all common carriers, contract carriers, limited regulation carriers, towing carriers, movers, UCR registrants, and drivers as defined herein. For hazardous materials carriers and nuclear materials carriers, only rule 6008 and the related definitions in rule 6001 shall apply. Rules 6700 – 6724 apply to all transportation network companies. Specific provisions regarding the applicability of this Part 6 can be found in rules 6100, 6200, 6250, 6300, 6400, 6500, 6600, and 6700.

##### 6001. Definitions.

The following definitions apply throughout this Part 6, except where a specific rule or statute provides otherwise:

- (a) "Advertise" means to advise, announce, give notice of, publish, or call attention to by use of any oral, written, or graphic statement made in a newspaper or other publication, on radio, television, or any electronic medium, or contained in any notice, handbill, sign (including signage on a vehicle), flyer, catalog, or letter, or printed on or contained in any tag or label attached to or accompanying any article of personal property.

- (b) "Authority," except as otherwise defined or contextually required, means a common carrier certificate, a contract carrier permit, or an emergency temporary authority or a temporary authority issued by the Commission to a regulated intrastate carrier that specifies the authorized type of service, the authorized geography of service, and any restrictions limiting the authorized service.
- (c) "Certificate" means the certificate of public convenience and necessity issued to a common carrier declaring that the present or future public convenience and necessity requires or will require stated operation.
- (d) "C.F.R." means the Code of Federal Regulations.
- (e) "Compensation" means any money, property, service, or thing of value charged or received or to be charged or received, whether directly or indirectly.
- (f) "Duplicating or overlapping authority" means transportation in the same type of service between the same points under two or more separate authorities which are held by the same carrier.
- (g) "Driver" means any person driving a motor vehicle, including an independent contractor.
- (h) "Encumbrance" means any transaction that creates a security interest, mortgage, deed of trust, lien, or other similar right or interest, by act or deed or by operation of law.
- (i) "Enforcement official" means either:
  - (I) any employee or independent contractor appointed or hired by the director, or the director's designee, to perform any function associated with the regulation of transportation by motor vehicle; or
  - (II) "enforcement official," as that term is defined by § 42-20-103(2), C.R.S.
- (j) "FMCSA" means the Federal Motor Carrier Safety Administration and includes predecessor or successor agencies performing similar duties.
- (k) "GCWR" means gross combination weight rating, the value specified by the manufacturer as the loaded weight of a combination (articulated) motor vehicle. In the absence of a value specified by the manufacturer, GCWR is determined by adding the GVWR of the power unit and the total weight of the towed unit and any load thereon.
- (l) "GVWR" means gross vehicle weight rating, the value specified by the manufacturer as the loaded weight of a single motor vehicle.
- (m) "Hazardous materials carrier" means a person who transports hazardous materials as defined in § 42-20-103(3), C.R.S.
- (n) "Holidays" means those days designated as legal holidays by the Colorado General Assembly.
- (o) "Independent contractor" means "independent contractor" as that term is used in Article 11.5 of Title 40, C.R.S.
- (p) "Intrastate commerce" means transportation, other than in interstate commerce, for compensation, by motor vehicle over the public highways between points in this state.

- (q) "Letter of authority" means a document issued by the Commission to a common or contract carrier stating the permanent authority granted by the Commission. A letter of authority is deemed to provide proof of Commission-granted common or contract carrier authority.
- (r) "Limited regulation carrier" means a person who provides service by charter bus, children's activity bus, fire crew transport, luxury limousine, or off-road scenic charter as those terms are defined in § 40-10.1-301, C.R.S.
- (s) "Manufacturer" means the final person modifying the physical structure of a motor vehicle, such as the original manufacturer or a person subsequently modifying a motor vehicle's wheelbase in a luxury limousine.
- (t) "Meter" means a device that calculates charges for passenger transportation and/or measurement of distance travelled by a passenger.
- (u) "Motor carrier" means any person owning, controlling, operating, or managing any motor vehicle that provides transportation in intrastate commerce pursuant to Article 10.1 of Title 40, C.R.S.
- (v) "Motor vehicle" means any automobile, truck, tractor, motor bus, or other self-propelled vehicle or any trailer drawn thereby.
- (w) "Nuclear materials carrier" means a person who transports nuclear materials as defined in § 42-20-402(3), C.R.S.
- (x) "Passenger," except as otherwise specifically defined or contextually required, means any person, other than a driver, occupying a motor vehicle including any assistance animals as defined in § 24-34-803, C.R.S.
- (y) "Permit" means the permit issued to a contract carrier pursuant to part 2 of Article 10.1 of Title 40, C.R.S., or to a motor carrier pursuant to parts 3, 4, and 5 of said Article.
- (z) "Person" means any individual, firm, partnership, corporation, company, association, joint stock association, or other legal entity and any person acting as or in the capacity of lessee, trustee, or receiver thereof, whether appointed by a court or otherwise.
- (aa) "Principal" means a person who:
  - (I) necessarily participates or abstains in a firm, partnership, corporation, company, association, joint stock association, or other legal entity taking an action as an entity;
  - (II) is authorized to act on behalf of an entity;
  - (III) participates in the election, appointment, or hiring of persons that are authorized to act on behalf of an entity; and
  - (IV) through his/her conduct or activity, directly or indirectly controls an entity subject to the Commission's jurisdiction, irrespective of his/her formal title or financial interest in the entity.

Examples of principals include the owner of a sole proprietorship, a member or manager of a limited liability company, a partner in a partnership, and an officer, director, or shareholder of a corporation.

- (bb) "Regulated intrastate carrier" means a public utility declared to be affected with a public interest that is a common carrier and/or a contract carrier.

- (cc) "Roof light" means equipment attached to the roof of a vehicle or extending above the roofline of a vehicle.
- (dd) "Seating capacity" means:
  - (I) Except as otherwise specifically defined or contextually required, and in the absence of the manufacturer-rated number of seating positions in a motor vehicle, "seating capacity" means the greatest of the following:
    - (A) the total number of seat belts, including the driver's, in a motor vehicle; or
    - (B) the number generated by adding:
      - (i) for each bench or split-bench seat, the seat's width in inches, divided by 17 inches, rounded to the nearest whole number;
      - (ii) the number of single-occupancy seats, including the driver's seat if it is not part of a split-bench seat; and
      - (iii) for each curved seat, the seat's width in inches measured along the inside arc of the curve, divided by 17 inches, rounded down to the nearest whole number.
  - (II) Auxiliary seating positions, such as folding jump seats, shall be counted in determining seating capacity.
- (ee) "Transportation broker" means a person, other than a motor carrier or as part of a motor carrier's operations, who, for compensation, arranges, or offers to arrange, for-hire transportation of passengers. A transportation broker is not an agent of a motor carrier, cannot represent itself as a motor carrier, cannot provide or offer to provide transportation service, and cannot be a party to the contract for transportation.
- (ff) "Type of service" means any one of the following services: charter, limousine, shuttle, sightseeing, taxicab, or scheduled.

**6002. Authority and Permit Requirements - Applications.**

A person may seek Commission action regarding any of the following matters through the filing of an appropriate application:

- (a) For the grant or extension of authority to operate as a regulated intrastate carrier, as provided in rule 6203.
- (b) To voluntarily abandon or suspend an authority to operate as a regulated intrastate carrier, as provided in rule 6204.
- (c) To encumber or transfer any authority to operate as a regulated intrastate carrier, to acquire control of any regulated intrastate carrier, or to merge or consolidate a regulated intrastate carrier with any other entity, as provided in rule 6205.
- (d) To amend a tariff on less than statutory notice, as provided in paragraph 6207(j).
- (e) For a permit to operate as a limited regulation carrier on a Commission-prescribed form.
- (f) For a permit to operate as a towing carrier on a Commission-prescribed form.

(g) For a permit to operate as a mover on a Commission-prescribed form.

**6003. Petitions.**

Any person may petition the Commission for a waiver or variance of any rule in this Part 6 as provided in rule 1003 of the Commission's Rules of Practice and Procedures, 4 CCR 723-1.

**6004. Registration.**

A person may seek Commission action through the filing of an appropriate registration form for registration in the UCR Agreement, as provided in rule 6401.

**6005. Authority to Interview Personnel and Inspect Records, Motor Vehicles, and Facilities.**

(a) Unless a format or period of record retention is specified in a rule:

- (I) motor carriers shall maintain all records required by these rules for three years. For the first year, the records must be maintained in their original format. The format may be changed after one year (i.e., converting original paper to electronic format for storage); and
- (II) UCR registrants shall maintain the records upon which annual registration in the UCR Agreement is based for a period of three years.

(b) An enforcement official has the authority to interview personnel and inspect records motor vehicles used in providing a transportation service, and facilities of a motor carrier.

- (I) Upon request by an enforcement official, except as otherwise required by these rules or an order of the Commission, records must be made available to the official in the original format during the first year. Thereafter, the records shall be made available in the format maintained by the company. Copies shall also be provided upon request. Records or copies, as applicable, must be made available within the following time periods:
  - (A) Immediately for any records required to be maintained in a motor vehicle or with the driver, towing authorizations, mover estimates for service, mover contracts for service, or any records related to insurance or safety;
  - (B) Within two days for any records related to a complaint investigation; or
  - (C) Within ten days for all other records.
- (II) When a request under paragraph (b) of this rule meets multiple time periods under subparagraphs (b)(I) through (III), the shortest time period shall apply.
- (III) Upon request of an enforcement official and during business hours, a motor carrier shall make its facilities available for inspection.
- (IV) Upon request by an enforcement official, a motor carrier, including its drivers, shall make its motor vehicles available for inspection and shall assist, if requested, in the inspection of such equipment.
- (V) Upon request by an enforcement official, motor carrier personnel and drivers shall be available for interview during business hours.

**6006. Reports, Name Changes, Address Changes, Address Additions, and Designated Agent Changes.**

- (a) Each common carrier and contract carrier shall submit its annual report, as prescribed by rule 6212.
- (b) A motor carrier is required to notify the Commission in writing of any change of name, mailing address, physical address, or telephone number on file with the Commission within two days of making said change. The notification shall identify the person making the change and all of the affected motor carrier's certificates, permits, or registrations. A notice of name change including trade name changes and trade name additions, shall include supporting documentation from the Colorado Secretary of State.
  - (I) In the event of a name change or an address change, the motor carrier shall comply with all other applicable Commission rules, including but not limited to, rules regarding financial responsibility and tariffs.
  - (II) No name change shall be effective until proper proof of financial responsibility in the motor carrier's new name has been filed with the Commission.
- (c) If a towing carrier wishes to begin providing storage for towed motor vehicles at a new or additional storage facility, the towing carrier shall, prior to using the new or additional storage facility, file with the Commission the storage facility's address and, if one exists, telephone number.
- (d) Each motor carrier shall notify the Commission of any changes in the designated agent's identity, name, or address by filing a new designation within two days following the effective date of such change.
- (e) Any information provided by a motor carrier for the Commission's files shall be deemed accurate until changed by the motor carrier.

**6007. Financial Responsibility.**

- (a) Financial responsibility requirements:
  - (I) Motor vehicle liability coverage. Every motor carrier shall obtain and keep in force at all times motor vehicle liability insurance coverage or a surety bond providing coverage that conforms with the requirements of this rule. Motor vehicle liability means liability for bodily injury and property damage. Coverage shall be combined single limit liability. The minimum level for public entities, as defined in § 24-10-103(5), C.R.S., shall be the maximum amount per § 24-10-114(1), C.R.S. The minimum levels for all other motor carriers shall be:

Type of Carrier	Vehicle Seating Capacity or GVWR	Minimum Level
Motor Carriers of Passengers	8 or less	\$500,000
	9 through 15	\$1,500,000
	16 through 32	\$3,000,000
	33 or more	\$5,000,000
Public Entities	Any	The maximum amount per § 24-10-114(1), C.R.S.
Movers	10,000 pounds or more GVWR	\$750,000
	Less than 10,000 pounds GVWR	\$300,000
Towing Carriers	Any GVWR	\$750,000

- (II) Motor carriers may obtain a certificate of self-insurance issued pursuant to §§ 10-4-624 and 42-7-501, C.R.S., or Part 387 of 49 C.F.R.
- (A) All common carriers, contract carriers, limited regulation carriers, movers, and towing carriers shall cause a Form E, Uniform Motor Carrier Bodily Injury and Property Damage Liability Certificate of Insurance or a Form G, Uniform Motor Carrier Bodily Injury and Property Damage Liability Surety Bond to be filed with the Commission. The applicable form shall be executed by a duly authorized agent of the surety.
- (B) All common carriers, contract carriers, limited regulation carriers, movers, and towing carriers obtaining a certificate of self-insurance under the provisions of §§ 10-4-624 and 42-7-501, C.R.S., or Part 387 of 49 C.F.R., shall cause a copy of said certificate of self-insurance to be filed with the Commission. Upon renewal of the certificate of self-insurance, the common carrier, contract carrier, limited regulation carrier, mover, or towing carrier shall file a copy of the most current version of such certificate of self-insurance.
- (III) Cargo liability coverage. Every mover and towing carrier shall obtain and keep in force at all times cargo liability insurance coverage or a surety bond providing coverage that conforms with the requirements of this rule. Cargo liability coverage for a towing carrier shall include coverage of physical damage to the motor vehicle in tow (on hook) and loss of its contents.
- (A) For towing carriers the cargo liability coverage shall provide coverage to the extent of the towing carrier's legal liability for loss or damage to the property of any persons other than the insured, which is carried in, upon, or attached to the towing vehicle and/or its trailers or dollies operated by, or for, or under the control of the towing carrier.
- (B) For movers, the minimum level of cargo liability coverage shall be \$10,000.00 for loss of or damage to household goods carried on any one motor vehicle, or sixty cents (\$0.60) per pound per article, whichever is greater. By way of example, "article" means a desk, but not each individual drawer of the desk.
- (C) All movers or towing carriers shall cause a Form H, Uniform Motor Carrier Cargo Certificate of Insurance, or a Form J, Uniform Motor Carrier Cargo Surety Bond, to be filed with the Commission. For a towing carrier, a Colorado Form 12-INS, Towing Carrier Cargo Liability Insurance Certificate may be used in lieu of the Form H. The applicable form shall be executed by a duly authorized agent of the surety.

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- (IV) Garage keeper's liability coverage. Towing carriers providing storage, directly or through an agent, shall obtain and keep in force at all times garage keeper's liability insurance coverage.
    - (A) Garage keeper's liability coverage shall provide coverage to the extent of the towing carrier's legal liability for loss or damage to the property of any person, other than the insured, which is stored by the towing carrier directly or through an agent.
    - (B) All towing carriers shall cause a Colorado Form 14-INS, Garage Keepers Legal Liability Certificate of Insurance, to be filed with the Commission.
  - (V) Workers' compensation insurance coverage. Every towing carrier shall obtain and keep in force at all times workers' compensation insurance coverage in accordance with § 40-10.1-401(3), C.R.S., the "Workers' Compensation Act of Colorado" found in articles 40 to 47 of Title 8, C.R.S., and the rules set forth by the Department of Labor and Employment, Division of Workers' Compensation.
    - (A) If workers' compensation insurance coverage is required, the towing carrier shall cause proof of coverage to be filed and maintained with the Commission on a Commission prescribed Form WC in lieu of the original policy.
    - (B) If a person has proof of workers' compensation insurance coverage on file with the Commission, there shall be a rebuttable presumption that the person is required to maintain such insurance.
    - (C) If workers' compensation insurance coverage is not required, the towing carrier shall cause:
      - (i) For corporations or limited liability companies, a completed Colorado Department of Labor and Employment, Division of Workers' Compensation Form WC43 including a part B for each person listed on part A; or
      - (ii) For other towing carriers, a statement that workers' compensation insurance coverage is not required.
  - (VI) General liability coverage. Every mover shall obtain and keep in force at all times general liability insurance coverage, or surety bond, providing coverage of not less than \$500,000.00. For purposes of this subparagraph, "general liability" means liability for bodily injury and property damage.
    - (A) All movers shall cause a Colorado Form GL, General Liability Certificate of Insurance to be filed with the Commission.
- (b) The motor carrier shall ensure that insurance or surety bond coverage:
- (I) is provided only by insurance or surety companies authorized to provide such coverage in the state of Colorado; or, for self-insurance, is provided in accordance with §§ 10-4-624 and 42-7-501, C.R.S.;
  - (II) is not less than the minimum limits set forth under paragraph (a) of this rule;



- (III) covers all motor vehicles which may be operated by or for the motor carrier, or which may be under the control of the motor carrier, regardless of whether such motor vehicles are specifically described in the policy or amendments or endorsements thereto;
  - (IV) provides for the payment of benefits by the insurance or surety bond company directly to parties damaged by the motor carrier on a "first dollar"/"dollar one" basis;
  - (V) if the coverage contains a retained risk provision, such provision shall obligate the insurance or surety company to pay the party damaged by the motor carrier regardless of the level of funds in the retained risk pool; and
  - (VI) does not permit a motor carrier to pay insurance or surety benefits directly to a party damaged by said motor carrier; except that nothing in this subparagraph shall preclude a damaged party from settling a claim for loss or damage prior to making a claim against the motor carrier's insurance or surety policy.
- (c) The provisions of subparagraphs (IV) through (VI) of paragraph (b) do not apply to motor carriers with regard to proof of self-insurance pursuant to 49 C.F.R. Part 387, if applicable, and §§ 10-4-624 and 42-7-501, C.R.S. The provisions of subparagraphs (III) through (VI) of paragraph (b) do not apply to workers compensation requirements for towing carriers pursuant to § 40-10.1-401(3), C.R.S.
  - (d) The motor carrier shall retain each original insurance or surety policy for required coverage and keep a copy of its proof of motor vehicle liability coverage in each motor vehicle that it operates.
  - (e) The motor carrier's failure to have proof of liability coverage or compliance with workers' compensation insurance requirements, on file at the Commission, as required by this rule, shall constitute a rebuttable presumption that the carrier is in violation of the requirements of this rule.
  - (f) The motor carrier shall ensure that the policy and the forms noted in this rule contain the motor carrier's exact name, trade name (if any), and address as shown in the records of the Commission.
  - (g) Any change affecting the policy and the information contained in forms noted in this rule (e.g., name, address, or policy number) shall be filed with the Commission on an appropriate endorsement or amendment.
  - (h) The proof of minimum levels of financial responsibility required by this rule is public information and may be obtained from the Commission.
  - (i) Except as provided in paragraph (j) of this rule, each certificate of insurance and/or surety bond required by and filed with the Commission shall be kept in full force and effect unless and until canceled or not renewed upon 30-days advance written notice, on a Form K Uniform Notice of Cancellation of Motor Carrier Insurance Policies, a Form L Uniform Notice of Cancellation of Motor Carrier Surety Bonds, Form BMC 35, or Form BMC 36, as applicable, from the insurer or surety to the Commission. The 30-day cancellation or non-renewal notice period shall commence on the date the notice is received by the Commission. In lieu of the prescribed form, the insurer or surety may cancel or not renew a certificate of insurance and/or surety bond by letter to the Commission containing the same information as required by such form.

- (j) Administrative cancellation of certificates of insurance and/or surety bond.
  - (I) When a new certificate of insurance and/or surety bond is filed with the Commission, all certificates of insurance and/or surety bond for the same type and category of coverage with an older effective date shall be administratively cancelled. For purposes of this paragraph, type of coverage means those listed in paragraph (a) of this rule, and category of coverage means primary coverage or excess coverage.
  - (II) When the Commission grants an application filed by a regulated motor carrier, or receives notice from any other type of motor carrier to cancel all of its authorities and permits, all certificates of insurance and/or surety bond for the motor carrier shall be administratively cancelled.

**6008. Revocation, Suspension, Alteration, or Amendment.**

- (a) Summary suspension and/or revocation for lack of financial responsibility of a motor carrier, a hazardous materials carrier, and a nuclear materials carrier.
  - (I) Summary suspension.
    - (A) Whenever Commission records indicate that a motor carrier's, hazardous materials carrier's, or nuclear materials carrier's required insurance or surety coverage, except for garage keeper's coverage, is or will be canceled, and the Commission has no proof on file indicating replacement coverage, the Commission shall, pursuant to § 24-4-104(3) and (4), C.R.S., summarily suspend such authority or permit.
    - (B) Whenever Commission records indicate that a towing carrier's workers' compensation insurance coverage is or will be canceled and the Commission has no proof on file indicating replacement coverage, or documentation filed demonstrating that coverage is not required, in accordance with rule 6007 the Commission shall, pursuant to § 24-4-104(3) and (4), C.R.S., summarily suspend such authority or permit.
    - (C) Failure on the part of an insurance company to respond to a Commission inquiry for verification of insurance coverage within 60 days shall be treated as a cancellation of insurance.
    - (D) The summary suspension shall be effective on the date of coverage cancellation.
  - (II) The Commission shall advise the motor carrier, hazardous materials carrier, or nuclear materials carrier:
    - (A) that the Commission is in receipt of insurance or surety cancellation, and the effective date of such cancellation;
    - (B) that its authority or permit is summarily suspended as of the coverage cancellation date;
    - (C) that it shall not conduct operations under any of its authorities, or permits after the coverage cancellation date;
    - (D) that the Commission has initiated complaint proceedings to revoke its authorities, or permits;

- (E) that it may submit, at a hearing convened to determine whether its authorities or permits should be revoked, written data, views, and arguments showing why such authorities or permits should not be revoked; and
  - (F) the date, time, and place set for such hearing.
- (III) Until proper proof of insurance or surety coverage, or documentation demonstrating that coverage is not required as to workers' compensation insurance coverage is filed with the Commission, a motor carrier, hazardous materials carrier, or nuclear materials carrier receiving notice of summary suspension shall not, under any of its authorities, or permits, conduct operations after the effective date of such summary suspension.
- (IV) If the Commission receives proper proof of coverage or documentation that coverage is not required prior to the hearing, the summary suspension and complaint will be dismissed without further order of the Commission, even if there is a lapse in coverage. However, operations performed during lapses in coverage are subject to civil penalty assessments.
- (V) If the Commission receives proper proof of coverage or documentation that coverage is not required prior to revocation, the Commission shall dismiss the summary suspension and complaint, even if there is a lapse in coverage. However, operations performed during lapses in coverage are subject to civil penalty assessments.
- (b) If, due to an administrative error or omission of the Commission staff, an authority or permit is suspended or revoked for lack of financial responsibility coverage, such authority or permit shall, without a hearing, be retroactively reinstated as of the effective date of the proof of coverage. Staff shall document in its files the correction of such administrative error or omission.
- (c) After a hearing upon at least ten days' notice to the motor carrier affected, and upon proof of violation, the Commission may issue an order to cease and desist, suspend, revoke, alter, or amend any certificate or permit for the following reasons:
- (I) a violation of, or failure to comply with, any statute, order, or rule concerning a motor carrier; or
  - (II) a conviction, guilty plea, or plea of nolo contendere to a felony by an owner, member, partner, director, or officer of a towing carrier.
- (d) Period of ineligibility.
- (I) A motor carrier whose certificate or permit is revoked shall be ineligible to be issued another certificate or permit for at least one year from the date of such revocation or for such additional period of time as the Commission may in its discretion determine to be appropriate.
  - (II) A motor carrier whose certificate or permit is revoked more than twice shall be ineligible to be issued another certificate or permit for at least two years from the date of such revocation or for such additional period of time as the Commission may in its discretion determine to be appropriate.
  - (III) In the case of an entity other than an individual, such period of ineligibility shall also apply to all principals, members, owners, managers, officers, and directors of the entity, without regard to capacity in the same or different entity during the period of ineligibility.

- (e) Subparagraphs (d)(I) and (II) shall not apply to revocations that are solely the result of failure to maintain the financial responsibility required by rule 6007, unless the motor carrier knowingly operated without the required financial responsibility.

**6009. Annual Motor Vehicle Fees - Exemption.**

- (a) Every motor carrier shall pay to the Commission an annual fee before the first day of January of each calendar year, for each motor vehicle that such motor carrier owns, controls, operates, or manages within the state of Colorado as set forth in § 40-10.1-111, C.R.S.
- (b) The Commission shall provide public notice on the Commission's website at least 60 days prior to the effective date of such annual fee.
- (c) A motor carrier that obtains an authority or permit during the calendar year shall, unless the Commission orders otherwise, pay the annual fee at the time of obtaining the authority or permit.
- (d) A motor carrier that acquires one or more additional motor vehicles during the calendar year shall pay the annual fee prior to placing the additional vehicle(s) into service.
- (e) Proof of payment of each annual fee shall be in the form of a vehicle stamp issued by the Commission.
- (f) A vehicle stamp is valid only for the calendar year for which it is purchased.
- (g) A motor carrier shall not operate a motor vehicle unless it has affixed a valid vehicle stamp to the inside lower right-hand corner of the motor vehicle's windshield. In the alternative, the vehicle stamp may be affixed to the right front side window of the motor vehicle so long as the stamp does not interfere with the driver's use of the right-hand outside mirror.
- (h) Exemption for a UCR registrant.
  - (I) Except as provided in subparagraph (II), a motor carrier that is also a UCR registrant for the same calendar year is exempt from paragraphs (a) through (g) of this rule.
  - (II) A motor carrier that is also a UCR registrant for the same calendar year is not exempt from paragraphs (a) through (g) of this rule for any motor vehicle that:
    - (A) was used only in intrastate commerce;
    - (B) was not included in the calculation of fees paid under the UCR Agreement; and
    - (C) provides transportation of household goods, nonconsensual tows, or passenger transportation that is not subject to the preemption provisions of 49 U.S.C. section 14501(a).
- (i) Exemption for a mover. A mover holding a permit issued under Part 5 of Article 10.1 of Title 40, C.R.S., is exempt from paragraphs (a) through (g) of this rule.

**6010. Letter of Authority and Permit.**

- (a) No party shall file an application under a name or trade name that identifies a type of transportation service not requested or currently authorized (e.g., a limited regulation carrier or a common carrier with only call-and-demand shuttle service shall not have taxi in its name). If an application is filed in violation of this rule, the Commission shall not issue a certificate or permit under such name.

- (b) Any carrier currently operating under a name or trade name that that identifies a type of transportation service not currently authorized (e.g., a limited regulation carrier or a common carrier with only call-and-demand shuttle service shall not have taxi in its name) shall alter its name or trade name to comply with this rule within one year after the effective date of these rules.
- (c) The motor carrier must maintain evidence of its authority or permit at its principal place of business and, upon request, shall immediately present it to any enforcement official.

**6011. Designation of Agent.**

- (a) Each motor carrier shall file in writing with the Commission, and shall maintain on file, its designation of the name, mailing address, and physical address of a person upon whom service may be made of any lawful notice, order, process, or demand. The named person is the motor carrier's designated agent. A motor carrier shall not designate the Secretary of State of the state of Colorado. The person designated, if a natural person, shall be at least 18 years of age. The addresses of the person designated shall be in the state of Colorado.
- (b) Service upon a motor carrier's named designated agent, as on file with the Commission, shall be deemed to be service upon the motor carrier.

**6012. [Reserved].**

**6013. Notice.**

Notice sent to the motor carrier's address on file with the Commission shall constitute prima facie evidence that the motor carrier received the notice.

**6014. Waivers.**

A motor carrier granted a waiver, or engaging a driver who has been granted a waiver of any rule in this Part 6 shall:

- (a) If the waiver pertains to a motor vehicle: maintain a copy of the waiver:
  - (I) in the affected motor vehicle; and
  - (II) in the motor carrier's motor vehicle maintenance records at the motor carrier's primary place of business.
- (b) If the waiver pertains to a driver: ensure that a copy of the waiver is:
  - (I) carried on the affected driver's person whenever the driver is operating a motor vehicle over which the Commission has jurisdiction; and
  - (II) maintained in the affected driver's qualification file at the motor carrier's primary place of business.
- (c) A copy of any other waiver shall be maintained at the motor carrier's primary place of business.

**6015. Exterior Vehicle Markings, Signs, or Graphics.**

- (a) With the exceptions of luxury limousines, all motor vehicles must have external markings as detailed below.
  - (I) The markings on the vehicle must;

- (A) appear on both sides of vehicles;
  - (B) be in letters that contrast sharply in color with the background on which the letters are placed;
  - (C) be readily legible during daylight hours from a distance of 50 feet, but in no case be less than three inches tall;
  - (D) be maintained in a manner that retains the legibility required above;
  - (E) display the name or a trade name as set forth in the common carrier certificate(s), the contract carrier permit(s), the towing carrier permit(s), or the mover permit(s), as applicable;
  - (F) display the letter and/or number designation of the carrier's certificate(s) and or permit(s), as applicable, preceded by the letters "CO PUC" or "PUC;" and
  - (G) either be painted on the motor vehicle or consist of a removable device.
- (II) Subparagraphs (I)(E) and (I)(F) shall not apply to a commercial motor vehicle that is subject to 49 U.S.C. Section 14506 regarding restrictions on identification of vehicles.
- (III) In lieu of subparagraph (I), a regulated intrastate carrier or a limited regulation carrier operating a motor vehicle having a seating capacity of fifteen or less may affix the marking required by subparagraph (F) to both the front and rear of the motor vehicle in compliance with subparagraphs (I)(B), (I)(C), (I)(D), and (I)(G).
- (b) A motor carrier shall remove all markings required by this rule from a motor vehicle that the motor carrier is permanently withdrawing from service.

**6016. Offering of Transportation Service.**

- (a) Advertising to arrange transportation service as a transportation broker is not an offer to provide transportation service; rather, it is an offer to broker transportation service.
- (b) Advertising to provide transportation service or advertising transportation service other than by brokerage is an offer to provide the advertised service.
- (c) No motor carrier, or any officer, agent, employee, or representative of said carrier, shall offer to provide a transportation service without authority or permit to provide such service.
- (d) No motor carrier, or any officer, agent, employee, or representative of said carrier, shall offer a transportation service in a name, to the character, other than a name appearing on said carrier's authority or permit (e.g., A and B Transportation violates this rule when advertising as A & B Transportation).
  - (I) If a motor carrier operates authority or permit under a trade name, nothing in this paragraph shall be construed to require advertising under all names appearing on said carrier's authority or permit.
  - (II) If a motor carrier holds an authority or permit under more than one trade name, nothing in this paragraph shall be construed to require said carrier advertise under all the trade names.

- (e) Each advertisement of a mover shall include the phrase "CO PUC Mover Permit No. [HHG permit number]" and the physical address of the mover.
- (f) Each advertisement of a towing carrier in any newspaper or other publication, on radio, television, or any electronic medium, including more than the name and telephone number of the carrier shall include the phrase "PUC. [T- permit number]" of the towing carrier.
- (g) Each advertisement of a luxury limousine carrier in any newspaper or other publication, on radio, television, or any electronic medium, including more than the name and telephone number of the carrier shall include the phrase "PUC [LL- permit number]".
- (h) Roof lights. Except as otherwise required by law, only a a taxicab operated by a common carrier under an authority to provide taxicab service may have a roof light.

**6017. Violations, Civil Enforcement, and Enhancement of Civil Penalties.**

- (a) A violation of subparagraph (a)(I), except (a)(I)(A) or (a)(I)(B), of rule 6007 may result in the assessment of a civil penalty of up to \$11,000.00 for each violation.
- (b) A violation of § 40-10.1-111(1)(f) or (2), C.R.S., or rule 6009(a), (c), or (d) with regard to operating a motor vehicle without having paid the annual fee may result in the assessment of a civil penalty of up to \$400.00 for each violation.
- (c) A violation of rule 6016(c) and (d) may result in the assessment of a civil penalty of up to \$550.00 for each violation.
- (d) Except as provided for in paragraph (a) through (c) of this rule, a violation of any provision of rules 6000 through 6016 or § 40-10.1-111(1)(f) or (2), C.R.S. may result in the assessment of a civil penalty of up to \$275.00 for each violation.
- (e) Pursuant to § 40-7-112, C.R.S., a person, whose driver operates a motor vehicle in violation of applicable statutes or these rules, may be assessed a civil penalty for such violation.
- (f) Notwithstanding any provision in these rules to the contrary, the Commission may assess a civil penalty of two times the amount or three times the amount, as provided in § 40-7-113, C.R.S.
  - (I) The amounts in subparagraphs (a) through (d) shall be two times the specified amount if:
    - (A) the person engaged in prior conduct which resulted in the issuance of a prior civil penalty assessment notice;
    - (B) the conduct is of the same or narrower character as the conduct that was cited in the prior civil penalty assessment notice;
    - (C) the conduct occurred within one year after the date of violation in the prior civil penalty assessment notice; and
    - (D) the conduct occurred after the person's receipt of the prior civil penalty assessment notice.
  - (II) The amounts in subparagraphs (I)(a) through (d) shall be three times the specified amount if:
    - (A) the person engaged in two or more instances of prior conduct which resulted in the issuance of two or more prior civil penalty assessment notices;

- (B) the conduct is of the same or narrower character as the conduct that was cited in the prior civil penalty assessment notices;
  - (C) the conduct occurred within one year after the two most recent prior instances of conduct cited in the prior civil penalty assessment notices; and
  - (D) the conduct occurred after the person's receipt of two or more prior civil penalty assessment notices.
- (g) The civil penalty assessment notice shall contain the maximum penalty amounts prescribed for the violation, the amount of the penalty surcharge pursuant to § 24-34-108(2), with a separate provision for a reduced penalty of 50 percent of the maximum penalty amount if paid within ten days after the civil penalty assessment notice is tendered.
- (h) Civil penalty assessments are in addition to any other penalties provided by law.

**6018. – 6099. [Reserved].**

## **SAFETY RULES**

### **6100. Applicability of Safety Rules.**

- (a) Rules 6100 through 6199 apply to:
- (I) regulated intrastate carriers and limited regulation carriers; and
  - (II) drivers (whether as employees or independent contractors), employees, and commercial motor vehicles of the motor carriers listed in subparagraph (a)(I).

### **6101. Definitions.**

In addition to the definitions in rule 6001, and those incorporated from federal law in rule 6102, the following definitions apply to all carriers subject to these safety rules:

- (a) "Commission" means the Public Utilities Commission of the state of Colorado. Any reference to the United States Department of Transportation, the FMCSA, or any other federal agency in any provision of the Code of Federal Regulations adopted by reference in these safety rules shall be construed to refer to the Commission.
- (b) "Commercial motor vehicle" or "motor vehicle" as used in regulations incorporated by reference by rule 6102, means a motor vehicle operated by a regulated intrastate carrier or limited regulation carrier. Notwithstanding the foregoing, for purposes of the incorporated rules found in 49 C.F.R. Part 382 (concerning drug and alcohol testing), the definition of commercial motor vehicle shall be as found in 49 C.F.R. § 382.107; and for purposes of the incorporated rules found in 49 C.F.R. Part 383 (concerning commercial driver's licenses) the definition of commercial motor vehicle shall be as found in 49 C.F.R. § 383.5.
- (c) "Employer" as used in regulations incorporated by reference by rule 6102, means a regulated intrastate carrier or limited regulation carrier, in addition to the definition found in 49 C.F.R. § 390.5.
- (d) "Low-power scooter" means low-power scooter as defined in § 42-1-102(48.5), C.R.S.
- (e) "Motorcycle" means motorcycle as defined in § 42-1-102(55), C.R.S.



**6102. Regulations Incorporated by Reference.**

- (a) Except as provided in rule 6103 and paragraph (c) of this rule, the Commission incorporates by reference the regulations published in:
  - (I) 49 C.F.R. Parts 40, 382, 383, 390, 391, 392, 393, 395, 396, and 399, as revised on October 1, 2010.
  - (II) 49 C.F.R. Appendix G to Subchapter B of Chapter III, as revised on October 1, 2010.
- (b) No later amendments to or editions of the C.F.R. are incorporated into these rules.
- (c) The following provisions of 49 C.F.R. are not incorporated by reference:
  - (I) §§ 382.507, 383.53, 390.3(a), 390.3(c), 390.3(f)(2), 390.3(f)(6), 390.21(a), 390.21(b), 390.21(e), 390.21(f), 390.37, 391.47, 391.49, 391.68, 391.69, 395.8(e), and 396.9; and
  - (II) The definition of “commercial motor vehicle” in § 390.5.
- (d) The material incorporated by reference may be examined at the offices of the Commission or any state publications library.

**6103. Modification of Regulations Incorporated by Reference.**

- (a) With regard to qualification and examination of drivers: 49 C.F.R. § 391.11(b)(1), relating to age of drivers, shall not apply to drivers operating solely in intrastate commerce; rather, such drivers shall be at least eighteen years of age. This subparagraph (I) shall not apply to drivers operating motor vehicles used in transporting hazardous materials of a type and quantity that would require the motor vehicle to be marked or placarded under 49 C.F.R. § 177.823.
- (b) With regard to motor vehicle parts and accessories necessary for safe operation:
  - (I) The provisions of 49 C.F.R. § 393.55 shall only apply to a bus with a seating capacity of 16 or more.
  - (II) The provisions of 49 C.F.R. § 393.83(c) and (d), relating to exhaust systems, shall only apply to any bus with a seating capacity of 16 or more or having a GVWR of more than 10,000 pounds, which is manufactured with a side discharge exhaust.
  - (III) The provisions of 49 C.F.R. § 393.89, relating to driveshaft protection, and 393.95, relating to emergency equipment, shall only apply to any bus with a seating capacity of 16 or more or having a GVWR of more than 10,000 pounds.
  - (IV) In addition to the requirements of 49 C.F.R. § 393.93 regarding seat belt assemblies for a bus, a vehicle manufactured with such a system shall be operational and readily accessible to passengers at all times.
- (c) With regard to hours of service of drivers:
  - (I) For a motor carrier of passengers operating a motor vehicle having a seating capacity of 16 or more, or GVWR or GCWR of more than 10,000 pounds, the requirements of 49 C.F.R. §§ 395.5(a)(2) and (b) and 395.8, shall apply.

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- (II) For a motor carrier of passengers operating a motor vehicle having a seating capacity of 15 or less and GVWR or GCWR of less than 10,001 pounds, the requirements of 49 C.F.R. §§ 395.5(a)(2) and 395.8, shall not apply. Additionally, a motor carrier shall neither permit nor require a driver to drive, nor shall any such driver drive, in violation of any of the following:
- (A) At the end of the 16<sup>th</sup> hour after coming on duty, a driver shall not drive and shall be released from duty, for eight consecutive hours. Drivers may go off duty for any period of time during the 16-hour period, but the 16-hour period shall only be restarted after eight consecutive hours off duty;
  - (B) A driver shall not exceed ten hours maximum driving time, following eight consecutive hours off duty;
  - (C) A driver shall not drive for a minimum period of eight consecutive hours after having been on duty 80 hours in any eight consecutive days. In no instance shall a driver's hours of service exceed 80 hours in any rolling eight consecutive day period; and
  - (D) A motor carrier that employs or retains the driver shall maintain and retain accurate and true time records, including all supporting documents verifying such time records, for a period of six months showing:
    - (i) the time(s) the driver reports for duty each day;
    - (ii) the time(s) the driver is released from duty each day;
    - (iii) the total number of hours the driver is on duty each day; and
    - (iv) for a driver who is off duty for an entire day, an indication to that effect.
- (d) With regard to inspection of drivers and/or motor vehicles:
- (I) A driver receiving a Driver/Vehicle Compliance Report (DVCR) from the Commission shall deliver the DVCR to the motor carrier operating the motor vehicle upon the driver's next arrival at any of the motor carrier's terminals or facilities. If the driver is not scheduled to arrive at a terminal or facility within 24 hours, the driver shall immediately mail the report to the motor carrier operating the motor vehicle.
  - (II) Motor carriers shall examine the DVCR and correct all violations or defects noted thereon. Within 15 days following the date of the inspection, the motor carrier shall:
    - (A) complete the "Carrier Official's Signature, Title, and Date" portions of the DVCR, certifying that all violations on the DVCR have been corrected;
    - (B) return the completed DVCR to the Commission at the address shown on the DVCR; and
    - (C) retain a copy of the DVCR in its records.
  - (III) A motor vehicle that would likely cause an accident or a breakdown due to its mechanical condition as determined by the current out-of-service criteria set forth by the Commercial Vehicle Safety Alliance shall be placed out-of-service.
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- (IV) A driver who, by reason of the driver's lack of qualification, sickness or fatigue, violation of hours of service provisions, or violation of drug or alcohol provisions, would likely cause an accident as determined by the current out-of-service criteria set forth by the Commercial Vehicle Safety Alliance shall be placed out-of-service.
  - (V) A DVCR declaring a motor vehicle and/or a motor vehicle driver out-of-service shall constitute an out-of-service order giving notice to the driver and the motor carrier regarding the out-of-service condition.
  - (VI) No motor carrier shall require or permit any person to operate, nor shall any person operate, any motor vehicle declared and ordered out-of-service until all repairs required by the out-of-service order have been satisfactorily completed.
  - (VII) No motor carrier shall require or permit any person declared and ordered out-of-service to operate, nor shall any person operate, any motor vehicle until the person's out-of-service condition has been corrected.
- (e) Motor carriers and drivers shall, upon request by an enforcement official, make available for inspection all records required to be made by these safety rules and all motor vehicles subject to these safety rules.

**6104. Motor Vehicle Weight.**

An enforcement official may require a motor carrier to have a motor vehicle weighed, if such motor vehicle's structural components, suspension components, wheels, tires, or loading may, in the enforcement official's judgment, create potentially unsafe operations.

**6105. Fingerprint-Based Criminal History Record Checks.**

- (a) For purposes of this rule only:
- (I) "CBI" means the Colorado Bureau of Investigation.
  - (II) "Driver" means a person who drives or wants to drive for a passenger carrier, regardless of whether such person drives or wants to drive as an employee or independent contractor.
  - (III) "Passenger carrier" means a taxicab carrier and a limited regulation carrier, except for fire crew transport.
  - (IV) "Criminal history record check" means a state and national fingerprint-based criminal history record check.
- (b) This rule applies to passenger carriers and drivers.
- (c) Within ten days of contracting or being employed to drive for a passenger carrier, a driver who is not qualified by the Commission at the time of hire shall submit to the Commission a set of the driver's fingerprints, documentation of any name change from the agency where the change was approved, and payment of the actual cost to conduct a criminal history record check.
- (d) A driver shall re-submit to the Commission a set of the driver's fingerprints, documentation of any name change from the agency where the change was approved, and payment of the actual cost to conduct a criminal history record check within five years after being qualified by the Commission. Qualifications without an expiration date shall expire five years from August 1, 2012.

- (e) The driver shall submit his or her fingerprints on an official Federal Bureau of Investigation form FD-258. The Commission will only accept official forms completed by a law enforcement or state agency in accordance with the instructions available from the Commission or its website.
- (f) Qualification determination based upon moral character or statutory disqualification.
  - (I) Upon the Commission's receipt of a completed criminal history record check, Commission staff shall make a qualification determination regarding the driver's qualification status. In making this determination, Commission staff is authorized to request from the driver, and the driver shall provide, additional information that will assist Commission staff in making the determination regarding the driver's qualification status. If a driver does not provide such additional information requested by Commission staff, or a explain why it is unavailable within 15 days of the request, Commission staff may disqualify the driver.
  - (II) A driver is not of good moral character and shall be disqualified and prohibited from driving, if the driver has:
    - (A) a conviction in the state of Colorado at any time of any class 1 or 2 felony under Title 18, C.R.S.;
    - (B) a conviction in the state of Colorado, within the ten years preceding the date the criminal history record check is completed, of a crime of violence, as defined in § 18-1.3-406(2), C.R.S.;
    - (C) a conviction in the state of Colorado, within the eight years preceding the date the criminal history record check is completed, of any class 3 felony under Title 18, C.R.S.;
    - (D) a conviction in the state of Colorado, within the four years preceding the date the criminal history record check is completed, of any class 4 felony under Articles 2, 3, 3.5, 4, 5, 6, 6.5, 8, 9, 12, or 15 of Title 18, C.R.S.; or
    - (E) an offense in any other state or in the United States that is comparable to any offense listed in subparagraphs (A) through (D) within the same time periods as listed in subparagraphs (A) through (D).
  - (III) Without a determination as to moral character at the time of determination, a driver is disqualified by statute and prohibited from driving if the driver has been:
    - (A) convicted in the state of Colorado at any time of a felony or misdemeanor unlawful sexual offense against a child, as defined in § 18-3-411, C.R.S., or of a comparable offense in any other state or in the United States at any time;
    - (B) within the two years preceding the date the criminal history record check is completed, convicted in this state of driving under the influence, as defined in § 42-4-1301(1)(f), C.R.S.; driving with excessive alcoholic content, as described in § 42-4-1301(2)(a), C.R.S.; driving while ability impaired, as defined in § 42-4-1301(1)(g), C.R.S.; or driving while an habitual user of a controlled substance, as described in § 42-4-1301(1)(c), C.R.S.; or
    - (C) within the two years preceding the date the criminal history record check is completed, convicted of an offense comparable to those included in subparagraph (III)(B) in any other state or in the United States.

- (IV) For purposes of this rule, a deferred judgment and sentence pursuant to § 18-1.3-102, C.R.S., shall be deemed to be a conviction during the period of the deferred judgment and sentence.
- (g) The Commission and Commission staff may consult and use any commercially or governmentally available information source in conducting criminal history record checks. The Commission may require a name-based criminal history record check of a driver who has twice submitted to a fingerprint-based criminal history record check and whose fingerprints are unreadable or unclassifiable.
- (h) At any time, Commission staff shall disqualify a previously qualified driver whose subsequent conviction meets the criteria of this rule.
- (i) A passenger carrier shall not permit a driver to drive for the passenger carrier if:
  - (I) the driver has not complied with this rule and § 40-10.1-110, C.R.S., as applicable;
  - (II) the driver is disqualified and prohibited from driving under paragraph (f) of this rule; or
  - (III) the driver's qualification status has expired.
- (j) A passenger carrier shall, as a condition of continued contract or employment, require a driver to submit his or her fingerprints to the Commission for a criminal history record check:
  - (I) at least once every five years; and/or
  - (II) within ten days of becoming aware that the driver has been convicted of the offenses listed in paragraph (f) of this rule.
- (k) Commission staff shall notify the driver of its qualification determination. The Commission will also maintain a password-protected portion of its website where drivers, passenger carriers, and other persons authorized by Commission staff may access the current qualification status of drivers.
- (l) If the driver is disqualified and prohibited from driving, the driver may, within 60 days of Commission staff's notification, file a petition with the Commission for qualification determination.
  - (I) Upon the filing of a petition for qualification , Commission staff shall be an indispensable party.
    - (A) If a driver submitting fingerprints is disqualified to drive pursuant to subparagraph (f)(II), the driver shall bear the burden of proving that he is of good moral character based upon all surrounding facts and circumstances or that disqualification is not supported by fact or law.
    - (B) If a driver submitting fingerprints is disqualified to drive pursuant to subparagraph (f)(III), the driver shall bear the burden of proving that disqualification is not supported by fact or law;
    - (C) If a driver is disqualified pursuant to paragraph (h), the Commission staff shall bear the burden of proving all applicable elements.
    - (D) The Commission will consider the petition using the standards set forth in § 24-5-101(2), C.R.S. for disqualifications based on a determination of moral character.

- (m) Commission staff's qualification determination may be relied upon by all persons, unless and until the Commission rules on a driver's qualification.
- (n) If the Commission qualifies a driver upon petition, paragraph (f) shall be waived as to qualification determinations for future fingerprint resubmissions regarding the events upon which Commission staff's disqualification was based.

**6106. Safety Violations, Civil Enforcement, and Civil Penalties.**

- (a) A person who violates the following provisions may be assessed a civil penalty of up to \$10,000.00 for each violation:

<b>Citation</b>	<b>Violation Description</b>
49 C.F.R. § 392.4(b)	Requiring or permitting a driver to drive while under the influence of, or in possession of, a narcotic drug, amphetamine, or any other substance capable of rendering the driver incapable of safely operating a motor vehicle, per §392.4(a).
49 C.F.R. § 392.5(b)(1)	Requiring or permitting a driver to operate a commercial motor vehicle within four hours of using, while under the influence of, or having in his/her possession, alcohol, per §392.5(a).
49 C.F.R. § 392.5(b)(2)	Requiring or permitting a driver to operate a commercial motor vehicle who shows evidence of, or the general appearance and conduct of, having consumed alcohol within the preceding four hours.
49 C.F.R. § 396.11(c)	Failing to correct out-of-service defects listed by the driver in a driver vehicle inspection report before the vehicle is operated again.
Rule 6103(d)(VII)	Requiring or permitting a driver to operate a motor vehicle during the period the driver was placed out of service.
Rule 6103(d)(VI)	Requiring or permitting the operation of a motor vehicle placed out of service before the required repairs are made but after the motor carrier has received notice of the defect.

- (b) A person who violates the following provisions may be assessed a civil penalty of up to \$2,500.00 for each violation:

<b>Citation</b>	<b>Violation Description</b>
49 C.F.R. § 390.35	Making, or causing to make, fraudulent or intentionally false statements or records and/or reproducing fraudulent records if such action misrepresents a fact that constitutes a violation other than a reporting or recordkeeping violation.
49 C.F.R. § 391.11(a)	Requiring or permitting a driver who is not qualified to drive [§ 391.11(b)(4), (5), and (7)].
49 C.F.R. § 391.15(a)	Using a disqualified driver.
49 C.F.R. § 392.2	Operating a motor vehicle not in accordance with the laws, ordinances, and regulations of the jurisdiction in which it is being operated.
49 C.F.R. § 392.9(a)(1)	Requiring or permitting a driver to drive without the vehicle's cargo being properly distributed and adequately secured.
49 C.F.R. § 395.5(b)(1)	Requiring or permitting a driver to drive after having been on duty 60 hours in seven consecutive days.
49 C.F.R. §395.5(b)(2)	Requiring or permitting a driver to drive after having been on duty 70 hours in eight consecutive days.
49 C.F.R. § 395.5(a)(1)	Requiring or permitting a driver to drive more than ten hours.
49 C.F.R. § 395.5(a)(2)	Requiring or permitting a driver to drive after having been on duty 15 hours.

Rule 6103(c)(II)(A)	Requiring or permitting a driver to drive after having been on duty for 16 consecutive hours.
Rule 6103(c)(II)(B)	Requiring or permitting a driver to drive more than ten hours.
Rule 6103(c)(II)(C)	Requiring or permitting a driver to drive after having been on duty 80 hours in eight consecutive days.
49 C.F.R. § 396.17(g)	Failing to promptly repair parts and accessories not meeting minimum periodic inspection standards.
49 C.F.R. § 382.115(a)	Failing to implement an alcohol and/or controlled substances testing program.
49 C.F.R. § 382.201	Using a driver known to have an alcohol concentration of 0.04 or greater.
49 C.F.R. § 382.211	Using a driver who has refused to submit to an alcohol or controlled substances test required under Part 382.
49 C.F.R. § 382.213(b)	Using a driver known to have used a controlled substance.
49 C.F.R. § 382.215	Using a driver known to have tested positive for a controlled substance.
49 C.F.R. § 382.301(a)	Using a driver before the motor carrier has received a negative pre-employment controlled substance test result.
49 C.F.R. § 382.303(a)	Failing to conduct post accident testing on driver for alcohol and/or controlled substances.
49 C.F.R. § 382.305	Failing to implement a random controlled substances and/or an alcohol testing program.
49 C.F.R. § 382.305(b)(1)	Failing to conduct random alcohol testing at an annual rate of not less than the applicable annual rate of the average number of driver positions.
49 C.F.R. § 382.305(b)(2)	Failing to conduct random controlled substances testing at an annual rate of not less than the applicable annual rate of the average number of driver positions.
49 C.F.R. § 382.309(a)	Using a driver who has not undergone a return-to-duty alcohol test with a result indicating an alcohol concentration of less than 0.02.
49 C.F.R. § 382.309(b)	Using a driver who has not undergone a return-to-duty controlled substances test with a result indicating a verified negative result for controlled substances.
49 C.F.R. § 382.503	Allowing a driver to perform safety sensitive function, after engaging in conduct prohibited by subpart B, without being evaluated by substance abuse professional, as required by § 382.605.
49 C.F.R. § 382.505(a)	Using a driver within 24 hours after being found to have an alcohol concentration of 0.02 or greater but less than 0.04.
49 C.F.R. § 382.605(c)(1)	Using a driver who has not undergone a return-to-duty alcohol test with a result indicating an alcohol concentration of less than 0.02 or with verified negative test result, after engaging in conduct prohibited by part 382 subpart B.
49 C.F.R. § 382.605(c)(2)(ii)	Failing to subject a driver who has been identified as needing assistance to at least six unannounced follow-up alcohol and/or controlled substance tests in the first 12 months following the driver's return to duty.
49 C.F.R. § 392.5(a) or (b)	Driving after being placed out of service for 24 hours for violating the alcohol prohibitions.

- (c) A person who violates the following provisions may be assessed a civil penalty of up to \$1,100.00 for each violation:

<b>Citation</b>	<b>Violation Description</b>
49 C.F.R. § 391.45	Allowing a driver to drive who is not medically examined and certified.
49 C.F.R. § 396.17(a)	Using a commercial motor vehicle not periodically inspected.
Rule 6103(d)(VI)	Operating a motor vehicle after the vehicle was placed out of service and before the required repairs are made.
Rule 6103(d)(VII)	Operating a motor vehicle during a period the driver was placed out of service.
Rule 6107	Knowingly falsify, destroy, mutilate, change, or cause falsification, destruction, mutilation, or change, to any record.

- (d) A person who violates the following recordkeeping provisions may be assessed a civil penalty of up to \$500.00 for each violation up to a cumulative maximum of \$10,000.00:

<b>Citation</b>	<b>Violation Description</b>
49 C.F.R. § 392.6	Scheduling a run that would necessitate the vehicle being operated at speeds in excess of those prescribed.
Rule 6103(c)(II)(D)	Failing to maintain and retain accurate and true time records, including all supporting documents verifying such time records.
Rule 6103(d)(II)	Failing to return the written certification of correction as required by the out-of-service order.
49 C.F.R. § 395.8(a)	Failing to require driver to make a record of duty status.
49 C.F.R. § 395.8(i)	Failing to require driver to forward within 13 days of completion, the original of the record of duty status.
49 C.F.R. § 395.8(k)(1)	Failing to preserve driver's record of duty status and supporting documents for six months.
49 C.F.R. § 396.3(b)	Failing to keep minimum records of inspection and vehicle maintenance.
49 C.F.R. § 396.11(a)	Failing to require driver to prepare driver vehicle inspection report.

- (e) A person who violates 49 C.F.R. Part 383, Subparts B, C, E, F, G, or H may be assessed a civil penalty of \$2,750.00 for each violation.
- (f) A person who violates any provision of rule 6105 may be assessed a civil penalty of \$275.00 for each violation.
- (g) Except as provided in paragraphs (a) through (f) of this rule, a person who violates any other rule may be assessed a civil penalty of up to \$250.00 for each violation.
- (h) For each type of recordkeeping violation, a civil penalty may be assessed up to a cumulative maximum of \$10,000.00.
- (i) With the exception of paragraph (f) of this rule, the provisions relating to the doubling and tripling of civil penalty assessments, found in § 40-7-113(3) and (4), and in paragraphs (g) and (h) of rule 6017, shall not apply to the assessment of civil penalties for safety rule violations.
- (j) Civil penalty assessments are in addition to any other penalties provided by law.

**6107. Records: Falsification, Reproduction, or Alteration.**

No person shall knowingly falsify, destroy, mutilate, change, or cause falsification, destruction, mutilation, or change to any record, subject to inspection by the Commission.



6108. – 6199. [Reserved].

## REGULATED INTRASTATE CARRIER RULES

### Regulated Intrastate Carrier Rules.

#### 6200. Applicability.

Rules 6200 through 6249 apply to all common carriers, all contract carriers, and to all Commission proceedings and operations concerning common carriers and contract carriers as well as applicants, employees, and drivers of such carriers.

#### 6201. Definitions.

In addition to the definitions in rule 6001, the following definitions apply to all carriers and drivers subject to these regulated intrastate carrier rules:

- (a) "Auto livery" or "auto livery service" means the transportation of passengers by common carrier, including the transportation of passengers in scheduled and/or call-and-demand service. This term is only used in historical authorities.
- (b) "Capable," as used in § 40-10.1-204(1), C.R.S., means ready, willing, and able to provide services under the terms of the common carrier's authority. Capability may be evidenced by, among other things, ongoing transportation operations or good faith efforts to conduct such operations under such authority.
- (c) "Call-and-demand," "on call-and-demand," or "call-and-demand service" means the transportation of passengers by a common carrier not on schedule.
- (d) "Chartering party" means a person or group of persons who share a personal or professional relationship whereby all such persons are members of the same affiliated group, including, a family, business, religious group, social organization or professional organization. "Chartering party" does not include groups of unrelated persons brought together by a carrier, transportation broker, or other third party.
- (e) "Charter service" means transportation of a chartering party provided by a common carrier on a call-and-demand basis.
- (f) "Common carrier" means every person directly or indirectly affording a means of transportation, or any service or facility in connection therewith, within this state by motor vehicle or other vehicle whatever by indiscriminately accepting and carrying passengers for compensation; except that the term does not include a contract carrier as defined under § 40-10.1-101(6), C.R.S.; a motor carrier that provides transportation not subject to regulation pursuant to § 40-10.1-105, C.R.S.; or a limited regulation carrier defined under § 40-10.1-301, C.R.S.
- (g) "Contract carrier" means every person, other than a common carrier or a motor carrier of passengers under Part 3 of Article 10.1 of Title 40, C.R.S., who, by special contract, directly or indirectly affords a means of passenger transportation over any public highway of this state.
- (h) "Encumbrancer" means a person seeking or holding an encumbrance (e.g., lien or mortgage) against the authority of a common or contract carrier.

- (i) “Flag stop” means a point of service designated by a common carrier on its filed schedule, which point is located between two scheduled points on the scheduled route. Typically, the common carrier does not designate a specific time for service to the flag stop; if the common carrier does designate a specific time for service, the time is considered to be an approximation.
- (j) “Limousine service” means the transportation of passengers by a common carrier on a call-and-demand basis charged at a per-person rate, and the use of the motor vehicle is not exclusive to any individual or group. The term “limousine service” is distinguished from the term “luxury limousine service” as used in Article 10.1 of Title 40, C.R.S. This term is only used in historical authorities.
- (k) “Outstanding authority” means an existing authority, or any portion thereof, which is not under suspension.
- (l) “Scheduled service,” “on schedule,” or “schedule” means the transportation of passengers by a common carrier between fixed points and over designated routes at established times as specified in the common carrier’s time schedule filed with and approved by the Commission.
- (m) “Shuttle service” means the transportation of passengers by a common carrier on a call-and-demand basis charged at a per-person rate and the use of the motor vehicle is not exclusive to any individual or group.
- (n) “Sightseeing service” means the transportation of passengers by a common carrier on a call-and-demand basis originating and terminating at the same point for the sole purpose of viewing or visiting places of natural, historic, or scenic interest.
- (o) “Special bus service,” “special bus transportation,” or “special bus”, only used in historical authorities, means the transportation of passengers by common carrier:
  - (I) not including ordinary and continuous scheduled service;
  - (II) rendered generally on weekends, holidays, or other special occasions;
  - (III) with a fixed termination date; and
  - (IV) to a number of passengers whom the carrier on its own initiative has assembled into a travel group, through its own promotion and sale of individual tickets, for a trip or tour planned by the carrier.
- (p) “Tacking” means the joinder of two or more separate authorities or two or more separate parts thereof at a common service point for the purpose of providing a through service.
- (q) “Taxicab” means a motor vehicle with a seating capacity of eight or less, including the driver, operated in taxicab service.
- (r) “Taxicab service” means passenger transportation by a common carrier on a call-and-demand basis in a taxicab, with the first passenger therein having exclusive use of the taxicab unless such passenger agrees to multiple loading.
- (s) “Transfer” means, without limitation, any sale, lease, assignment, license, change in ownership, foreclosure of an encumbrance, execution in satisfaction of any judgment or claim, merger, consolidation, or similar transaction in which control of any authority or portion thereof changes from one entity to another, whether voluntarily, by court order, or otherwise.
- (t) “Transferee” means any entity newly acquiring control of any authority from a transferor.

(u) "Transferor" means any entity transferring control of any authority to a transferee.

**6202. Prohibited Operations.**

- (a) Without specific approval by the Commission, no regulated intrastate carrier shall:
- (I) combine or tack two or more separate authorities or two or more separate parts of an authority in order to render a transportation service not authorized by any individual authority or part thereof;
  - (II) extend, enlarge, diminish, change, alter, or vary the territory, route, or service authorized by its authority;
  - (III) serve any point not included in its authority or authorized by statute;
  - (IV) abandon or suspend operations under its authority; or
  - (V) file a tariff or time schedule whose applicability or scope violates this rule.

**6203. Applications to Operate as a Common or Contract Carrier.**

- (a) Any person seeking permanent authority to operate as a common or contract carrier, or permanent authority to extend a common carrier certificate or contract carrier permit, shall file an application. The application shall contain the following information:
- (I) The name, including trade name if applicable, physical address, mailing address, telephone number, and email address of the applicant.
  - (II) The name, mailing address, telephone number, and email address of the applicant's representative to whom the Commission may direct inquiries regarding the application.
  - (III) The name and address of the applicant's Colorado designated agent for service of process, if required by rule 6011.
  - (IV) A statement describing the applicant's business structure (corporation, limited liability company, partnership, sole proprietorship, etc.).
  - (V) If the applicant is a corporation: the name of the state in which it is incorporated; the mailing address and physical address of its principal office; the names of its directors and officers; and a certified copy of its certificate of good standing authorizing it to do business in Colorado, certified within 14 days prior to the filing of the application.
  - (VI) If the applicant is a limited liability company: the name of the state in which it is organized; the mailing address and physical address of its principal office; the name of its managers; and a certified copy of its certificate of good standing authorizing it to do business in Colorado, certified within 14 days prior to the filing of the application.
  - (VII) If the applicant is a partnership: the names, titles, and addresses of all general and limited partners.
  - (VIII) A copy of the applicant's certificate of assumed trade name or trade name registration, if applicable.
  - (IX) A complete description of the authority sought, which shall indicate:

- (A) whether the applicant proposes to operate as a common or contract carrier;
  - (B) the proposed type of service (e.g., charter, shuttle, sightseeing, taxicab, or scheduled, but not limousine, auto livery or special bus), if the applicant proposes to operate as a common carrier;
  - (C) the proposed geographic area of service or the proposed points or routes of service;
  - (D) any proposed restrictions to the authority sought; and
  - (E) a description of the make, model, and year of the motor vehicles proposed to be operated, or if unknown, then a summary of the number and types of motor vehicles proposed to be operated.
- (X) A map or diagram showing the proposed geographic service area, or the proposed points or routes of service, if and in the form requested by the Commission or Commission staff.
- (XI) A statement setting forth the qualifications of the applicant, including managerial, operational, and financial fitness, to conduct the proposed operations.
- (XII) A statement describing the extent to which the applicant, or any person affiliated with the applicant, holds or is applying for authority duplicating or overlapping in any respect the authority at issue in the application.
- (XIII) A statement identifying current authorities issued by either a state or federal agency, authorizing the applicant or any affiliate to provide for-hire transportation of passengers in the state of Colorado.
- (XIV) A statement that the applicant understands the Commission will, in its discretion, cancel any duplicating or overlapping authorities created by granting the application.
- (XV) A statement indicating the town or city where the applicant prefers any hearing to be held.
- (XVI) A statement, signed by the applicant, that the application contains only information that is true and correct to the best of the applicant's knowledge and belief.
- (XVII) If the applicant applies for common carrier authority, the applicant shall demonstrate a public need for the proposed service and that the authority is in the public interest and should be granted. Due to the presumed public need in § 40-10.1-203(2)(b)(II)(B), C.R.S., this demonstration is not required when the proposed service is taxicab service within and between the counties of Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, El Paso, and Jefferson. Any letter of support filed to demonstrate a public need:
- (A) shall contain the author's name, address, and telephone number;
  - (B) should describe the public need;
  - (C) should specifically support the applicant's particular request for authority;
  - (D) should describe whether and how existing service is inadequate;
  - (E) should contain a statement that the letter contains only information that is true and correct to the best of the author's knowledge and belief; and

- (F) shall be signed by the author.
- (XVIII) If the applicant seeks contract carrier authority shall provide a statement of the facts upon which the applicant relies to establish the superior, special, or distinctive nature of the transportation service, or how the transportation service will be specifically tailored to meet the customers' needs. The applicant shall also attach a letter from each proposed customer. Such a letter:
  - (A) shall contain the proposed customer's name, address, and telephone number;
  - (B) should indicate the proposed customer's special or distinctive transportation needs;
  - (C) should specifically support the applicant's particular request for authority;
  - (D) should describe whether there is existing service and how the existing service is inadequate;
  - (E) should contain a statement that the letter contains only information that is true and correct to the best of the proposed customer's knowledge and belief; and
  - (F) shall be signed by the proposed customer.
- (b) Any person seeking temporary authority to operate as a common or contract carrier, shall file an application.
  - (I) The application shall contain all the information specified by paragraph (a) of this rule, modified as follows:
    - (A) any letters of support shall contain the following additional information: an explanation of the immediate and urgent need for the proposed service; whether there is any other transportation service available; if such service is available, a detailed description of the author's efforts to use it and whether it is capable of meeting the author's needs, and the extent to which available transportation services have refused to provide service;
    - (B) the statement of facts shall also establish an immediate and urgent need for the proposed service and that there is no such service capable of meeting the need;
    - (C) the statement in subparagraph (a)(XIX) is not required;
    - (D) a statement shall be included indicating whether the Commission has previously granted to the applicant authority to render all or any part of the proposed service and the decision number granting the authority; and
    - (E) a statement shall be included of the period of time which applicant requests the temporary authority to cover, not to exceed 180 days.
  - (II) The Commission shall not grant temporary authority to provide the same service, including both temporary authority and emergency temporary authority for a total period greater than 180 days.

- (c) Any person seeking emergency temporary authority to operate as a common or contract carrier, shall file an application with the Commission. The application shall contain all the information required by paragraph (b) of this rule, except that the period of time identified in subparagraph (b)(I)(E) shall not exceed 30 days. The application shall include a statement of facts establishing the basis and nature of the emergency need for the proposed service. Any letters of support shall describe the basis and nature of the emergency. Without regard to the period of time in the application, the Commission shall not issue emergency temporary authority for a period greater than 30 days following the effective date of the Commission decision granting the authority.
- (d) The granting of emergency temporary authority creates no presumption that temporary or permanent authority will be granted. The granting of temporary authority creates no presumption that permanent authority will be granted.
- (e) Burden of proof for contract carrier applicants.
  - (I) A contract carrier applicant shall bear the burden of proving that the service it proposes is superior, special, of a distinctive nature, or that the service will otherwise be specifically tailored to meet the potential customers' needs.
  - (II) Such a showing is overcome by an intervenor's showing that the intervenor is ready, willing, and able to meet the potential customers' needs.
  - (III) If the intervenor makes such a showing, the applicant shall bear the burden of proving that the applicant is better suited than the intervenor to meet the needs of the potential customer.
  - (IV) The intervenor may overcome such a demonstration by establishing that the applicant's proposed operation will impair the efficient public service of any common carrier then adequately serving the same geographic area.
  - (V) Nothing in this paragraph shall be construed to direct the sequence of evidence presented by the parties.

**6204. Applications to Voluntarily Abandon or Suspend Authority.**

- (a) A regulated intrastate carrier shall file an application to voluntarily abandon or suspend its authority, or any portion thereof. After ten days' notice, the Commission may either decide such an application without a hearing or set it for hearing. Carrier obligations are not affected by filing of the application; rather they will be determined by Commission decision. The application shall:
  - (I) fully describe why the abandonment or suspension is sought;
  - (II) describe how the abandonment or suspension will affect the public;
  - (III) contain a statement that the application contains only information that is true and correct to the best of the applicant's knowledge and belief; and
  - (IV) be signed by the applicant.
- (b) A regulated intrastate carrier may not request and the Commission shall not grant a voluntary suspension persisting for longer than:
  - (I) twelve consecutive months;
  - (II) twelve months in any 24-month period; or

- (III) two consecutive seasons, for a regulated intrastate carrier operating seasonally.
- (c) In addition to all other applicable requirements, any request for waiver or variance from this time period limitation must demonstrate that the suspension is in the public interest and that alternative service will be available during the period of suspension.

**6205. Application to Encumber, Transfer, Merge, Consolidate, and Acquire Control.**

- (a) No regulated intrastate carrier shall by any means, directly or indirectly, sell, lease, merge, consolidate, assign, license, encumber, or otherwise transfer any right or interest in any portion of said regulated intrastate carrier's authorities, except as specifically provided by Commission order, rule 6205, or Article 11.5 of Title 40, C.R.S.
- (b) Except with regard to foreclosures of encumbrances, executions in satisfaction of a judgment or claim, or transfers pursuant to a court order, only the owners of an authority as shown in the official records of the Commission may transfer the authority. No regulated intrastate carrier shall transfer any authority by means of foreclosure of an encumbrance or by means of an execution in satisfaction of any judgment or claim, except as approved by the Commission. Commission approval of an encumbrance is not authorization to transfer the subject authority.
- (c) An application to encumber any authority, transfer any authority, acquire control of any regulated intrastate carrier, or permit a merger or consolidation of a regulated intrastate carrier with any other entity, shall, if possible, take the form of a joint application submitted by all parties to the transaction. Such an application shall contain all the information below. If an applicant is unable to supply the required information, the applicant shall explain the reason for the lack of information.
  - (I) All applicants shall provide the information required by subparagraphs 6203(a)(I), (II), and (XIV).
  - (II) Transferees and encumbrancers shall provide the information required by subparagraphs 6203(a)(III) - (VIII), and (XI) - (XVI). An application to transfer a contract carrier permit shall include a signed letter of support from each customer.
  - (III) If a transferee or encumbrancer is an executor, trustee, receiver, or other similar representative of the real party in interest: a copy of the court order evidencing the representative's appointment, or other evidence of authority if not under court order.
  - (IV) If the transaction covers only portions of an authority: a statement fully explaining which portions are covered by the transaction and which are not.
  - (V) A complete description of the type of transaction for which the applicants seek Commission approval, together with a statement describing each applicant's role in the transaction.
  - (VI) If the transaction involves an acquisition of stock: a statement of the transferor's total number of outstanding capital stock shares, by class; and the number of shares of each class to be acquired by transferee.
  - (VII) A copy of all agreements concerning the transaction, including a copy of all documents creating a security interest, if any, and a statement of the consideration paid in the transaction.

- (VIII) A statement explaining how the transferee proposes to meet the financial requirements of the transaction, including, if a loan is involved, the amount, maturity, interest rate, and other terms and conditions.
- (IX) A statement setting forth the nature, extent, and proposed disposition of any existing encumbrances against the affected authorities.
- (X) A current copy of each of the letters of authority encompassing the authorities at issue in the application.
- (XI) If the transaction involves the lease of an authority: a copy of the proposed lease and a statement of the lease's effective date and termination date.
- (XII) If a transferor or encumbrancer seeks foreclosure of an encumbrance or execution in satisfaction of any judgment or claim: the transferee's written consent to transfer, or in lieu thereof, a judicial order authorizing unilateral action by the transferor or encumbrancer.
- (XIII) A statement setting forth the qualifications of the transferee, including managerial, operational, and financial fitness, to conduct the proposed operations.
- (XIV) A statement that the applicants understand the Commission will, in its discretion, cancel any duplicating or overlapping authority created by the transaction.
- (XV) A statement setting forth whether the transferor has been and is conducting active, bona fide operations under the authorities at issue in the transaction.
- (XVI) A statement of the facts upon which the applicants rely to show that the application should be granted. The applicants have the burden of proving:
  - (A) that the transferor has not abandoned the authority and has not allowed the authority to become dormant;
  - (B) that the transferor has been and is engaged in bona fide operations under its authority, or the extent to which bona fide operations have been excused because of a Commission-approved suspension;
  - (C) that the transfer is not contrary to the public interest;
  - (D) that the transfer will not result in the common control or ownership of duplicating or overlapping authorities; and
  - (E) that the transferee will engage in bona fide regulated intrastate carrier operations and is fit to do so, except in transfers involving foreclosures of encumbrances, executions in satisfaction of a judgment or claim, or transfers pursuant to a court order.
- (XVII) A statement, signed by the applicants, that the application contains only information that is true and correct to the best of the applicants' knowledge and belief.



- (d) An application filed under § 40-10.1-204, C.R.S., seeking temporary or emergency temporary approval to operate or transfer control of an authority shall be filed concurrently with the permanent application filed under paragraph (c) of this rule. A temporary and/or emergency temporary application shall contain a statement of the facts establishing that failure to grant temporary or emergency temporary approval may result in destruction of or injury to the utility's properties sought to be acquired, or to interfere substantially with their future usefulness in the performance of adequate and continuous service to the public. In the case of an emergency temporary application, the application shall contain a statement explaining the nature and extent of the emergency.
- (e) Upon approval of a transfer application a transferee shall not begin operations until after the Commission has advised the transferee that it is in compliance with all requirements and is authorized to begin operations. In accordance with the timelines set forth by the Commission's decision, the transferee shall:
  - (I) file with the Commission an adoption notice, in a form available from the Commission, whereby the tariff and/or time schedule of the transferor shall become those of the transferee until changed;
  - (II) cause to be filed with the Commission proof of insurance as required by Commission rules; and
  - (III) pay the issuance fee and annual motor vehicle fee.
- (f) The transferor of any authority or permit shall not cancel its insurance, surety bond, or tariffs until the Commission has approved the transfer, the transferee has filed all required documents in the transferee's own name, and the Commission has advised the transferee that it is authorized to begin operations.
- (g) Upon approval of a permanent transfer application, the transferor and transferee shall file a Commission-prescribed acceptance of transfer form. The form shall be signed by both parties, indicating acceptance of the terms and conditions of the decision authorizing the transfer. The Acceptance of Transfer shall contain a statement indicating that the transferee has complied, and will comply, with all provisions of the agreement of sale, lease, or other transfer.
- (h) When the Commission authorizes the transfer of control of one regulated intrastate carrier to another regulated intrastate carrier on a permanent basis, the adoption notice and adopted tariffs and time schedules shall be valid for a maximum of 120 days from the date of issuance of the authority, or as otherwise ordered by the Commission.
- (i) Within 60 days from approval of the permanent transfer of the authority, the transferee shall file an advice letter and tariff in the transferee's name in accordance with Commission rules.
- (j) The granting of emergency temporary authority to operate or transfer control creates no presumption that temporary or permanent authority will be granted. The granting of temporary authority to operate or transfer control creates no presumption that permanent authority will be granted.
- (k) If temporary or emergency temporary authority to assume operating control is not made permanent, transferor shall file an adoption notice reassuming permanent operating control. The transferor shall also post the adoption notice in a prominent public place in each terminal facility and office of the transportation utility, and shall make the adoption notice available for public inspection at each terminal and office. The temporary or emergency temporary authority assumed by the transferee expires on the effective date of the transferor's adoption notice reassuming permanent operating control.

**6206. Duplicating or Overlapping Authorities.**

The Commission shall cancel duplicating or overlapping authorities that arise as a result of any grant, extension, or other modification to a certificate or permit.

**6207. Tariffs.**

- (a) A regulated intrastate carrier shall keep on file with the Commission, at all times, approved tariffs clearly showing rates, charges, and collections to be assessed for all transportation and accessorial services and disclosing all rules and conditions relating to rates or service.
- (b) Tariff compliance.
  - (I) No regulated intrastate carrier may operate its motor vehicles without having approved tariffs on file with the Commission.
  - (II) No regulated intrastate carrier shall disseminate to any person information contrary to the information contained in its approved tariff.
  - (III) No regulated intrastate carrier shall operate in conflict with its approved tariff.
- (c) A common carrier shall ensure that a copy of its approved tariff is available for public inspection, at all reasonable times, in each of the common carrier's offices or terminals transacting business with the public.
- (d) Every taxicab carrier shall publish, in its tariffs, reduced fares applicable to each passenger being transported under a multiple loading arrangement. The calculated fare for each passenger in a multiple load shall be reduced by a minimum of 20 percent.
- (e) A contract carrier shall ensure that:
  - (I) Its tariff includes the provisions required by paragraph 6209(d) or incorporates the written contract into tariff by attaching a copy of the contract to the tariff.
  - (II) It is paid in accordance with its approved tariff.
    - (A) The tariff shall provide for payment to the contract carrier only:
      - (i) by the Commission-approved person with whom the contract carrier has directly contracted; or
      - (ii) by such entity's agent for distribution of payment.
    - (B) The tariff shall not provide for payment from an individual passenger, unless:
      - (i) such passenger is the Commission-approved person specifically named in the contract carrier's permit; or
      - (ii) the Commission specifically so approves.
- (f) Unless this rule specifies otherwise, the provisions of rules 1210 and 1305 of the Commission's Rules of Practice and Procedure govern the tariffs and advice letters of regulated intrastate carriers. In addition to the requirements of subparagraph 1210(b)(I)(A), the tariff's title page shall contain the regulated intrastate carrier's common carrier certificate or contract carrier permit numbers to which the tariff applies.

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- (g) A regulated intrastate carrier filing a tariff for newly granted or extended authority shall do so on no less than:
- (I) one day notice for emergency temporary authority;
  - (II) five days' notice for temporary authority; and
  - (III) ten days' notice for permanent authority.
- (h) A regulated intrastate carrier proposing a tariff to replace or modify an existing tariff shall not implement such change except after 30 days notice to the Commission and the public. The regulated intrastate carrier shall file, upon the request of Commission staff, additional supporting documentation to justify the proposed tariff. The justification should include an explanation of the circumstances and data relied upon in requesting approval of the proposed tariff.
- (i) In addition to the notice required by § 40-3-104, C.R.S., and the notice requirements of the Rules of Practice and Procedure, a common carrier filing an advice letter and proposed tariff pages shall give notice as follows:
- (I) The common carrier shall post notice of its proposed tariff pages, concurrently with the filing of the advice letter with the Commission.
    - (A) Notice shall be posted in a prominent public place in each terminal facility and office of the common carrier.
    - (B) Notice shall be posted on the carrier's website. In the event that a carrier does not have a website, such carrier shall post notice of its proposed tariff pages in a newspaper of general circulation which covers the localities or areas of the state where people affected by the proposed tariff change reside. Such notice shall appear in the newspaper at least 20 days prior to the proposed effective date. A common carrier utilizing this form of notice shall file an affidavit of publication prepared by the newspaper, or a copy of the published notice, with the Commission no later than seven days prior to the proposed effective date.
    - (C) Notice shall be posted in the passenger compartment of each motor vehicle used in the transportation of passengers affected by the proposed tariff pages.
    - (D) The notice shall remain posted for a minimum of 20 days from the date filed with the Commission.
  - (II) The common carrier shall include in such notice: the proposed changes; the proposed effective date; a statement that a written objection may be filed with the Commission; a statement that any objection must be filed at least ten days prior to the proposed effective date; and the Commission's address and website where objections may be filed.
- (j) An application to amend a tariff on less notice than otherwise required by these rules shall only be granted for good cause. The application shall contain the proposed advice letter and tariff, information fully explaining the circumstances and data relied upon to justify why the tariff amendment is sought, why it should be made on lesser notice, and how the tariff change will affect the public if approved. Notice of an application requesting lesser notice shall be given as follows:
- (I) The common carrier shall post notice of its proposed tariff amendment concurrently with the filing of the proposed amendment with the Commission.

- (A) Notice shall be posted in a prominent public place in each terminal facility and office of the common carrier.
  - (B) Notice shall be posted on the carrier's website.
  - (C) Notice shall be posted in the passenger compartment of each motor vehicle used in the transportation of passengers affected by the proposed amendment.
  - (D) The notice shall remain posted until the Commission approves or rejects the application.
- (II) The common carrier shall include in such notice: the proposed changes; the proposed effective date; a statement that the Commission may grant or deny the application; a statement that a written objection may be filed with the Commission; a statement that an objection may only be filed prior to the date that the Commission grants or denies the application; and the Commission's address and website where objections may be filed.
- (k) If the Commission rejects a tariff, the tariff number contained in it shall not be used again. The tariff or amendment shall not be referred to afterwards as canceled, amended, or otherwise.

**6208. Time Schedules.**

- (a) No scheduled common carrier may operate its motor vehicles without having approved time schedules on file with the Commission. No such common carrier shall operate in conflict with its approved time schedules.
- (b) No scheduled common carrier shall disseminate to any person information contrary to the information contained in its approved time schedules.
- (c) A common carrier shall promptly report in writing to the Commission and shall communicate to the affected public any interruption of regular service for 24 continuous hours or more, explaining in detail the cause and anticipated length of the service interruption.
- (d) A scheduled common carrier shall designate its flag stops on its schedule. Such a common carrier shall drive by each flag stop in such close proximity and speed as to be able to reasonably assess whether passengers are waiting for service. Failure to stop for a waiting passenger constitutes prima facie evidence of a violation of subparagraph 6202(a)(II).
- (e) A scheduled common carrier shall ensure that a copy of its approved time schedule is available for public inspection, at all reasonable times, in each of the common carrier's offices or terminals transacting business with the public. The common carrier shall carry copies of its time schedules in its scheduled motor vehicles, and shall furnish them to passengers upon request.
- (f) Time schedules shall be filed with the Commission as part of the scheduled common carrier's tariff, in accordance with applicable provisions of rule 6207. At a minimum, time schedules shall contain the following:
  - (I) a statement of the scope of the time schedule, describing the route or points to which the time schedule applies;
  - (II) an explanation of the symbols, reference marks, and abbreviations used;
  - (III) one or more lists of all scheduled stops and all flag stops, in geographical order, designating the departure and/or arrival times for the scheduled stops, as appropriate;

- (IV) a statement whether service is daily or otherwise, and if otherwise a statement describing the other service;
- (V) the address of each scheduled stop, if such address exists, otherwise a description sufficient to notify the Commission and the public regarding the location of the scheduled stop; and
- (VI) any other appropriate information regarding the service the common carrier desires to perform.

**6209. Contract Carrier Contracts.**

- (a) Except as otherwise permitted by law, a contract carrier shall not enter into a contract for transportation with any person not named in the contract carrier's permit.
- (b) Except as otherwise permitted by law, a contract carrier shall not engage in any act of transportation for compensation except in compliance with the contract between the contract carrier and the person named in the contract carrier's permit.
- (c) Contracts shall be written.
- (d) At a minimum, all contracts shall specify the following:
  - (I) the names of the parties to the contract;
  - (II) the provisions regarding the scope and terms of transportation and accessorial services to be provided; and
  - (III) the date(s) and terms of the contract, including rates.
- (e) A contract carrier shall not operate in conflict with the contract carrier's permit.
- (f) A contract carrier shall not operate in conflict with the contract carrier's tariff.

**6210. Refusal of Service, Driver Courtesy.**

- (a) No regulated intrastate carrier or driver may refuse to transport any passenger unless: the passenger is acting in an unlawful, disorderly, or endangering manner; there is a previous commitment of the equipment; or the passenger is unable to care for himself or herself, if not in the charge of a responsible companion or attendant. Except where there is a previous commitment of the equipment, a driver shall immediately report to the carrier any refusal to transport a passenger.
- (b) Every regulated intrastate carrier shall ensure that its drivers provide its passengers with courteous service promoting the passengers' comfort and convenience. Drivers shall not behave discourteously. Discourteous service by a driver includes, but is not limited to, instances involving profanity, obscenity, assault, or the making of derogatory sexual or racial remarks towards passengers or other persons. Passenger's or other person's conduct, especially if it is unlawful, disorderly, or endangers others, is a factor to consider in determining whether a driver behaves discourteously.

**6211. [Reserved].**

**6212. Annual Reports.**

- (a) Each regulated intrastate carrier shall file with the Commission an annual report on a Commission-prescribed form on or before April 30 of each year. The regulated intrastate carrier shall complete all sections of the annual report applicable to said regulated intrastate carrier for the 12-month period ending on December 31 of the previous calendar year.
- (b) When the Commission grants a permanent transfer of authority, the transferor shall complete a terminating annual report on a Commission-prescribed form, which report shall cover the period from January 1 to the date of the decision approving the transfer.
- (c) A principal of the regulated intrastate carrier shall sign the certification of the annual report or terminating annual report. In all annual report filings, the regulated intrastate carrier shall comply with subparagraph 1204(a)(III) and rule 1100 et seq, of the Commission's Rules of Practice and Procedure.

**6213. Age of Motor Vehicles.**

- (a) Intrastate regulated carriers operating vehicles with a seating capacity of 15 or less shall not use vehicles older than 12 model years as of July 1 of each year.
- (b) The counting of model years shall begin with the present calendar year. By way of example, between July 1, 2011, and June 30, 2012, counting backwards, 2011 is the first model year, 2010 is the second model year, and so forth.
- (c) An intrastate regulated carrier operating vehicles that are over 12 model years old as of August 1, 2012, shall have until July 31, 2014, to comply with paragraph (a) for those specific vehicles.
- (d) A vehicle that would otherwise be subject to this rule that is equipped with ramps, lifts, or other special devices to facilitate the loading, unloading, or transportation of individuals with disabilities is exempt from the requirements of this rule if all such devices are in good working order.

**6214. Condition of Motor Vehicles.**

Vehicles operated by intrastate regulated carriers shall be in good physical condition. The Commission's enforcement officials shall use the following general guidelines in determining if a vehicle is in good physical condition:

- (a) The body of the vehicle has a good, unfaded paint job; is devoid of dents, rust, broken trim, and cracked windows; and
- (b) Except for problems caused by current weather conditions, the interior of the vehicle is clean, and has no major tears, cracks, or stains upon the upholstery, headliner, and carpeting.

**6215. Forms of Payment.**

A common carrier may accept any form of payment, but must accept MasterCard and Visa credit cards.

**6216. Regulated Intrastate Carrier Violations, Civil Enforcement, and Civil Penalties.**

- (a) A person who violates any of the following provisions may be assessed a civil penalty of up to \$1,100.00 for each violation of:

- (I) § 40-10.1-201(1), C.R.S., or § 40-10.1-202(1), C.R.S.;
  - (II) § 40-10.1-205, C.R.S.; rule 6202; or paragraph 6205(e);or
  - (III) § 40-10.1-206, C.R.S.; subparagraph 6207(b)(I); or paragraph 6208(a).
- (b) A violation of subparagraph 6207(b)(II), paragraph 6209(a), paragraph 6210(a), or rule 6212 regarding filing an annual report may result in the assessment of a civil penalty of up to \$550.00 for each violation.
- (c) A violation of subparagraph 6207(b)(III) may result in the assessment of a civil penalty as follows for each violation:
- (I) up to \$275.00 for an overcharge of \$25.00 or less;
  - (II) up to \$550.00 for an overcharge greater than \$25.00 but less than or equal to \$50.00; and
  - (III) up to \$1,100.00 for an overcharge greater than \$50.00.
- (d) Except as provided for in paragraphs (a), (b), and (c) of this rule, a person who violates any provision of Part 2 of Article 10.1 of Title 40, C.R.S., or any provision of these regulated intrastate carrier rules may be assessed a civil penalty of up to \$275.00 for each violation.
- (e) Civil penalty assessments are in addition to any other penalties provided by law.

**6217. – 6249. [Reserved].**

**Taxicab Carrier Rules**

**6250. Applicability of Taxicab Carrier Rules.**

Rules 6250 through 6258 apply to all common carriers providing taxicab service. Nothing in these taxicab carrier rules shall alter, amend, modify, suspend, or otherwise affect specific provisions, limitations, or requirements in any authority issued to any common carrier prior to the adoption of these rules.

**6251. Definitions.**

In addition to the definitions in rule 6001, and the definitions applicable to common and contract carriers in rule 6201, the following definitions apply to all common carriers providing taxicab service:

- (a) “Access fee” means the fee assessed by an airport for the use of its facilities for one trip levied upon motor carriers transporting passengers to, from, or at an airport.
- (b) “Base area” means a geographic area in which a taxicab carrier is authorized to provide point-to-point service.
- (c) “Close proximity”, as referenced in § 40-10.1-203, C.R.S., means within a one-mile radius and 20 minutes from the drop-off location and time.
- (d) “DIA” means Denver International Airport.
- (e) “Live meter” means any taxicab meter that, without intervention from the driver, automatically calculates changes in rates for taxicab service due to waiting time, traffic delay, or changes in the taxicab's speed.

- (f) "Multiple loading" means the sharing of a taxicab ride, or portion thereof, by unrelated traveling parties.
- (g) "Taxicab carrier" means a common carrier with authority to provide taxicab service.
- (h) "Time call" means a customer's communication with a common carrier requesting a specific date and time for service (otherwise known as an appointment), or the common carrier's service provided in response to the customer's communication, as the context requires.

**6252. Notices.**

Each taxicab carrier shall post the following notices, as applicable, on the inside of the left window immediately behind the driver's window or on the back of the front seat of each taxicab it operates. Except as provided in subparagraph (f), the font size of such notice shall be at least 14-point characters and the font size of the cab number shall be at least 24-point characters. The taxicab carrier shall complete all blanks in the notices.

- (a) The following notice shall be placed in all taxicabs:

NOTICE

Cab No. \_\_\_\_\_

The driver of this taxicab shall not load other passengers without the permission of the first passenger.

Additional charges may apply for additional passengers, passenger drop offs, baggage and packages, waiting time, pets, and toll charges or access fees.

Report any problems to the Public Utilities Commission at (303) 894-2070.

- (b) If the taxicab carrier uses meters only, the notice shall state:

Fares are calculated by use of a meter. The meter fares are \_\_\_\_\_ for the first \_\_\_\_\_ mile plus \_\_\_\_\_ for each additional \_\_\_\_\_ mile.

- (c) If the taxicab carrier uses a live meter, the notice shall state:

The meter will automatically change to a time charge of \_\_\_\_\_ per minute when the taxicab's speed is less than \_\_\_\_\_ miles per hour.

- (d) If the taxicab carrier uses odometers only, the notice shall state:

Fares are calculated by use of the odometer. The fares are \_\_\_\_\_ for the first \_\_\_\_\_ mile, plus \_\_\_\_\_ for each additional \_\_\_\_\_ mile.

- (e) If the taxicab carrier uses both meters and odometers, such notice shall contain the information specified by paragraphs (b), (c), and (d), as applicable.

- (f) If the taxicab carrier serves DIA subject to the rate provided for in rule 6257 the notice shall contain a zone map showing the zones and, except for airport access fees and drop charges, the applicable rate in each zone. The font size may be no less than 12-point characters.



**6253. Service: Multiple Loading; Routing; Quality.**

- (a) Multiple loading.
  - (I) No taxicab carrier or taxicab driver shall engage in multiple loading from a common point of origin or from separate locations if the taxicab driver receives the second request for service via the taxicab company's dispatch system, unless the first passenger occupying the taxicab agrees to multiple loading.
  - (II) If the first passenger agrees to the multiple load, the taxicab driver shall advise the first passenger that the meter charge from his/her origin to destination will be reduced by the percentage named in the taxicab carrier's tariff. The taxicab driver shall also advise the second passenger that the meter charge from his/her origin to destination will be reduced by the percentage named in the taxicab carrier's tariff.
- (b) A taxicab carrier shall ensure that passenger transportation shall be by the shortest possible route between the origin and destination; provided, however, that a passenger may agree to an alternate route or designate the route he or she wishes to travel, if the taxicab carrier has first advised the passenger regarding the extent of deviation from the shortest possible route.
- (c) When a customer calls a taxicab carrier for service, the taxicab carrier shall request a phone number or email address from the passenger and give an estimated time of pickup. Unless its effective tariff specifies a different time, the taxicab carrier shall arrive at the pickup location within 30 minutes from the time the customer first requested service or within five minutes of a time call, whichever is applicable. The time restriction is limited to pickup locations within a 25-mile radius of the taxicab carrier's dispatch center. A taxicab carrier need not provide time call service if doing so would conflict with the 30-minute margin (or such other margin specified in the taxicab carrier's effective tariff) allowed a taxicab carrier under this paragraph. A delay under this rule shall be excused if:
  - (I) the customer has left the passenger's telephone number or email address with the taxicab carrier;
  - (II) the taxicab carrier notifies the passenger regarding the delay; and
  - (III) such delay is caused by inclement weather, traffic congestion, or other circumstances beyond the control of the taxicab carrier.

**6254. Additional Service Requirements for Taxicab Carriers Operating Within or Between Counties with a Population Density of 40 or More People per Square Mile.**

Taxicab carriers operating within or between counties with a population density of 40 or more people per square mile based on the most recent federal census shall be subject to the additional requirements of this rule. To the extent of conflict between rule 6254 and the regulated intrastate carrier rules, the requirements of rule 6254 shall prevail

- (a) Hours of operation. Taxicab carriers shall be available to provide service 24 hours per day, every day of the year.
- (b) Age of motor vehicles. The maximum age of motor vehicles shall be ten model years.
- (c) A taxicab otherwise subject to this rule that is equipped with ramps, lifts, or other special devices to facilitate the loading, unloading, or transportation of individuals with disabilities is exempt from the requirements of paragraph 6213(a) and paragraph (b) of this rule if all such devices are in good working order.

**6255. Additional Service Requirements for Taxicab Carriers Operating Within and Between the Counties of Arapahoe, Adams, Boulder, Broomfield, Denver, Douglas, El Paso, and Jefferson.**

Taxicab carriers operating within or between the counties of Arapahoe, Adams, Boulder, Broomfield, Denver, Douglas, El Paso, and Jefferson shall be subject to the additional requirements of this rule. To the extent of conflict between rule 6255 and other taxicab carrier rules, the requirements of rule 6255 shall prevail.

- (a) Communications and dispatch.
  - (I) Taxicab carriers shall obtain and advertise a central telephone number by which the public may call and request service.
  - (II) Taxicab carriers shall employ a communications system capable of contacting each of its taxicabs in service. The communications system shall have the ability to “broadcast” to all motor vehicles in the fleet at the same time.
  - (III) Beginning January 1, 2014, taxicab carriers shall employ a GPS-based, digital dispatch system that tracks and records driver hours or service, and records and reports trip information including origination point and customer wait times.
  - (IV) Beginning January 1, 2014, taxicab carriers shall employ a GPS-based, digital dispatch system that records and reports driver location and on-duty time. Said system must log a driver on-duty when the driver’s assigned vehicle is within two miles of Denver International Airport or Colorado Springs Municipal Airport, and 500 feet of any known taxi stand.
  - (V) Beginning January 1, 2014, taxicab carriers shall employ a GPS-based digital dispatch system that locks out any driver who has exceeded on-duty hours of service maximums.
  - (VI) Beginning January 1, 2014, taxicab carriers shall lockout, for a minimum of eight hours, a driver who has exceeded on-duty hours of service maximums. Drivers who are locked-out, shall not be allowed access to the carriers dispatch system, credit card processing system, and metering system.
  - (VII) Beginning January 1, 2014, taxicab carriers shall log a driver as being on-duty when the vehicle assigned to said driver, enters an area no less than two miles of Denver International Airport or Colorado Springs Municipal Airport, or 500 feet of known taxi stands.
- (b) Age of motor vehicles. The maximum age of motor vehicles shall be eight model years. A taxicab carrier operating vehicles that are over eight model years old as of August 1, 2012, shall have until July 31, 2014, to comply with this paragraph for those specific vehicles.
- (c) A taxicab otherwise subject to this rule that is equipped with ramps, lifts, or other special devices to facilitate the loading, unloading, or transportation of individuals with disabilities is exempt from the requirements of paragraph 6213(a) and paragraph(b) of this rule if all such devices are in good working order.

**6256. Record Keeping.**

- (a) A taxicab carrier shall maintain in its files, for a minimum of one year from the date a customer requested service, the following data for each trip:

- (I) the taxicab number;
  - (II) the driver's name;
  - (III) the date and time of the customer's request for service;
  - (IV) the address, date, and time of the customer's pickup; and
  - (V) the address of the customer's destination.
- (b) If multiple loading is applicable for a given trip, then the data shall reflect the requirements of this rule for each party involved in the multiple loading trip.

**6257. Total Charges for Transportation to and from Denver International Airport.**

Taxicab carriers authorized to provide service to or from any portion of the zones listed in this rule shall be subject to all the provisions of this rule.

- (a) The total charge established pursuant to this rule shall be the only authorized taxicab rates for service between points in the zones described by this rule, on the one hand, and DIA, on the other hand. These charges shall be the rates in effect for every taxicab carrier subject to this rule.
- (b) Taxicab drivers shall inform passengers of the total charge prior to commencing the trip.
- (c) Rates for taxicab service between a defined zone and DIA.
  - (I) Taxicab carriers shall charge the rates permitted by this rule for service between DIA and the zones defined below. Taxicab carriers providing service between DIA and the zones listed in this rule shall not charge live meter rates, (including any charge for mileage, waiting time, and traffic delay). Only as specifically authorized below, taxicab carriers providing service between DIA and the zones listed in this rule may charge airport access fees or for additional passengers in one traveling party.
  - (II) The total charge between DIA and any point within a defined zone shall be the zone rate, plus any applicable airport access fee, plus any applicable per drop fee.
  - (III) Zone A: The zone rate for transportation between DIA and any point in Zone A shall be \$51.00.
  - (IV) Zone B: The zone rate for transportation between DIA and any point in Zone B shall be \$57.00.
  - (V) Zone C: The zone rate for transportation between DIA and any point in Zone C shall be \$84.00.
  - (VI) Access fees as established by DIA for the use of its facilities for one trip levied upon the taxicab.
  - (VII) A drop fee of \$5.00 may be charged for each additional drop within a zone required by members of one traveling party.

- (d) The zones established in this rule include the following:
- (I) Zone A (Downtown Denver): Beginning at the intersection of Clarkson Street and Park Avenue West, then northwest on Park Avenue West to Interstate 25, then south on Interstate 25 to 13th Avenue, then east on 13th Avenue to Speer Boulevard, then southeast on Speer Boulevard to 11th Avenue, then east on 11th Avenue to Clarkson Street, then north on Clarkson Street to the point of beginning.
  - (II) Zone B (Denver Technological Center): Beginning at the intersection of Dayton Street and Arapahoe Road, then north on Dayton Street to Belleview Avenue, then west on Belleview Avenue to Yosemite Street, then north on Yosemite Street to Quincy Avenue, then west on Quincy Avenue to Monaco Street, then south on Monaco Street to Belleview Avenue, then east on Belleview Avenue to Quebec Street, then south on Quebec Street to Arapahoe Road, then east on Arapahoe Road to the point of beginning.
  - (III) Zone C (Boulder): The area within the city limits of the City of Boulder, Colorado, as such city limits exist on the day these Transportation by Motor Vehicle Rules become effective.
- (e) Additional requirements with multiple loading.

The taxicab driver shall inform the parties of the total charge prior to departing from the point of origin of the second traveling party and advise the parties they must determine how much of the total charge each party is obligated to pay. The total charge may be approximated for taxicab service provided under subparagraphs (I), (II), or (III) of this paragraph.

- (I) If the first party is dropped at a point within a defined zone and additional parties are at different points in the same zone, the total charge shall be the appropriate zone rate, plus any applicable airport access fee, plus a \$5.00 charge for each additional drop within the zone.
- (II) If the first party is dropped at a point within a defined zone and the second party is dropped at a point outside of any defined zone the charge for the first party shall be the appropriate zone rate plus the agreed portion of applicable airport access fees. The charge for the second party shall be the meter fare from the first drop point to the second drop point, plus the agreed portion of applicable airport access fees.
- (III) If the first party is dropped at a point outside of the defined zones, the rates established in this rule shall not apply.

**6258. Taxicab Violations, Civil Enforcement, and Civil Penalties.**

- (a) A person who violates subparagraph (c)(I) of rule 6257 may be assessed a civil penalty as follows for each violation:
- (I) Up to \$275.00 for an overcharge of \$25.00 or less.
  - (II) Up to \$550.00 for an overcharge greater than \$25.00 but less than or equal to \$50.00.
  - (III) Up to \$1,100.00 for an overcharge greater than \$50.00.
- (b) A violation of paragraph (b) of rule 6253 may result in the assessment of a civil penalty of up to \$550.00 for each violation.

- (c) Except as provided for in paragraphs (a) and (b) of this rule, a person who violates any provision of these Taxicab Carrier Rules or § 42-3-236, C.R.S. may be assessed a civil penalty of up to \$275.00 for each violation.
- (d) Civil penalty assessments are in addition to any other penalties provided by law.

**6259. - 6299. [Reserved].**

## **LIMITED REGULATION CARRIER RULES**

### **6300. Applicability of Limited Regulation Carrier Rules.**

Rules 6300 through 6399 apply to all limited regulation carriers and to all Commission proceedings and operations concerning limited regulation carriers, permit holders, employees, and drivers.

### **6301. Definitions.**

In addition to the definitions in rule 6001, the following definitions apply to all carriers subject to these limited regulation carrier rules:

- (a) "Charter basis" means on the basis of a contract for transportation whereby a person agrees to provide exclusive use of a motor vehicle to a single chartering party for a specific period of time during which the chartering party has the exclusive right to direct the operation of the vehicle, including, selection of the origin, destination, route, and intermediate stops.
- (b) "Charter order" means a paper or electronic document that memorializes the contract for luxury limousine or off-road scenic charter service for a specific period of time reasonably calculated to fulfill the purpose of the contract. A charter order shall state the charge, the charge method, or a reasonable estimate of the charge. A charter order also shall contain the name and telephone number of the person contracting on behalf of the passengers; the name and telephone number of at least one passenger; the name, telephone number, and PUC number of the carrier and, if different from the carrier, of the driver; pickup time; and pickup address. A copy of the charter order shall be maintained for at least one year following the provision of service.
- (c) "Chartering party" means a person or group of persons who share a personal or professional relationship whereby all such persons are members of the same affiliated group, including, a family, business, religious group, social organization or professional organization. "Chartering party" does not include groups of unrelated persons brought together by a carrier, transportation broker, or other third party.
- (d) "Luxury limousine carrier" means every person that provides luxury limousine service.
- (e) "Luxury limousine service" means a specialized, luxurious transportation service provided on a prearranged charter basis as defined in paragraph 6301(a), memorialized in a contract. "Luxury limousine service" may not include taxicab service or any service provided between fixed points over regular routes at regular intervals.
- (f) "Prearranged" means that the charter order for luxury limousine service is entered into electronically or telephonically prior to provision of the service, or entered into in writing prior to the arrival of the luxury limousine at the point of departure.

**6302. – 6303. [Reserved].**

**6304. Exterior Vehicle Markings, Signs, or Graphics.**

- (a) Except as otherwise provided in this rule, no person shall have any exterior signs or graphics on a luxury limousine.
- (b) The carrier's permit number preceded by "LL" or "PUC LL" or "CO PUC LL" shall be of a size and color readily visible from 50 feet, but in any case not less than one and a half inches tall and not more than three inches tall. The markings may be displayed on either the front and rear of the motor vehicle or on both sides.
- (c) Signs or graphics located inside the luxury limousine that are readily legible from the outside shall be deemed to be exterior signs and graphics.
- (d) Nothing in this rule shall prohibit the following:
  - (I) markings, signs, or graphics otherwise required by law, including those required by any rule of the Commission, the Colorado Department of Public Safety, the FMCSA, or an airport authority;
  - (II) markings, signs, or graphics attached by any law enforcement agency; or
  - (III) signs or graphics attached by the motor vehicle manufacturer or dealership for the purpose of identifying the manufacturer, dealership, or the motor vehicle's make or model.

**6305. Luxury Limousine Features.**

- (a) In addition to compliance with the safety rules, each luxury limousine carrier shall otherwise ensure that its motor vehicles are in good physical condition. The Commission shall use the following guidelines in determining if a vehicle is in good physical condition:
  - (I) The body of the luxury limousine has a good, unfaded paint job; is devoid of dents, rust, broken trim, and cracked windows; and
  - (II) Except for problems caused by current weather conditions, the interior of the luxury limousine is clean, free of offensive odors, and has no major tears, cracks, or stains upon the upholstery, headliner, and carpeting.
- (b) Age of Motor Vehicles. Except for luxury limousines covered under subparagraph 6308(a)(IV), luxury limousine carriers shall not use vehicles older than ten model years as of July 1 of each year. For purposes of this rule, the counting of model years shall begin with the present calendar year. By way of example, between July 1, 2011, and June 30, 2012, counting backwards, 2011 is the first model year, 2010 is the second model year, and so forth.

**6306. - 6307. [Reserved].**

**6308. Luxury Limousine.**

- (a) A luxury limousine is:
  - (I) Stretched limousine, which is a motor vehicle whose wheelbase has been lengthened beyond the original manufacturer's specifications.

- (II) Executive car, which is a motor vehicle that has four doors and is:
  - (A) a sedan, crossover, or sport utility vehicle manufactured by: Acura, Audi, Bentley, BMW, Cadillac, Ferrari, Infiniti, Jaguar, Lexus, Lincoln, Maserati, Mercedes-Benz, Porsche, or Rolls Royce; or
  - (B) one of the following: Chrysler 300, Hyundai Equus, Saab 9-5, Chevrolet Suburban, Chevrolet Tahoe, Ford Excursion, Ford Expedition, GMC Yukon, Hummer (all models, excluding sport utility truck version).
- (III) Executive van, which is a motor vehicle built on a cutaway chassis, a motor coach, or a van (but not a minivan as classified by the original manufacturer) whose interior has been enhanced by the installation of either:
  - (A) Captain's chairs, couch seats, or similar seating in place of standard bench seating; or
  - (B) Both of the following:
    - (i) An electronic video media system such as television with DVD that is securely attached to the motor vehicle in a professional manner. The screen shall have a diagonal measurement of at least ten inches, be viewable by passengers seated to the rear of the driver, and be in compliance with 49 C.F.R., § 393.88.
    - (ii) Beverages and beverage service amenities, including at least an ice container and glasses or cups. The beverages and amenities shall be securely positioned inside a console or cabinet located inside the passenger compartment, to include any containment system, console and cup holder built into the motor vehicle by the manufacturer, and securely attached to the motor vehicle in a professional manner. The beverages are not required to be alcoholic in nature.
- (IV) Other limousine, which is a classic, antique, or specially built motor vehicle that has or had a retail value of \$50,000.00 or more.

**6309. Luxury Limousines – Operational Requirements, Prearrangement Required.**

- (a) No person shall provide luxury limousine service, or a service ancillary to luxury limousine service, except on a prearranged charter basis.
- (b) The fact that the drop off time is amended in a charter order during the course of performance (i.e., the amended drop off time is agreed to before the original drop off time is reached) does not, in and of itself, mean that such transportation is not on a prearranged charter basis. All requirements of a charter order apply equally to the amended charter order.
- (c) Although a charter order must be for a specific period of time reasonably calculated to fulfill the purpose of the charter, these rules do not prohibit terms addressing time in excess of such calculated specific period of time.
- (d) Without affecting any other requirement of these rules, a luxury limousine carrier shall, at all times when providing luxury limousine service, carry in each vehicle a charter order. However, the total charge for the specific period of time may be omitted or stricken from the copy of the charter order carried in each vehicle.

- (e) A luxury limousine carrier shall not station a luxury limousine within one hundred feet of a recognized taxicab stand, a designated passenger pickup point at an airport, a hotel, or a motel without the completed charter order in the vehicle. A luxury limousine carrier shall not station a luxury limousine at the point of departure more than forty-five minutes prior to the pickup time noted on the charter order.
- (f) A luxury limousine carrier shall provide the charter order immediately upon request by any enforcement official or airport authority.
- (g) Prior to the provision of service, a luxury limousine carrier shall provide the other party to the contract underlying the charter a paper or electronic copy of the charter order.
- (h) If a passenger is not a party to the contract underlying the charter, the luxury limousine carrier shall provide at least one passenger with name and telephone number of the carrier and, if different from the carrier, of the driver providing the transportation service at the point of departure.

**6310. Luxury Limousine Service – Presumptions.**

- (a) A person shall be presumed to have provided luxury limousine service in violation of paragraph 6309(a) if, without prearrangement, such person:
  - (I) accepts payment for the transportation of the chartering party at the point of departure;
  - (II) makes the luxury limousine available to the chartering party at the point of departure;
  - (III) negotiates the immediate availability of, or the price for immediate use of, the luxury limousine at or near the point of departure;
  - (IV) loads the chartering party or its baggage into the luxury limousine; or
  - (V) transports the chartering party in the luxury limousine.
- (b) A luxury limousine carrier that charges or offers to charge for transportation services on a per person basis shall be presumed to be providing or offering to provide services as a common carrier.
- (c) A luxury limousine carrier may rebut the presumptions created in this rule by competent evidence.

**6311. Limited Regulation Carrier Violations, Civil Enforcement, and Civil Penalties.**

- (a) A person who violates § 40-10.1-302, C.R.S., or paragraph 6309(a), may be assessed a civil penalty of up to \$1,100.00 for each violation.
- (b) A person who violates rule 6309 may be assessed a civil penalty of up to \$500.00 for each violation.
- (c) Except as provided in paragraphs (a) and (b) of this rule, a person who violates any provision of Part 3 of Article 10.1 of Title 40, § 42-3-235, C.R.S., or any provision of these limited regulation carrier rules may be assessed a civil penalty of up to \$275.00 for each violation.
- (d) Civil penalty assessments are in addition to any other penalties provided by law.



6312. – 6399. [Reserved].

## UNIFIED CARRIER REGISTRATION AGREEMENT RULES

### 6400. Applicability of Unified Carrier Registration Agreement Rules.

Rules 6400 through 6499 apply to all persons required to register under the Unified Carrier Registration Agreement, pursuant to 49 U.S.C. § 14504a, including motor carriers, motor private carriers, freight forwarders, brokers, leasing companies, or other persons.

### 6401. Definitions.

In addition to the definitions in rule 6001, the following definitions apply to persons required to register under the Unified Carrier Registration Agreement, pursuant to 49 U.S.C. § 14504a:

- (a) "UCR Agreement" means the Unified Carrier Registration (UCR) Agreement authorized by section 4305 of the federal "Unified Carrier Registration Act of 2005," and found in 49 U.S.C. § 14504a.
- (b) "UCR registrant" means a motor carrier, motor private carrier, freight forwarder, broker, leasing company, or other person required to register under the UCR Agreement.

### 6402. Unified Carrier Registration Agreement.

- (a) A UCR registrant that designates or that is required to designate the state of Colorado as its base state under the UCR Agreement, shall not operate without registering for the applicable registration year. Each calendar year is a different registration year.
- (b) A UCR registrant shall register using the on-line registration system available at a website designated by the Commission. In lieu of registering on-line, a UCR registrant may register by submitting to the Commission a fully completed UCR Agreement registration form, the required fees, and any other required documents.
- (c) A UCR registrant must register in the proper category pursuant to the rules established under 49 U.S.C. § 14504a.
- (d) Information regarding the federally set fees is available from the Commission.
- (e) If a person has registered under Chapter 139 of Title 49, U.S.C., to operate in interstate commerce, there shall be a rebuttable presumption that the person is required to register under the UCR Agreement.

### 6403. Interstate Carrier Violations, Civil Enforcement, and Civil Penalties.

- (a) A person who violates § 40-10.5-102(1)(a), C.R.S., or paragraph 6402(a) with regard to operating without a registration, may be assessed a civil penalty of up to \$1,100.00 for each violation.
- (b) A person who violates paragraph 6402(c) by registering in a lower category than is proper, may be assessed a civil penalty of up to \$400.00 for each violation.
- (c) Except as provided in paragraphs (a) and (b) of this rule, a person who violates any provision of § 40-10.5-102, C.R.S., or any provision of the Unified Carrier Registration agreement rules may be assessed a civil penalty of up to \$275.00 for each violation.
- (d) Civil penalty assessments are in addition to any other penalties provided by law.

6404. - 6499. [Reserved].

## TOWING CARRIER RULES

### 6500. Applicability of Towing Carrier Rules.

- (a) Rules 6500 through 6599 apply to all towing carriers, and to all Commission proceedings and operations concerning towing carriers, applicants, employees, and drivers.
- (b) For a tow and storage of a motor vehicle performed under a written agreement with a municipal, county, state, or federal agency, nothing in these towing carrier rules shall be construed to prohibit such agency, to the extent permitted by law, from adopting and enforcing additional or more stringent requirements relating to towing carrier operations with regard to rules 6506; 6507(a), (c), and (d); 6508; 6509; 6510; and 6512(a), (b), (d), (e), and (f).
- (c) With regard to rules 6511(b), (c), (d), (f), (g)(I)(A), (g)(II), (h), and (i), the written agreement may set higher or lower maximum rates than are provided in such rules. In the event the written agreement does not set such rates, the Commission's rules will prevail. A written agreement does not include a tow authorization by a law enforcement official given to a towing carrier with which the law enforcement official's agency does not have a written agreement.

### 6501. Definitions.

In addition to the definitions in rule 6001, the following definitions apply to towing carriers:

- (a) "Abandoned motor vehicle" means an "abandoned motor vehicle" as defined by §§ 42-4-1802(1) and 42-4-2102(1), C.R.S.
- (b) "Authorized agent for the property owner" means a person acting as agent of a property owner.
- (c) "Authorized agent of motor vehicle" means a person, including a towing carrier, who has been given written or oral permission by the owner, lessee, lienholder, or insurance company of a motor vehicle to act as agent for the disposition of said motor vehicle.
- (d) "Authorized operator of a motor vehicle" means a person who has been given written or oral permission to drive a motor vehicle by the owner or lessee of said motor vehicle.
- (e) "Business hours" means 8:00 AM to 5:00 PM, Monday through Friday, excluding legal holidays, and any additional hours and days the towing carrier may designate.
- (f) "Law enforcement officer" means any sheriff, police officer, Colorado state patrol officer, municipal code enforcement officer, or other such person acting in his or her official capacity for enforcement of motor vehicle laws.
- (g) "Legal disability" means the condition of a trailer or semi-trailer that, due to its weight, height, or other size characteristics, is unable to be transported when attached to the vehicle that was pulling it.
- (h) "Nonconsensual tow" means the transportation of a motor vehicle by tow truck if such transportation is performed without the prior consent or authorization of the owner or operator of the motor vehicle.
- (i) "Parking lot" means any place, lot, parcel, yard, structure, building or enclosure used in whole or in part for storing or parking five or more motor vehicles.

- (j) "Private property" means any real property that is not public property.
- (k) "Property owner" means:
  - (I) the owner or lessee of the private property or public property;
  - (II) a person who has been authorized in writing to act as an authorized agent for the property owner or lessee of the private property or public property; or
  - (III) a federal, state, county, municipal, or other government entity that is the owner or lessee of the private property or public property, or such entity's employees responsible for such property.
- (l) "Public property" means any real property having its title, ownership, use, or possession held by the federal government; this state; or any county, municipality, or other governmental entity of this state.
- (m) "Tow truck" means a motor vehicle specially designed or equipped for transporting another motor vehicle by means of winches, cables, pulleys, or other equipment for towing, pulling, or lifting such other motor vehicle from one place to another.
- (n) "Towing carrier" means a motor carrier that provides, as one of its primary functions, the towing of motor vehicles by use of a tow truck and may also provide storage of towed vehicles.
- (o) "Towing carrier permit" means the permit issued by the Commission to a towing carrier pursuant to § 40-10.1-401, C.R.S.

**6502. [Reserved].**

**6503. Permit Application.**

- (a) In addition to the Commission-prescribed application form, a person must:
  - (I) pay an application fee of \$150.00;
  - (II) cause to be filed the required proof of financial responsibility; and
  - (III) pay the required annual fees or, if applicable, shall be in compliance with the UCR Agreement.

**6504. Criminal History Checks.**

- (a) This rule applies to principals, including without limitation, directors and officers.
- (b) Qualification determination.
  - (I) Upon the Commission's receipt of results obtained from a criminal history record check, Commission staff shall make a qualification determination regarding the applicant's qualification status. In making this determination, Commission staff is authorized to request from the applicant, and the applicant shall provide, additional information that will assist Commission staff in making the determination. If an applicant does not provide such additional information requested by Commission staff, or a explain why it is unavailable, within 15 days of the request, Commission staff may deny the application.
  - (II) An application shall be denied, if the applicant has:

- (A) a conviction in the state of Colorado, within the five years preceding the date the criminal history record check is completed, of any class 1, 2, or 3 felony under any Title of C.R.S.;
  - (B) a conviction in the state of Colorado, within the four years preceding the date the criminal history record check is completed, of any class 4, 5, or 6 felony under any Title of C.R.S.; or
  - (C) an offense in any other state or in the United States that is comparable to any offense listed in subparagraphs (A) through (B) within the same time periods as listed in subparagraphs (A) through (B).
- (III) For purposes of this rule, a deferred judgment and sentence pursuant to § 18-1.3-102, C.R.S., shall be deemed to be a conviction during the period of the deferred judgment and sentence.
- (IV) The Commission and Commission staff may consult and use any commercially or governmentally available information source in conducting criminal history record checks.
- (c) Commission staff shall not issue a permit to the applicant if a disqualifying criminal history record is found for a person subject to this rule.
- (d) If a disqualifying criminal history record is found for a person subject to this rule, the associated applicant may file a petition to qualify the applicant within 60 days of Commission staff's notification.
- (I) Upon the filing of a petition for qualification, Commission staff shall be an indispensable party.
  - (II) The applicant shall bear the burden of proving that disqualification is not supported by fact or law;
- (e) If the Commission qualifies an applicant upon petition, subparagraph (b) shall be waived as to qualification determinations for future applications regarding the events upon which Commission staff's disqualification was based.

**6505. [Reserved].**

**6506. Equipment and Accessories.**

In addition to complying with all applicable safety regulations, all towing vehicles shall meet the following minimum requirements:

- (a) Basic towing vehicle requirements.
  - (I) A towing carrier shall equip its towing vehicles with engines, transmissions, differentials, driveline components, brake systems, frames, steering components, and suspensions of sufficiently heavy construction to safely winch, lift, tow, load, and transport the towed motor vehicle.
  - (II) A towing carrier shall maintain its towing vehicles in a manner ensuring the safe winching, lifting, towing, loading, and transporting of the towed motor vehicle.
  - (III) A towing carrier shall ensure that all its towing vehicles have each of the following:

- (A) a GVWR of at least 10,000 pounds;
  - (B) fender coverings for front and rear wheels;
  - (C) the following operational electric lights:
    - (i) one spotlight, mounted behind the cab, capable of lighting the scene of disability and the motor vehicle to be moved (reverse/back-up lights of the towing vehicle shall not be used in lieu of the spotlight); and
    - (ii) one portable, combination light system capable of being securely attached on the rear of the towed motor vehicle; consisting of (with an equal number on each side) two tail lamps, two stop lamps, and two turn signals; and operated in conjunction with analogous lights on the towing vehicle;
  - (D) one steering wheel tying device free from cracks, fraying, or deterioration; and
  - (E) the following accessories for any towing carrier that performs tows from accident scenes:
    - (i) one shovel; and
    - (ii) one broom.
- (b) Winching, lifting, towing, and carrying equipment shall be maintained in a manner to ensure the safe winching, lifting, towing, loading, and transporting of the towed motor vehicle, and shall include at least one of the following:
- (I) Winch and crane: A power-driven winch and crane with a capacity of not less than 6,000 pounds with a winch cable capable of withstanding a test of not less than 10,000 pounds at breaking point or hydraulic system vehicle lift and a cradle, with a tow plate or sling, equipped with safety chains and chains with J-hooks of sufficiently heavy construction to ensure the safe lifting of the motor vehicle;
  - (II) Wheel-lift system: A wheel-lift system with a stinger, L arm brackets, safety chains and tie-down straps, or a mechanical wheel retainer device forming an integral part of the L-arm bracket, of sufficiently heavy construction to secure the motor vehicle to the wheel-lift unit and to ensure the safe lifting and towing of the motor vehicle; or
  - (III) Rollback system: A rollback system with a winch and cable as described in subparagraph (I) of this paragraph, safety chains, tie-down equipment, and truck bed of sufficiently heavy construction to ensure the safe loading and transporting of the motor vehicle.
- (c) A towing carrier shall not tow a motor vehicle that is so extensively damaged as to be unmovable on its own wheels, unless the towing vehicle is equipped with dollies, a wheel-lift system, or a rollback system of sufficiently heavy construction to ensure the safe loading and towing of the damaged motor vehicle.
- (d) A towing carrier shall not tow a motor vehicle without attaching required operational electric lights on the rear of the towed motor vehicle. This requirement does not apply to vehicles placed on a flatbed or trailer as long as the vehicle being towed does not extend four feet beyond the rear of the towing vehicle.
- (e) Rescue and recovery equipment.

- (I) For purposes of this paragraph (e), rescue and recovery operation means that a motor vehicle must first be moved by means of the mechanical devices described in subparagraph (e)(II) before it is capable of being towed by the towing vehicle.
- (II) The following equipment is required only if the towing carrier performs rescue and recovery operations:
  - (A) Dead-man blocks/scotch blocks and other tie-down equipment that are sufficient to hold the towing vehicle in place while performing the rescue or recovery operation;
  - (B) Web straps or slings that are free of cuts or fraying across 50 percent of the width of their surface;
  - (C) Snatch blocks that are free of any cracks and excessive wear, and are lubricated sufficiently to allow free movement of the sheave and other swivel points; and
  - (D) Chains that are capable of withstanding a test of not less than 10,000 pounds at breaking point, with links that are free of cracks and of wear that exceeds 15 percent of the original stock diameter.

**6507. Storage Facilities.**

- (a) Disclosure of facility location. For nonconsensual tows of a motor vehicle, within 30 minutes of having possession, or such lesser time as may be required by law, a towing carrier shall disclose the location of the storage facility by notifying the responsible law enforcement agency having jurisdiction over the place from which the motor vehicle was towed. Compliance with this paragraph will be considered accomplished if the location of the storage facility was provided to the law enforcement agency in conjunction with obtaining authorization for the tow.
- (b) Disclosure for abandoned motor vehicles. A towing carrier which places an abandoned motor vehicle in a storage facility shall also disclose the location of the storage facility by complying with the procedure for abandoned motor vehicles in Parts 18 and 21 of Article 4 of Title 42, C.R.S.
- (c) Disclosure for all towed motor vehicles. Upon request of the owner, authorized agent, or authorized operator of motor vehicle, a towing carrier which places a motor vehicle in a storage facility shall also disclose the location of the storage facility, the total amount of the charges, and accepted forms of payment, as provided in rule 6512.

**6508. Authorization for Towing of Motor Vehicles.**

- (a) Towing carrier acting as authorized agent for the property owner.
  - (I) A towing carrier may act as the authorized agent for the property owner under a written agreement to that effect, provided the agreement is compliant with this paragraph (a). The contract shall contain at least the following information:
    - (A) the name, address, telephone number, email address (if applicable), and PUC Towing Permit number of the towing carrier;
    - (B) the name, address, email address (if applicable), and telephone number of the property owner;
    - (C) the address of the property from which the tows will originate;

- (D) the name of each individual person who is authorized to sign the tow authorization;
  - (E) the address and phone number of the storage facility where the vehicle owner may retrieve the vehicle;
  - (F) the beginning date and ending date of the contract;
  - (G) a statement that the maximum rates for a nonconsensual tow from private property, and the maximum drop charge if the vehicle is retrieved before removal from the private property, are set by rule of the Public Utilities Commission;
  - (H) the name, title, phone number, and signature of the person making the contract on behalf of the property owner and on behalf of the towing carrier; and
  - (I) the date the contract is signed.
- (II) Nothing in this paragraph (a) shall preclude a towing carrier, which towing carrier has been paid for the tow by the property owner at rates in accordance with rule 6511(d), from collecting the towing charges from the motor vehicle owner and reimbursing said charges to the property owner.
- (III) No agency provided for in paragraph 6508(a) shall affect any obligation, liability, or responsibility of the property owner to any third party. Any provision attempting to affect such obligation, liability, or responsibility shall be void.
- (b) Authorization to Perform Nonconsensual Tow.
- (I) A towing carrier shall not tow any motor vehicle unless one of the following conditions is met:
    - (A) the towing carrier is directed to perform a tow by a law enforcement officer;
    - (B) the towing carrier is requested to perform a tow by the owner, authorized operator, or authorized agent of the owner of a motor vehicle; or
    - (C) the towing carrier is requested to perform a tow upon the authorization of the property owner.
  - (II) A towing carrier may not come in contact with, hook-up to, or tow a motor vehicle that is occupied, unless the towing carrier is performing rescue or recovery operations for said occupant(s).
  - (III) A towing carrier may not perform a nonconsensual tow of a motor vehicle, other than an abandoned motor vehicle, from a parking lot unless:
    - (A) notice of parking limitations, regulations, restrictions or prohibitions was provided at the time the vehicle was parked; and
    - (B) notice is provided that anyone parking in violation of limitations, regulations, restrictions or prohibitions is subject to being towed at the vehicle owner's expense.
  - (IV) Notice required by this rule is presumed to be met if:

- (A) a permanent sign is conspicuously posted near each entrance to the parking lot; and
  - (B) if the parking lot is not provided for residential parking and has more than ten free-standing lampposts on the property, a number of signs equal to the number of lampposts must be posted. Such signs must be posted on each lamppost or posted upright in conspicuous locations which are evenly distributed across the parking lot.
- (V) All signs posted to provide notice pursuant to this rule shall comply with any applicable ordinance. To the extent not inconsistent with applicable ordinance, signs shall also at a minimum:
- (A) be no less than one square foot in size;
  - (B) have lettering not less than one inch in height;
  - (C) have lettering that contrasts sharply in color with the background on which the letters are placed;
  - (D) state the restrictions enforced; and
  - (E) include the name and telephone number of towing carrier.
- (VI) Property owner authorization. The authorization from the property owner, or authorized agent of the property owner, shall be in writing; shall identify, by make and license plate number (or in lieu thereof, by vehicle identification number), the motor vehicle to be towed; and shall include the date, time, and place of removal.
- (A) The authorization shall be filled out in full, signed by the property owner, and given to the towing carrier before the motor vehicle is removed from the property. The property owner may sign using a verifiable employee identification number or code name in lieu of the person's proper name. If the authorization is signed by the towing carrier as agent for the property owner, then documentation of such authority must be carried in the towing truck. At a minimum, such documentation shall contain:
    - (i) the name, address, email address (if applicable), and telephone number of the property owner;
    - (ii) the address of the property from which the tows will originate; and
    - (iii) the name of each individual person who is authorized to sign the tow authorization
  - (B) A towing carrier shall not accept or use blank authorizations pre-signed by the property owner.
  - (C) The written authorization may be incorporated with the tow record/invoice required by rule 6509.



- (D) With the exception of police-ordered tows, a towing carrier that is requested to perform a tow upon the authorization of a property owner or agent of the property owner must immediately deliver the vehicle that is being removed from the property to a storage facility location on file with the Commission without delay. No vehicle may be relocated off of the private property from which it is towed to a location other than to such a storage facility.

**6509. Tow Record/Invoice ,Charge Notification, and Warning Signage.**

- (a) Towing carriers shall use and complete all applicable portions of a tow record/invoice form for all nonconsensual tows whether the vehicle is removed from private property or retrieved before removal (commonly known as a drop). The tow record/invoice form shall contain the following information:
  - (I) the serial number of the tow record/invoice;
  - (II) the name, address, permit number, and telephone number of towing carrier;
  - (III) the address of the storage facility used by the towing carrier, including the telephone number for that storage facility if the number is different than the telephone number of the towing carrier;
  - (IV) the date and time of tow commencement and completion, the time of arrival on the scene if different from the time of commencement, the time of the drop, if applicable, the time the towed motor vehicle is placed in storage, and all other times necessary for the purpose of calculation of hourly charges;
  - (V) the make, model, year, vehicle identification number, and, if available, license plate number of the motor vehicle towed;
  - (VI) the origin address of the tow, the destination address of the tow, and the one-way mileage between such addresses;
  - (VII) unless incorporated into the authorization in subparagraph 6508(b)(IV),
    - (A) the name, address, and telephone number of the person authorizing the tow; and
    - (B) the signature of the property owner authorizing a tow;
  - (VIII) if the towed motor vehicle is unlocked, a list of its contents;
  - (IX) the unit number or license number of the towing vehicle;
  - (X) the signature of the towing vehicle operator;
  - (XI) an itemized invoice of all towing charges assessed;
  - (XII) the signature of the owner, authorized operator, or other authorized person to whom the motor vehicle is released; and
  - (XIII) on at least the customer's copy, the following notice in a font size of at least 10: "Report problems to the Public Utilities Commission at (303) 894-2070."
- (b) The tow record/invoice shall be a multiple copy form. The copies shall be distributed as follows:

- (I) The towing carrier shall retain the copy bearing all required original signatures for authorization and release.
  - (II) The towing carrier shall deliver a copy to the owner, authorized operator, or authorized agent of the owner of the motor vehicle at the time of the release of the towed motor vehicle from a storage facility or where dropped for a drop fee, whether payment of towing charge, payment for release, payment for drop charge, or no charge occurred.
- (c) Towing carriers shall provide a charge notification card to the owner, authorized operator, or authorized agent of the owner of the motor vehicle to be towed if such person is on the property prior to or after commencement of the tow of the vehicle but before the vehicle has been towed off the property. The charge notification card shall contain the Commission-prescribed form and content as available on the Commission's website.
- (d) A towing carrier may place a warning sign on the driver-side window of a vehicle to be towed or, if window placement is impracticable, in another location on the driver-side of the vehicle prior to the commencement of the tow. The tow-truck warning sign shall be at least eight inches by eight inches, is yellow or orange in color and states the following: "WARNING: This vehicle is in tow. Attempting to operate or operating this vehicle may result in criminal prosecution and may lead to injury or death to you or another person."

**6510. Disclosure of Rates and Charges.**

- (a) Prior to performing any tow, a towing carrier shall disclose to the owner, authorized operator, or authorized agent of the owner of the motor vehicle all rates and charges to be assessed. This rule does not apply to a nonconsensual tow authorized by the property owner, authorized agent for the property owner, or a tow ordered by a law enforcement officer.
- (b) This disclosure may either be written or oral and shall include, but is not limited to, the following information:
- (I) any extra charges made necessary because, at the time of the tow, the towing carrier would be unable to deliver the motor vehicle to a repair or body shop during the normal working hours of such repair or body shop;
  - (II) any extra charges made necessary because, at the time of the tow, the towing carrier would be unable to deliver the motor vehicle to a location and at a time agreed upon by the owner, authorized operator, or authorized agent of the owner to take delivery of the vehicle and pay the tow charges; and
  - (III) estimated charges for mileage and storage.

**6511. Rates and Charges.**

- (a) The rates and charges in this rule 6511 shall not apply to:
- (I) a tow of a motor vehicle abandoned on public property weighing in excess of 10,000 pounds GVWR for which the charges are determined by negotiated agreement between the towing carrier and the responsible law enforcement agency as provided in § 42-4-1809(2)(a), C.R.S.; or
  - (II) a tow of a motor vehicle abandoned on public property performed under a written agreement between the towing carrier and the responsible law enforcement agency as provided in § 42-4-1809(3), C.R.S.

- (b) Charge if retrieved before removal (commonly known as “drop charge”).
- (I) If the owner, authorized operator, or authorized agent of the owner of a motor vehicle with a GVWR of less than 10,000 pounds that is parked without the authorization of the property owner appears in person to retrieve the motor vehicle after a tow truck is present and either backed up in align with such motor vehicle or tow equipment has come into contact with such motor vehicle, but before its removal from the property, the maximum drop charge (whether motor vehicle is hooked up or not) is \$70.00 and the minimum drop charge is \$0.00 and may be less per municipality ordinances.
  - (II) The towing carrier shall halt any tow in progress, including preparation therefor, prior to removal from the private property, advise the owner, authorized operator, or authorized agent of the owner of a motor vehicle that he or she may offer payment of the towing carrier's drop charge. The towing carrier shall concurrently advise the owner, authorized operator, or authorized agent of the owner of a motor vehicle of acceptable forms of payment under rule 6512.
  - (III) If the towing carrier does not advise the owner, authorized operator, or authorized agent of the owner of a motor vehicle of acceptable forms of payment under rule 6512 or accept such forms of payment, the towing carrier shall not charge or retain any fees or charges for the services it performs. Any money collected must be returned to the owner, authorized operator, or authorized agent of the owner of a motor vehicle.
- (c) Rates for recovery, which includes waiting time, associated with a nonconsensual tow.
- (I) Except as provided in § 42-4-1809(2)(a) regarding abandoned motor vehicles, this paragraph shall apply to the recovery of any size vehicle.
  - (II) When accompanied by documentation showing starting and ending times of the recovery, which documentation may include law enforcement incident reports and verification, a towing carrier may charge for recovery at its hourly rates, a record of which is maintained in compliance with rule 6005.
  - (III) Hourly rates for recovery may include time to load and to secure recovery equipment and the cleanup of the scene and post-towing maintenance of recovery equipment directly attributable to the recovery. If the recovery vehicle is also the towing vehicle, then the rates and charges provided in paragraph (d) shall not be charged in addition to the hourly rate.
  - (IV) The cost of additional equipment used may be recovered from the motor vehicle owner at the towing carrier's actual costs incurred plus a reasonable administrative fee of not more than twenty-five percent of those actual costs, provided that the actual costs are reasonable by industry standards.
- (d) Rates and charges for nonconsensual tows. Except as provided in paragraphs (b), (c), (e), (f), (g), and (h) of this rule, the maximum rate that a towing carrier may charge for a nonconsensual tow of a motor vehicle with a GVWR of less than 10,000 pounds performed upon the authorization of the property owner is \$160.00. This maximum rate includes, but is not be limited to, charges for the following:
- (I) all towing services rendered;
  - (II) hookup;
  - (III) use of dollies or go-jacks;

- (IV) access to or release of the motor vehicle from storage;
  - (V) except for an abandoned motor vehicle, removal of personal property that is not attached to or a part of the equipment of the motor vehicle;
  - (VI) all commissions paid; and
  - (VII) all other services rendered in performing such nonconsensual tow.
- (e) The maximum rates for a nonconsensual tow from storage directed by a law enforcement officer who is performing an accident reconstruction or stolen vehicle investigation are as follows:
- (I) \$91.00 for one additional hookup;
  - (II) \$91.00 per hour waiting time; and
  - (III) mileage charges as provided in paragraph (f).
- (f) Mileage.
- (I) The maximum mileage charge that may be assessed for a non-consensual tow of a motor vehicle with a GVWR of less than 10,000 pounds is \$3.80 per mile that the motor vehicle is towed.
  - (II) Fuel surcharge. The maximum mileage charge shall be adjusted monthly by the Public Utilities Commission by setting a fuel surcharge. The surcharge shall be based on the United States Department of Energy "weekly retail on-highway diesel prices" for the Rocky Mountain region using the price per gallon of \$2.60 as the base rate. The adjustment shall provide a one-percent increase in the mileage rate for every ten-cent increase in fuel cost, or a one-percent decrease in the mileage rate for every ten-cent decrease in fuel cost, but in no event decreasing below the base rate.
  - (III) The maximum mileage that may be charged for a nonconsensual tow for a motor vehicle with a GVWR of less than 10,000 pounds is 12 miles for tows within ten miles of either side of U.S. Interstate Highway 25, and 16.5 miles for mountain areas and eastern plains communities which lie farther than ten miles from U.S. Interstate Highway 25.
- (g) Storage for nonconsensual tows.
- (I) Storage charges shall not exceed the following rates based on a 24-hour period or any portion of a 24-hour period, or for any portion of a calendar day after the first 48 hours:
    - (A) \$30.00 for motor vehicles having a GVWR of less than 10,000 pounds;
    - (B) \$37.00 for motor vehicles having a GVWR of 10,000 pounds or more; or
    - (C) in lieu of subparagraphs (A) and (B), and at the option of the towing carrier, storage may be charged according to the motor vehicle's length, including the tongue of a trailer, at \$1.50 per foot or portion thereof.
  - (II) Storage charges shall not be charged, collected, or retained for any day in which garage keeper's liability insurance coverage is not kept in force.
  - (III) Storage charges for a nonconsensual tow may commence upon placing the motor vehicle in storage.

- (IV) Maximum storage charges for abandoned motor vehicles. Unless a hold order has been placed on the motor vehicle by a court, district attorney, or law enforcement agency, or unless extenuating circumstances have prevented a towing carrier from complying with the notice requirements of § 42-4-2103, C.R.S., storage charges after the tow and storage of an abandoned motor vehicle subject to part 21 of title 42, C.R.S. shall not be accumulated beyond 120 days after the mailing date of the report required by § 42-4-2103(4), C.R.S.
- (h) For a nonconsensual tow, the maximum additional charge for release of a motor vehicle from storage or access to a motor vehicle in storage at any time other than the carrier's business hours is \$66.00.
- (i) Noncompliance. If a tow is performed in violation of state statute or Commission rules, the towing carrier shall not charge or retain any fees or charges for the services it performs. Any motor vehicle that is held in storage and that was towed without proper authorization shall be released to the owner, lienholder, or agent of the owner or lienholder without charge. Any money collected must be returned to the owner, authorized operator, or authorized agent of the owner of a motor vehicle.
- (j) Abandoned motor vehicles.
  - (I) Notifications. The charges for notification(s) to the owner and the lien holder(s) of the motor vehicle held in storage shall be in accordance with §§ 42-4-1804 and 42-4-2103, C.R.S., and the rules of the Colorado Department of Revenue.
  - (II) Consequences of failure to notify. A towing carrier holding a motor vehicle in storage who cannot demonstrate that it has made a good faith effort, as set forth in §§ 42-4-1804 and 42-4-2103, C.R.S., to comply with the notification requirements of Parts 18 and 21 of Article 4 of Title 42, C.R.S., and § 42-5-109, C.R.S., shall not charge, collect, or retain storage fees.
  - (III) Sale of an abandoned motor vehicle to cover the outstanding towing and storage charges must be done in accordance with the notice and procedural requirements of Parts 18 and 21 of Article 4 of Title 42, C.R.S., and § 42-5-109, C.R.S.
  - (IV) Additional costs that may be charged when a stored motor vehicle is sold.
    - (A) When a stored motor vehicle is sold, a towing carrier may charge the costs of maintaining that motor vehicle while in storage in accordance with § 38-20-109, C.R.S.
    - (B) When a stored motor vehicle that does not come within the provisions of § 38-20-109, C.R.S., is sold, a towing carrier may charge the costs of maintaining that motor vehicle, to a maximum of \$90.00.
    - (C) "Cost of maintaining a motor vehicle" means a documented cost that is incurred by the towing carrier and that keeps a motor vehicle in safe or operable condition.
    - (D) Certified VIN verification procedure. When an abandoned motor vehicle that is less than five model years old and that the Colorado Department of Revenue cannot find in its records must be sold, the maximum rates that may be charged for a certified vehicle identification number (VIN) verification are as follows:
      - (i) Rates as provided in paragraph (e); and

- (ii) In addition, the towing carrier may charge for all other documented expenses of obtaining the VIN verification.

**6512. Release of Motor Vehicle and Personal Property.**

- (a) The towing carrier shall immediately accept payment of the drop charge, towing, storage, and release charges if payment is offered in cash or valid major credit card. The towing carrier may accept other forms of payment, but must accept payment by both MasterCard and Visa. The towing carrier shall release the motor vehicle to:
  - (I) the motor vehicle owner, authorized operator, or authorized agent of the owner of the motor vehicle;
  - (II) the lienholder or agent of the lienholder of the motor vehicle; or
  - (III) the insurance company or agent of the insurance company providing coverage on the motor vehicle, if released to the insurance company by the owner.
- (b) Unless the release of the motor vehicle does not comply with the release procedures agreed to between the towing carrier and the applicable law enforcement agency, a towing carrier that accepts for storage a motor vehicle that has been towed as a nonconsensual tow upon the authorization of the property owner shall be available to provide access to or release of the motor vehicle as provided in paragraph (a) to the owner, authorized operator, or authorized agent of the owner of the motor vehicle either:
  - (I) with one hour's notice during all times other than the carrier's business hours that occur within the first 24 hours of storage; or
  - (II) upon demand during the carrier's business hours.
- (c) Failure to notify. A towing carrier holding a motor vehicle in storage who cannot demonstrate that it has made a good faith effort, as set forth in §§ 42-4-1804 and 42-4-2103, C.R.S., to comply with the notification requirements of Parts 18 and 21 of Article 4 of Title 42, C.R.S., and § 42-5-109, C.R.S., shall release the motor vehicle to the owner, lien holder, or their agents.
- (d) The towing carrier, at its discretion, need not comply with paragraph (a) or (c) if:
  - (I) the towing carrier is reasonably certain that, at the time the motor vehicle is to be released from storage, the driver of the motor vehicle is not capable of safely driving the motor vehicle due to the influence of drugs or alcohol;
  - (II) the towing carrier that is to remove the motor vehicle from storage does not have a valid towing carrier permit or proof of motor vehicle liability coverage;
  - (III) a hold order is in place on the motor vehicle by a court, district attorney, law enforcement agency, or law enforcement officer;
  - (IV) the release of the motor vehicle does not comply with the release procedures agreed to between the towing carrier and the applicable law enforcement agency; or

- (V) the towing carrier, upon notification for the release of or access to a motor vehicle at other than the carrier's business hours, has immediately contacted an appropriate law enforcement agency and, in the interest of public order, has requested a law enforcement officer's presence during the release of the motor vehicle. This exception is applicable when the towing carrier has reason to believe that the motor vehicle's owner, authorized operator, or authorized agent of the owner of the motor vehicle may disrupt the public order.
- (e) A towing carrier shall release a motor vehicle held in storage to a person presenting a current drivers license who attests to being the authorized operator of the vehicle and produces two of the following: keys to the vehicle; proof of insurance; vehicle registration, VIN number; or knowledge of the location from where the vehicle was towed. Such attestation must be in the form available from the Commission or its website.
- (f) Whether on the private property where the tow originates or at the towing carrier's storage lot, a towing carrier shall not refuse to relinquish, prescription medicines, medical equipment, medical devices, or any child restraint system. The towing carrier shall immediately relinquish such items upon demand, without requiring payment and without additional charge.
- (g) Whether on the private property where the tow originates or at the towing carrier's storage lot, a towing carrier shall not refuse to relinquish credit cards and cash for immediate payment of the amount due to the towing carrier. The towing carrier shall immediately relinquish such items upon demand during business hours or within one hour's notice during all other times and without additional charge.
- (h) Whether on the private property where the tow originates or at the towing carrier's storage lot, a towing carrier shall not refuse to relinquish state or federal issued identification to the owner of the identification or to persons to whom the motor vehicle is released. The towing carrier shall immediately relinquish such items upon demand during business hours or within one hour's notice during all other times. Access shall be without additional charge during business hours.
- (i) On the private property where the tow originates, a towing carrier shall not refuse to relinquish a cellular telephone to persons to whom the motor vehicle can be released. The towing carrier shall immediately relinquish such item upon demand and without additional charge.

**6513. [Reserved].**

**6514. Towing Violations and Civil Penalty Assessments.**

- (a) A violation of any of the following provisions may result in the assessment of a civil penalty of up to \$1,100.00 for each violation:
  - (I) § 40-10.1-401(1)(a), C.R.S.;
  - (II) subparagraph (b)(I), (b)(II), (b)(IV)(B), or (b)(VI)(D) of rule 6508;
  - (III) paragraph (i) of rule 6511; or
  - (IV) paragraphs (d), (e), (g), or subparagraphs (b)(I) or (g)(I)(A) of rule 6511 for an overcharge greater than \$74.99.
- (b) A violation of paragraph (d), (e), (g), or subparagraphs (b)(I) or (g)(I)(A) of rule 6511 may result in the assessment of a civil penalty as follows for each violation:
  - (I) up to \$275.00 for an overcharge \$25.00 or less;

- (II) up to \$550.00 for an overcharge greater than \$25.00 but less than or equal to \$50.00;  
and
  - (III) up to \$1,100.00 for an overcharge greater than \$50.00.
- (c) A violation of any of the following provisions may result in the assessment of a civil penalty of up to \$550.00 for each violation:
- (I) paragraph (a), (b), or (c) of rule 6507;
  - (II) paragraph (a) of rule 6510;
  - (III) paragraph (e) of rule 6512; or
  - (IV) paragraph (d), (e), (g), or subparagraphs (b)(I) or (g)(I)(A) of rule 6511 for an overcharge less than \$75.00.
- (d) A violation of rule 6506 may result in the assessment of a civil penalty of up to \$100.00 for each violation.
- (e) Except as provided in paragraph (a) through (d) of this rule, a violation of any provision of Title 40, § 42-3-235.5, C.R.S., pertaining to towing carriers, or any provision of rules 6500 through 6513, may result in the assessment of a civil penalty of up to \$275.00 for each violation.
- (f) Civil penalty assessments are in addition to any other penalties provided by law.

**6515. - 6599. [Reserved].**

## **MOVER RULES**

### **6600. Applicability of Mover Rules.**

Rules 6600 through 6699 apply to all movers, and to all Commission proceedings and operations concerning movers, permit holders, employees, and drivers.

### **6601. Definitions.**

In addition to the definitions in rule 6001, the following definitions apply to movers:

- (a) "Accessorial service" means "accessorial service" as that term is defined in § 40-10.1-501(1), C.R.S.
- (b) "Contract" means a written document, approved by the shipper in writing before the performance of any service, that authorizes services by the named mover and lists the services and all costs associated with the transportation of household goods and accessorial services to be performed.
- (c) "Estimate" means a written document that sets forth the total costs and the basis of such costs related to a shipper's move, including transportation or accessorial services. An estimate is not a contract.



- (d) "Household goods" means the personal effects and property used or to be used in a dwelling, when a part of the equipment or supply of such dwelling, and similar property if the transportation of such effects and property is: (1) arranged and paid for by the householder; except that "household goods" does not include property moving from a factory or store, other than property that the householder has purchased with the intent of use in his or her dwelling and that is transported at the request of, and the transportation charges are paid to the mover by, the householder; or (2) arranged and paid for by another party.
- (e) "Mover" means a motor carrier that provides the transportation or shipment of household goods.
- (f) "Shipper" means a person who uses the services of a mover to transport or ship household goods.
- (g) "Storage" means warehousing of the shipper's goods while under the care, custody, and control of the mover.

**6602. [Reserved].**

**6603. Application.**

- (a) The Commission will not issue a permit to operate as a mover until the Commission has received the required application. In addition to the application, a person seeking a permit to operate as a mover shall:
  - (I) cause to be filed the required proof of financial responsibility;
  - (II) if applicable, demonstrate compliance with the UCR Agreement; and
  - (III) pay an annual filing fee of \$325.00, as set forth in § 40-10.1-111(1)(d), C.R.S.
- (b) The Colorado Department of Revenue, Motor Carrier Services Division, through its Port of Entry weigh stations may issue a non-renewable temporary mover permit, valid for 15 consecutive days, to a person who:
  - (I) completes the temporary mover application form provided by the Commission;
  - (II) provides evidence of financial responsibility as required by § 40-10.1-107, C.R.S.;
  - (III) signs a verification, under penalty of perjury as specified in § 24-4-104(13)(a), C.R.S., that the applicant is insured as required by § 40-10.1-107, C.R.S.; and
  - (IV) pays a fee of \$150.00.

**6604. [Reserved].**

**6605. Movers — Annual Permit.**

A permit to operate as a mover is an annual permit valid for one year from the date of issuance.

**6606. [Reserved].**

**6607. Forms of Payment.**

A mover shall accept at least two of the following four forms of payment:

- (a) Cash;
- (b) Cashier's check, money order, traveler's check, or other form of certified funds;
- (c) A valid personal check, showing upon its face the name and address of the shipper or authorized representative; or
- (d) A valid credit card including, without limitation, MasterCard and Visa.

**6608. Estimates and Contracts.**

- (a) Estimates. A mover shall provide a written estimate of the total costs, and the basis for such costs, to be incurred by the shipper at least 24 hours prior to a scheduled move, unless the move is initiated less than 24 hours before the commencement of the move.
- (b) A mover cannot charge more than 110 percent of the estimate.
- (c) Contracts. Prior to providing any transportation or accessorial services, a mover shall leave with the prospective shipper, a contract that shall be signed and dated by the shipper and the mover, and shall clearly and conspicuously include at least the following information:
  - (I) The name, telephone number, and physical address where the mover's employees are available during business hours;
  - (II) The mover's mailing address on file with the Commission;
  - (III) The phrase "[name of mover] is registered with the Public Utilities Commission of the State of Colorado as a mover. Permit No. [mover's permit number]."
  - (IV) The date the document is prepared and any proposed date of the move;
  - (V) The name and address of the shipper;
  - (VI) The addresses where the goods are to be picked up and delivered;
  - (VII) A telephone number where the shipper may be reached, if available;
  - (VIII) A mailing address where the shipper can receive notices from the mover, if available;
  - (IX) The name, telephone number, and physical address of a location where the goods will be held pending further transportation, including situations where the mover retains possession of goods pending resolution of a fee dispute with the shipper;
  - (X) An itemized breakdown and description of:
    - (A) all costs and/or rates including, if applicable, an explanation of the hourly amounts charged and/or amounts charged based on the weight of the load,
    - (B) services for transportation, and
    - (C) accessorial services to be provided during a move or during the storage of household goods;
  - (XI) The forms of payment the mover accepts pursuant to rule 6607; and

- (XII) The cargo valuation options available to the shipper, including at least the following two options, each of which must be identified and have a separate space for the shipper to explicitly accept or reject the option:
  - (A) Released Value Option. This option shall allow the calculation of the value of loss or damage to household goods shipments to the lesser of:
    - (i) a value equal to sixty cents (\$0.60) per pound per lost or damaged article; or
    - (ii) the value of the lost or damaged article, less depreciation for age and wear.
  - (B) Full Replacement Cost Option. This option shall allow the shipper to recover the full replacement cost for loss or damage to household goods shipments. This option shall:
    - (i) require the shipper to declare the value of the shipment;
    - (ii) permit the shipper to specify a deductible;
    - (iii) provide that the mover will be liable for the full replacement cost of each lost or damaged article up to the declared value of the shipment;
    - (iv) permit the shipper to purchase additional insurance coverage from the mover's insurance company; and
    - (v) explain that, without the purchase of additional coverage, the shipper will be liable for any declared amount not covered by the mover's insurance or surety company. However, if the shipper declares a value that is less than the value of the shipment, the mover's liability for each lost or damaged article will not exceed the proportional value of the article when compared to the declared value of the entire shipment.
- (d) More comprehensive contract. Nothing in this rule shall be construed to preclude the mover and the shipper from entering into a more comprehensive contract. However, the mover shall not enter into any more comprehensive contract containing provisions that conflict with the provisions of this rule.
- (e) Amendment. The contract may be amended at any time upon mutual agreement of the mover and the shipper. An amendment of the contract shall not be valid or enforceable unless, without duress or coercion as per Colorado law, both the mover and the shipper sign such amendment. A mover shall not charge, collect, or retain any increased costs and/or rates contained in an amendment if the amendment is not signed by both parties or is obtained by duress or coercion. The mover shall leave with the shipper a copy of the amendment.

**6609. Consumer Advisement and Binding Arbitration**

- (a) A mover shall provide the shipper with a consumer advisement at or before the commencement of the move or any accessorial services rendered. The consumer advisement shall be in substantially the following form and language:

## CONSUMER ADVISEMENT

Intrastate movers in Colorado are regulated by the Colorado Public Utilities Commission (PUC). Each mover should have a PUC permit number. You are encouraged to contact the PUC to confirm that the mover you are using is indeed permitted in Colorado.

A mover that is not permitted may not withhold any of your property to enforce payment of money due under the contract ('carrier's lien').

A mover must include its PUC permit number, true name, and physical (street) address in all advertisements.

You should be aware that the total price of any household move can change, based on a number of factors that may include at least the following:

Additional services you request at the time of the move;

Additional items to be moved that were not included in the mover's original estimate;

Changes to the location or accessibility of building entrances, at either end of the move, that were not included in the mover's original estimate; and

Changes to the previously agreed date of pickup or delivery.

You should also be aware that, in case of a dispute between you and the mover, Colorado has an arbitration process available to resolve the dispute without going to court.

If you have any questions, you are encouraged to call the PUC at (303) 894-2070 for guidance on your rights and obligations.

I acknowledge that I have been given a copy of this consumer advisement to keep for my records.

Signed \_\_\_\_\_ (shipper). Date \_\_\_\_\_

- (b) In the event of a dispute between the shipper and the mover regarding the amount charged for services or concerning lost or damaged goods, the mover shall offer the shipper the opportunity to participate in binding arbitration per the requirements of § 40-10.1-507, C.R.S.

### 6610. Delivery and Storage of Household Goods.

- (a) Pursuant to § 40-10.1-506(1), C.R.S., a mover shall not refuse to relinquish prescription medicines, medical equipment, medical devices, or goods for use by children, including children's furniture, clothing, or toys under any circumstances. The mover shall relinquish such items as expeditiously as possible under the circumstances.
- (b) A mover shall relinquish household goods to a shipper and shall place the goods inside a shipper's dwelling unless:
- (I) the shipper has not tendered payment in the amount and in the acceptable form specified in the contract; or
  - (II) the shipper or the shipper's agent is not available to accept delivery of the household goods at the agreed upon date, time, and location.

- (c) If, pursuant to paragraph (b) of this rule, a mover maintains possession of a shipper's household goods, such mover may place the household goods in storage until payment is tendered. Such storage shall only be at the location specified in the contract unless, for good cause and in good faith, the mover is required to store the household goods at a location other than that specified in the contract. If the mover stores the household goods at such an alternate location, the mover:
  - (I) shall mail to the shipper a notice of such alternate storage location within two business days.
  - (II) may only charge additional fees for such alternate storage (e.g., in excess of those set forth in the contract) unloading services, and reloading services, if:
    - (A) such additional fees are reasonable; and
    - (B) storage at the alternate storage location is necessitated by some act or omission of the shipper, or is necessitated by circumstances beyond the control of the mover.
- (d) Notwithstanding any other provision of this rule, upon written request from the shipper, the mover shall notify the shipper of the storage location and the amount due. Such notice shall be given within five days of receipt of the written request.
- (e) If a mover opts not to place the shipper's household goods in storage pursuant to paragraph (c) of this rule, the mover shall take reasonable care to ensure the safekeeping of such household goods.
- (f) A mover shall not require a shipper to waive any rights or requirements under this rule.

**6611. Violations, Civil Enforcement, and Civil Penalties.**

- (a) A person who violates any of the following provisions may be assessed a civil penalty of up to \$1,100.00 for each violation of:
  - (I) § 40-10.1-502(1)(a), C.R.S., with regard to operating, offering service, or advertising without a valid permit issued by the Commission;
  - (II) § 40-10.1-505, C.R.S., or paragraph 6608(c), with regard to providing the shipper with a contract prior to providing transportation or accessorial services;
  - (III) paragraphs 6608(a), (b), and (e); or
  - (IV) § 40-10.1-506(1) or (2), C.R.S., or paragraph (a) or (b) of rule 6610.
- (b) A person who violates any of the following provisions may be assessed a civil penalty of up to \$550.00 for each violation of paragraph (c), (d), (e), or (f) of rule 6610.
- (c) Except as provided for in paragraphs (a) and (b) of this rule, a person who violates any provision of Title 40, C.R.S., pertaining to movers, or any provision of rules 6600 through 6610 may be assessed a civil penalty of up to \$275.00 for each violation.
- (d) Civil penalty assessments are in addition to any other penalties provided by law.

6612. - 6699. [Reserved].

## TRANSPORTATION NETWORK COMPANY RULES

### 6700. Applicability of Transportation Network Company Rules.

Rules 6700 through 6724 apply to all transportation network companies (TNCs) as defined by § 40-10.1-602(3), C.R.S. and to all Commission proceedings and operations concerning TNCs including applicants, TNC employees, and TNC drivers.

### 6701. Definitions.

The following definitions apply throughout rules 6700 through 6724, except where a specific rule or statute provides otherwise.

- (a) "Enforcement official" means:
  - (I) any person appointed or hired by the director, or the director's designee, to perform any function associated with the regulation of transportation network companies; or
  - (II) as defined by § 42-20-103(2), C.R.S.
- (b) "Logged in" means that a driver's credentials have been accepted to connect to a transportation company digital network such that the driver is capable of being matched to a rider [OR a driver has gained access to a transportation company digital network].
- (c) "Logged out" means that a driver is disconnected or not connected to a transportation company's digital network.
- (d) "Matched" means the point in time when a driver accepts a requested ride through a transportation network company's digital network.
- (e) "Permit" means the permit required for the operation of a transportation network company pursuant to Part 6 of Article 10.1 of Title 40, C.R.S.
- (f) "Person" means any individual, firm, partnership, corporation, company, association, joint stock association, or other legal entity and any person acting as or in the capacity of officer, director, manager, employee, member, partner, lessee, trustee, or receiver thereof, whether appointed by a court or otherwise.
- (g) "Personal vehicle" means a vehicle that is used by a transportation network company driver in connection with providing services for a transportation network company that meets the vehicle criteria set forth in § 40-10.1-605(1)(h), C.R.S.
- (h) "Prearranged ride" means a period of time that begins when a driver accepts a requested ride through a digital network, continues while the driver transports the rider in a personal vehicle, and ends when the rider departs from the personal vehicle.

- (i) “Transportation network company” (TNC) means a corporation, partnership, sole proprietorship, or other entity, operating in Colorado, that uses a digital network to connect riders to drivers for the purpose of providing transportation. A transportation network company does not provide taxi service, transportation service arranged through a transportation broker, ridesharing arrangements, as defined in § 39-22-509 (1) (a) (II), C.R.S. or any transportation service over fixed routes at regular intervals. A transportation network company is not deemed to own, control, operate, or manage the personal vehicles used by transportation network company drivers. A transportation network company does not include a political subdivision or other entity exempted from federal income tax under § 115 of the federal “Internal Revenue Code of 1986”, as amended.
- (j) “Transportation network company driver” or “driver” means an individual who uses his or her personal vehicle to provide transportation network company services for riders matched to the driver through a transportation network company’s digital network. A driver need not be an employee of a transportation network company.
- (k) “Transportation network company rider” or “rider” means a passenger in a personal vehicle for whom a driver provides transportation network company services, including:
  - (I) an individual who uses a transportation network company's online application or digital network to connect with a driver to obtain services in the driver's vehicle for the individual and anyone in the individual's party; or
  - (II) anyone for whom another individual uses a transportation network company's online application or digital network to connect with a driver to obtain services in the driver's vehicle.
  - (III) “Rider” includes service animals as defined in § 24-34-803, C.R.S., accompanying any passenger.
- (l) “Transportation network company services” or “services” means the provision of transportation by a driver to a rider with whom the driver is matched through a transportation network company. The term does not include services provided either directly by or under contract with a political subdivision or other entity exempt from federal income tax under § 115 of the federal “Internal Revenue Code of 1986”, as amended.

**6702. Permit Requirements.**

- (a) No person shall operate or offer to operate as a TNC in Colorado without a valid permit issued by the Commission.
- (b) To obtain a TNC permit, a person must:
  - (I) complete and submit an application on a Commission-prescribed form;
  - (II) pay the annual application fee; and
  - (III) cause to be filed with the Commission proof of financial responsibility that complies with the requirements found in these rules and § 40-10.1-604, C.R.S.
- (c) No person shall file an application under a name, trademark, or trade name that identifies a type of transportation service not authorized by the TNC statutes, §§ 40-10.1-601 through 608, C.R.S. (e.g., a TNC shall not have the word “taxi” in its name). Applications filed in violation of this rule, shall not be processed.

- (d) A permit is valid for a period of one year from the later of the effective date or the date of issuance.

**6703. Commission's Records, Name Changes, Address Changes, and Address Additions.**

- (a) A TNC is obligated to ensure the accuracy of any information it provides to the Commission pursuant to this rule. Any information provided pursuant to this rule, by a TNC for the Commission's files shall be deemed to be accurate until changed by the TNC.
- (b) TNCs are required to notify the Commission in writing of any change of name, trade name, trademark, mailing address, physical address, or telephone number on file with the Commission within two days of making said change. The notification shall identify the person making the change and the affected permit. A notice of name change including trade name changes and trade name additions shall include supporting documentation from the Colorado Secretary of State.
- (I) In the event of a name change or an address change, the TNC shall comply with all other applicable Commission rules, including but not limited to, rules regarding financial responsibility.
- (II) No name change shall be effective until proper proof of financial responsibility in the TNC's new name has been filed with the Commission.

**6704. Notice.**

Any notice to a TNC sent to a physical, mailing, or email address of a TNC's designated agent on file with the Commission shall constitute prima facie evidence that the TNC received the notice.

**6705. Designation of Agent.**

- (a) Each TNC shall file in writing with the Commission, and shall maintain on file, its designation of the name, mailing address, physical address, email address, and phone number of a person upon whom service may be made of any lawful notice, order, process, or demand. The named person is the designated agent. A TNC shall not designate as its agent the Colorado Secretary of State. The person designated, if a natural person, shall be at least 18 years of age. The addresses of the person designated shall be in the state of Colorado.
- (b) TNCs shall notify the Commission of any changes in the designated agent's identity, name, mailing address, physical address, email address, or phone number by filing a new designation within two days following the effective date of such change.
- (c) Service upon a designated agent, as on file with the Commission, shall be deemed to be service upon the TNC.

**6706. Financial Responsibility.**

- (a) Every TNC shall obtain and keep in force at all times motor vehicle liability insurance coverage that conforms with the requirements of § 40-10.1-604(2), C.R.S. Every TNC shall cause to be filed a Commission-prescribed Form T: TNC Bodily Injury and Property Damage Liability Certificate of Insurance. The form shall be executed by a duly authorized agent of the insurer. The insurer must be authorized to do business in the state of Colorado.



- (b) If a TNC chooses to maintain primary automobile insurance coverage on behalf of a driver or drivers that conforms with the requirements of § 40-10.1-604(3), C.R.S., it shall cause to be filed a Commission-prescribed Form P: TNC Primary Liability Certificate of Insurance. The form shall be executed by a duly authorized agent of the insurer. The insurer must be authorized to do business in the state of Colorado.
- (c) For purposes of this rule, surplus line insurers authorized under article 5 of title 10, C.R.S., are within the meaning of an insurer authorized to do business in the state of Colorado.
- (d) If a TNC chooses not to maintain primary automobile insurance on behalf of a driver or drivers, it shall file a certification that each driver who is authorized by a TNC to log in to the TNC's digital network is in compliance with the provisions of § 40-10.1-604(3), C.R.S.
- (e) Administrative cancellation of certificates of insurance and/or surety bond.
  - (I) When a new certificate of insurance and/or surety bond is filed with the Commission, all certificates of insurance and/or surety bond for the same type and category of coverage with an older effective date shall be administratively cancelled upon the effective date of the new certificate of insurance and/or surety bond.
  - (II) When the Commission receives notice from a TNC to cancel its permit, all the certificates of insurance and/or surety bond for the TNC shall be administratively cancelled.

**6707. Financial Responsibility - Revocation, Suspension, Alteration, or Amendment.**

- (a) Summary suspension and/or revocation for lack of financial responsibility of a TNC.
  - (I) Summary suspension.
    - (A) Whenever Commission records indicate that a TNC's, required insurance or surety coverage, is or will be canceled, and the Commission has no proof on file indicating replacement coverage, the Commission shall, pursuant to § 24-4-104(3) and (4), C.R.S., summarily suspend such permit.
    - (B) Failure on the part of an insurance company to respond to a Commission inquiry for verification of insurance coverage within 60 days shall be treated as a cancellation of insurance. The Commission will provide notice to a TNC that its insurance company has failed to respond to an inquiry for verification of insurance coverage at least 15 days prior to the expiration of the 60 day period.
    - (C) The summary suspension shall be effective on the date of coverage cancellation.
  - (II) The Commission will advise the TNC:
    - (A) that the Commission is in receipt of insurance or surety cancellation, and the effective date of such cancellation;
    - (B) that its permit is summarily suspended as of the coverage cancellation date;
    - (C) that it shall not conduct TNC services under its permit after the coverage cancellation date;
    - (D) that the Commission has initiated complaint proceedings to revoke its permit;

- (E) that it may submit, at a hearing convened to determine whether its permit should be revoked, written data, views, and arguments showing why such permit should not be revoked; and
  - (F) the date, time, and place set for such hearing.
  - (III) Until proper proof of insurance or surety coverage, is filed with the Commission, a TNC receiving notice of summary suspension shall not conduct TNC services after the effective date of such summary suspension.
  - (IV) If the Commission receives proper proof of coverage prior to the hearing, the summary suspension and complaint will be dismissed without further order of the Commission. TNC services performed during lapses in coverage are subject to civil penalty assessments.
  - (V) If the Commission receives proper proof of coverage prior to revocation, the Commission will dismiss the summary suspension and complaint. TNC services performed during lapses in coverage are subject to civil penalty assessments.
- (b) After a hearing upon at least ten days' notice to the TNC affected, and upon proof of violation, the Commission may issue an order to cease and desist, suspend, revoke, alter, or amend any permit for a violation of, or failure to comply with, any statute, order, or rule concerning a TNC.

**6708. Driver Minimum Qualifications.**

- (a) A TNC shall not permit a person to act as a driver unless the person is at least 21 years of age; has a valid driver's license; is medically qualified to drive as required by rule 6713; and is not disqualified to drive based on the results of the driving history research report required by rule 6711 or the criminal history record check required by rule 6712.
- (b) A TNC shall require a driver to maintain on their person or in their personal vehicle the following documents in physical or electronic form: a current medical examiner's certificate; valid driver's license; current vehicle inspection form; any waiver granted by the Commission; and proof of all required insurance, including TNC required insurance. These documents shall be immediately provided by the driver to an enforcement official upon request.

**6709. Waivers or Variances.**

A TNC that is granted a waiver or variance, or that engages a driver who has been granted a waiver or variance, shall maintain a copy of the waiver or variance during the term of the TNC's or the driver's service and for six months thereafter. This rule shall have no effect on the right and discretion of a TNC to decide not to contract with a driver applicant or to disconnect a driver from its TNC platform.

**6710. Record Maintenance and Retention.**

- (a) A TNC or third party on behalf of a TNC may maintain records in electronic format, provided that copies can be reproduced in their original format.
- (b) A TNC shall maintain the following data for each prearranged ride, as applicable, for a minimum of one year from the date of each such prearranged ride: the personal vehicle's license plate number; the identity of the driver; the identity of the matched individual using the TNC application to request a prearranged ride; the date and time of the rider's request for service; the originating address; the date and time of pickup; the destination address; and the date and time of drop-off.

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- (c) A TNC, or third party on behalf of a TNC, shall maintain the following records for each driver and the driver's personal vehicles.
- (I) A driver's application submitted to the TNC which must, at a minimum, contain the following information: the applicant's name, address, date of birth, and driver license number; the date the application was submitted; and the applicant's signature attesting that all the information provided on the application is true and accurate. A driver's application must be maintained during the period of service and for six months thereafter.
  - (II) The disclosures provided to the driver within the driver's terms of service, including the driver's acknowledgement of said terms. The terms of service disclosures and acknowledgement shall be maintained during the period of service and for six months thereafter.
  - (III) The driving history research reports. The driving history research reports shall be maintained for a period of three years from the date the research was conducted.
  - (IV) The results of the criminal history record check. The results of the criminal history record check shall be maintained for a period of five years from the date the record check was conducted.
  - (V) The driver's state issued driver's license. The driver's license shall be maintained during the period of service and for six months thereafter.
  - (VI) The driver's current medical examiner's certificate. The driver's most current medical examiner's certificate shall be maintained for a period of three years from the date of certification.
  - (VII) If applicable, any current medical waiver or variances issued to the driver.
  - (VIII) Hours of service records required by rule 6722, including all supporting documentation verifying such time records, shall be maintained for the most recent six months during the term of service; and such records shall be maintained for six months after the term of service.
  - (IX) The initial and periodic vehicle inspections. Vehicle inspections shall be maintained for a period of 14 months from the date of inspection.
- (d) A TNC shall maintain the following data for each report of conduct in violation of § 40-10.1-605(6) for a minimum of one year following the due date of the annual report including the period of time of the conduct reported to the TNC:
- (I) the written report; and
  - (II) documentation of actions taken, if any, to address the alleged violation.
- (e) A TNC shall maintain the following data for any personally identifiable information disclosed concerning a user of the transportation network company's digital network for a minimum of one year:
- (I) the information disclosed;
  - (II) to whom the information was disclosed;
  - (III) the user's consent to disclose the disclosed information, if applicable;

- (IV) the legal obligation necessitating disclosure, if applicable; and
  - (V) documentation of the facts and circumstances necessitating disclosure to protect or defend the terms and conditions for use of the service or to investigate violations of the terms and conditions, if applicable.
- (f) A TNC is responsible for compliance with record maintenance and retention requirements without regard to whether the TNC maintains and retains records or whether a third party maintains and retains them on the TNC's behalf.

**6711. Driving History Research Report.**

- (a) Before permitting an individual to act as a driver on its digital network, a TNC shall obtain and review a driving history research report for the individual. The driving history research report shall include at a minimum any moving violation in the United States for the three-year period preceding the individual's application. An individual with moving violations identified in § 40-10.1-605(4)(b)(I) and (II), C.R.S. shall not serve as a driver for the TNC.
- (b) At least once every 12 months, a TNC shall obtain and review a driving history research report for each driver authorized to use the TNC's digital network. The driving history research report shall include at a minimum any moving violation in the United States for the preceding three-year period. An individual with moving violations identified in § 40-10.1-605(4)(b)(I) and (II), C.R.S. shall not continue to serve as a driver for the TNC.

**6712. Criminal History Record Checks.**

- (a) Before permitting an individual to act as a driver on its digital network, a TNC shall obtain and review a criminal history record check for the individual that complies with C.R.S. § 40-10.1-605(3)(a). If a privately administered national criminal history record check is used, custody of the record check shall be direct from the entity administering the check to the TNC.
- (b) If a privately administered national criminal history record check is conducted, the TNC shall obtain the applicant's social security number (or Alien Registration Number/USCIS Number or Form I-94 Admission Number), birth date, and driver's license number.
- (c) The identifying information obtained in paragraph (b) shall be run through national and county or statewide criminal background databases or other similar commercial databases and validated through a primary source search. These searches shall include, at minimum, the National Sex Offender Registry and, in jurisdictions where an applicant has lived, a federal district court records search, a county criminal records search, and a motor vehicle records search.
- (d) At least once every five years, a TNC shall obtain and review a criminal history record check for each driver authorized to use the TNC's digital network.
- (e) No TNC shall permit any individual convicted of or who pled guilty or nolo contendere to any of the offenses listed in § 40-10.1-605(3)(c), C.R.S. to log in to its digital network or serve as a driver for the TNC.

**6713. Proof of Medical Fitness.**

- (a) No TNC shall permit any driver to log in to its digital network that is not medically examined and certified pursuant to 49 C.F.R. § 391.41, as revised on October 1, 2010 or pursuant to subsections (b)-(d) of this rule.

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- (b) All medical examiners issuing driver medical examiner's certificates must be licensed medical practitioner in accordance with their specific specialty practice act in the Colorado Revised Statutes as a doctor of medicine or osteopathy, a physician assistant, nurse practitioner, or clinical nurse specialist working under the direct supervision of a physician.
- (c) A person is physically qualified to drive if, upon physical examination, the medical examiner determines that the person does not exhibit any of the following conditions:
- (I) defect, loss of limb or impairment which interferes with the ability to perform normal tasks associated with operating a motor vehicle;
  - (II) established medical history or clinical diagnosis of diabetes mellitus currently requiring insulin for control likely to interfere with his/her ability to control and drive a motor vehicle safely;
  - (III) current clinical diagnosis of myocardial infarction, angina pectoris, coronary insufficiency, thrombosis, or any other cardiovascular disease of a variety known to be accompanied by syncope, dyspnea, collapse, or congestive cardiac failure, and that is likely to interfere with his/her ability to control and drive a motor vehicle safely;
  - (IV) established medical history or clinical diagnosis of a respiratory dysfunction likely to interfere with his/her ability to control and drive a motor vehicle safely;
  - (V) established medical history or clinical diagnosis of high blood pressure likely to interfere with his/her ability to control and drive a motor vehicle safely;
  - (VI) established medical history or clinical diagnosis of rheumatic, arthritic orthopedic, muscular, neuromuscular, or vascular disease which interferes with his/her ability to control and drive a motor vehicle safely;
  - (VII) established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause loss of consciousness or any loss of ability to control and drive a motor vehicle safely;
  - (VIII) mental, nervous, organic, or functional disease or psychiatric disorder likely to interfere with his/her ability to drive a motor vehicle safely;
  - (IX) visual disorder or impairment resulting in acuity of worse than 20/40 (Snellen) in each eye without corrective lenses or corrected to 20/40 (Snellen) or better with corrective lenses, distant binocular acuity worse than 20/40 (Snellen) in both eyes with or without corrective lenses, field of vision lower than 70° in the horizontal Meridian in each eye, and colorblindness resulting in the lack of an ability to recognize the colors of traffic signals and devices showing standard red, green, and amber;
  - (X) use of a controlled substance, which use is prohibited in Colorado unless prescribed by a licensed medical practitioner who is familiar with the driver's medical history and has advised the driver that the prescribed substance or drug will not adversely affect the driver's ability to safely operate a motor vehicle; or
  - (XI) current clinical diagnosis of alcoholism.

- (d) A TNC must maintain copies of TNC medical examiner's certificates for all TNC drivers that are authorized to access its digital platform. All medical examiners issuing TNC medical examiner's certificates shall use the TNC medical examination report form included in a packet available on the Commission website. Such TNC medical examiner's certificate shall include certification that the medical examiner conducted an examination in accordance with these rules, and with knowledge of the driving duties, finds the individual is qualified, subject to any express conditions. Such TNC medical examination report shall identify the driver, describe the driver's medical history, and document the examination including the medical examiner's independent judgment based thereupon. A TNC shall not be required to maintain a copy of a driver's TNC medical examination report.
- (e) All medical examiner's certificates shall be valid for not more than two years from the date of issuance.

**6714. Vehicle Inspections.**

A TNC shall conduct or have a vehicle inspector conduct an initial safety inspection of a prospective driver's vehicle before it is approved for use as a personal vehicle and shall have periodic inspections of personal vehicles conducted thereafter, at intervals of at least one inspection per year. A driver and TNC shall ensure that the initial and periodic inspections are completed on the form prescribed by the Commission. A vehicle shall be placed out-of-service if it failed to meet the vehicle inspection criteria identified in this rule. The TNC may reinstate the personal vehicle for service after the out-of-service condition is removed or resolved.

Initial inspections, periodic inspections, and inspections by an enforcement official shall include an inspection of the items set forth in § 40-10.1-605(1)(g)(I), C.R.S., based upon the following criteria.

- (a) Foot brakes: each vehicle shall be equipped with brakes acting on all wheels and capable of operating as designed by the manufacturer; the brake lining/pad thickness on the steering axle shall not be less than 3/16 of an inch and shall not be less than 1/16 of an inch on the non-steering axle; the thickness of the drums or rotors shall not be less than the limits established by the brake drum or rotor manufacturer and no evidence of metal to metal contact or rusting on contact surfaces; and shall not have missing or broken calipers, pad retaining components, brake pad, shoes, or linings.
- (b) Emergency brake: each vehicle shall be equipped with an emergency brake that will hold a parked vehicle in place as designed by the manufacturer.
- (c) Steering mechanism: each vehicle shall not have steering wheel lash that exceeds four inches. Universal joints and ball and socket joints shall not be worn, faulty or repaired by welding and all components of the power steering system must be present with no parts missing and belts shall not be frayed, worn or slipping. Telescoping or tilt steering wheels shall lock in a fixed position.
- (d) Windshield: shall be free of discoloration or intersecting cracks which interfere with the driver's field of view.
- (e) Rear window and other glass: vehicle windows to the side and rear of the driver shall be fully operational if originally manufactured to be so and shall be free from intersecting cracks.
- (f) Windshield wipers: vehicles shall be equipped with a wiping system and washer system that are in proper working condition and capable of being controlled by the driver from within the vehicle.
- (g) Head lights: each vehicle must have head lights that do not have broken or missing lenses covers and that have both upper and lower beams; and are in proper working condition.

- (h) Tail lights: each vehicle must have tail lights that do not have broken or missing lenses covers and are in proper working condition.
- (i) Turn indicator lights: vehicle must have turn indicator lights that do not have broken or missing lenses covers and are in proper working condition. The vehicle must be equipped with a hazard warning signal operating unit that is in proper working condition.
- (j) Stop lights (lamps): all vehicles must have stop lamps that do not have broken or missing lens covers and are in proper working condition.
- (k) Front seat adjustment mechanism: the vehicle must be equipped with a front seat adjustment mechanism that is capable of locking in at least one fixed position.
- (l) Doors: all vehicles must be equipped with a minimum of four doors; all doors must be in proper working condition and capable of opening, closing, locking, and unlocking as designed by the original manufacturer.
- (m) Horn: all vehicles must be equipped with a horn and actuating element that shall give an adequate warning signal that is in proper working condition.
- (n) Speedometer: all vehicles must be equipped with an operating speedometer that is paired with an OEM approved tire size.
- (o) Bumpers: all vehicles must be equipped with both front and rear bumpers which are not loose or protruding so as to create a hazard.
- (p) Mufflers and exhaust system: all vehicles must be equipped with a securely fastened and properly located muffler and exhaust system capable of expelling and directing harmful combustion fumes as designed by the original manufacturer. No part of the exhaust system shall leak or be repaired with wrap or patches.
- (q) Tires and wheels: no tire shall have any tread or sidewall separation or has a cut to the extent that the ply or belt material is exposed; any tire on the front or rear wheels of a vehicle shall have a tread groove pattern depth of at least  $\frac{4}{32}$  of an inch when measured at any point on a major tread groove. The measurement shall not be made where the tie bars, humps or fillets are located; and vehicle wheels shall not have cracks or missing spokes, shall be securely attached to the vehicle and not have loose or missing lug nuts.
- (r) Rear view mirrors: all vehicles must be equipped with rear view mirrors as designed by the original manufacturer.
- (s) Safety belts: all vehicles must be designed by the original manufacturer to carry no more than eight passengers, be equipped with no more than eight safety belts as designed by the original manufacturer, and must be equipped with safety belts for both the driver and all riding passengers that are in proper working condition and capable of being operated at all times.

**6715. Vehicle Inspectors.**

- (a) Individuals performing the initial vehicle inspection or a periodic inspection by or for a TNC shall be a certified mechanic or a person that is capable of performing an inspection by reason of experience, training, or both.

- (b) TNCs must retain a record of the federal or state sponsored training program certifying an individual performing inspections or retain evidence of the individual's qualifications under this rule if the inspection was completed by an individual substituting training and experience for a certificate from a federal or state sponsored training program. TNCs must retain this evidence for the period during which that individual is performing vehicle inspections for the TNC and for one year thereafter.
- (c) For purposes of this rule, a TNC's receipt of certification by a company authorized to do business in Colorado that inspections are performed only by persons capable of performing the 19-point inspection listed in rule 6714 by reason of experience, training, or both, satisfies the TNC's obligations in paragraphs (a) and (b) of this rule.

**6716. Authority to Interview Personnel and Inspect Records and Personal Vehicles.**

For purposes of investigating compliance with, or a violation of, these rules or applicable law, an enforcement official has the authority to interview persons, drivers and riders, to inspect records, and to inspect personal vehicles used in providing TNC services.

- (a) Upon request of an enforcement official during the Commission's normal business hours, a TNC shall provide to the enforcement official, any requested records relating to insurance under rule 6707, medical examiner's certificate under rule 6713, hours of service under rule 6722, vehicle inspections under rules 6714, 6715, and 6717, and waivers or variances under rule 6709. A TNC shall also include in its driver policies a requirement that a TNC driver immediately provides all of these documents, except those under rule 6722, to an enforcement official upon request. If a driver fails to make such personal vehicles available for inspection, upon notice to the TNC, the TNC shall disconnect the driver from its TNC platform until the driver makes the vehicles available for inspection.
- (b) Within 72 hours of notice by an enforcement official, a TNC shall provide to the enforcement official, electronic copies of the requested records that TNCs are required to be retained by these rules. Paper copies shall be provided if requested by an enforcement official.
- (c) Upon reasonable notice and request by an enforcement official, and in addition to other inspection requirements, a driver shall make his/her personal vehicles used in providing TNC services available for inspection and the driver shall assist, if requested, in the inspection of such personal vehicle. If a driver fails to make such personal vehicles available for inspection, upon notice to the TNC the TNC shall disconnect the driver from its TNC platform until the driver makes the vehicles available for inspection.
- (d) In addition to requirements of any other rule herein, and upon reasonable notice and request by an enforcement official, TNC personnel and drivers shall be available for interview during the Commission's normal business hours.
- (e) When a request under this rule implicates multiple response times the shortest time period shall apply.

**6717. Inspection of Drivers and Vehicles.**

A driver and the driver's vehicle are subject to inspection by and producing documentation to an enforcement officer if the driver is logged into a TNC's digital network, is at that time offering or providing service, or by any other arrangement made between the Commission and TNC for inspection of vehicles.



**6718. Inspection Process.**

- (a) When a driver or vehicle is inspected by an enforcement official the enforcement official shall tender a copy of a Driver/Vehicle Compliance Report (DVCR) to the driver. The enforcement official will provide notice to the TNC that a driver and/or vehicle inspection was conducted and that violations were found, if any.
- (b) The TNC shall be responsible to contact and obtain a copy of the DVCR from the driver.
- (c) Within 15 days following the date of the inspection, the TNC shall:
  - (I) ensure all violations or defects noted thereon are corrected before any other TNC services are provided;
  - (II) complete the TNC official's signature, title, and date portions of the DVCR, certifying that all violations on the DVCR have been corrected;
  - (III) return the completed DVCR to the Commission in the manner stated on the DVCR; and
  - (IV) retain a copy of the DVCR in its records.
- (d) If an enforcement official determines that a vehicle that would likely cause an accident or breakdown due to its mechanical condition, or an unsafe condition exists that would likely harm occupants, the vehicle shall be placed out-of-service. A TNC shall disconnect the driver of the vehicle from the TNC digital network upon notice from the enforcement official that the vehicle has been placed out-of-service.
- (e) A driver who, by reason of the driver's lack of qualification under rule 6708, sickness or fatigue, violation of hours of service provisions under rule 6722, or being under the influence of drugs or alcohol, would likely cause an accident as determined by an enforcement official shall be placed out-of-service. A TNC shall disconnect the driver of the vehicle from the TNC digital network upon notice from the enforcement official that the driver has been placed out-of-service.
- (f) Declaring a personal vehicle and/or a driver out-of-service on a DVCR and communicating that condition to the TNC shall constitute an out-of-service order.
- (g) The TNC may reinstate the personal vehicle and/or the driver for service after the out of service condition is removed or resolved.

**6719. Vehicle Markings.**

A TNC shall require that a driver displays the TNC's vehicle marking in or on the personal vehicle while logged in to a TNC's digital network. The TNC shall file a description and location of vehicle markings that drivers are required to display. Vehicle marking shall be readily visible during daylight hours from the front or passenger side of the vehicle at a distance of 50 feet, but in no case be less than three inches tall.

**6720. Annual Report of Drivers' Refusals to Transport and Driver Discipline.**

- (a) TNCs shall require drivers to submit a written report for any incident in which a driver refuses to transport a passenger pursuant to § 40.10.1-605(9), C.R.S. The report shall include the reason for the refusal.
- (b) TNCs shall reasonably address any reports of alleged violations of § 40-10.1-605(6)(a), C.R.S., including reports from drivers, passengers, or the Commission.

- (c) Prior to February 1 of each calendar year, each TNC shall report to the Commission the number of incidents in which a driver has reported to the TNC, pursuant to § 40-10.1-605(9), C.R.S., each refusal to transport a passenger after the driver and rider were matched, for the previous calendar year. Each report must include, but is not limited to the following information: the TNC's name; the TNC's permit number; the period being reported; the identity of each involved driver; the date the prearranged ride was requested; the address from which the prearranged ride was requested; the destination to which the prearranged ride was intended; and the reason the prearranged ride was refused. The report shall contain a record of any discipline administered to the driver for any alleged violation of § 40-10.1-605(6)(a), C.R.S. The report also shall contain the signature, the printed name and title of the person completing the form; the signature, the printed name and title of an officer authorized to file the report; and an oath that the information is accurate.
- (d) Prior to February 1 of each calendar year, each TNC shall report to the Commission a record of any actions taken by the TNC to address alleged violations of the TNC statute (§40-10.1-601, et seq., C.R.S.) and of the Commission's TNC Rules (Rules 6700-6724 of the Rules Regulating Transportation by Motor Vehicle, 4 CCR 723-6) as notified by enforcement officials discipline administered to a driver for a violation of statute or rules. Each report must include, but is not limited to the following information: the TNC's name; the TNC's permit number; the period being reported; the identity of each involved driver, the violation, the discipline administered, including a notation whether the driver was subsequently monitored and involved in any other violations.

**6721. Offering of TNC Service.**

- (a) No TNC, or any officer, agent, employee, or representative of said company, shall offer a TNC service in a name other than a name as it appears on the TNC's permit, including matching the characters, numbers and letters as used on the permit (e.g., A and B Transportation violates this rule when advertising as A & B Transportation). If a TNC operates under registered trade names, registered d/b/a designations, or registered trademarks that are words and/or names, the TNC's permit shall also reflect that the TNC is using the registered trade names, registered d/b/a designations, or registered trademarks that are words and/or names in providing TNC service.
- (b) If a TNC operates under registered trade names, registered d/b/a designations, or registered trademarks that are words and/or names, nothing in this paragraph shall be construed to require advertising under all names appearing on said TNC's permit.

**6722. Hours of Service.**

- (a) A driver shall not offer or provide transportation network company services for more than 12 consecutive hours.
- (b) If a driver is logged in to a TNC's digital network, the driver will be presumed to be offering or providing TNC services. The presumption that a driver is offering or providing service by being logged in to a TNC's digital network may be rebutted with the presentation of credible evidence at the time of an audit, record review, or evidentiary hearing.
- (c) A TNC shall adopt a policy designed to ensure that, after 16 cumulative hours logged into the TNC's digital network in a calendar day, the driver shall log out of the TNC's digital network for eight consecutive hours. For purposes of this provision, a driver will not be deemed to have logged into the TNC's digital network if the login period does not exceed five minutes. The TNC shall enforce this policy through appropriate monitoring of available data and administration of disciplinary actions.

- (d) A TNC shall adopt a policy designed to ensure that no driver is logged in to the TNC's digital network for more than 70 hours in a consecutive seven-day period. The TNC shall enforce this policy through appropriate monitoring of available data and administration of disciplinary actions. The TNC shall file the policy and any changes or updates with the Commission.
- (e) Appropriate monitoring of available data includes, at a minimum, a review of said data for each of its drivers no less than one time per week and the implementation of disciplinary actions in accordance with the TNC's policy.
- (f) Any driver found by the TNC to have violated either or both of the policy requirements set forth in (c) and (d) above shall be disconnected from the TNC network for a period of no less than 24 consecutive hours.
- (g) A TNC that engages a driver shall maintain and retain true and accurate time records, including all supporting documents verifying such time records, for a period of six months showing:
  - (I) each time(s) the driver logs in to the TNC's digital network each day;
  - (II) each time(s) the driver logs out of the TNC's digital network each day;
  - (III) the total number of hours the driver is logged in to the TNC's digital network each day; and
  - (IV) any disciplinary actions taken against drivers for violations of the policies adopted pursuant to this section.
- (h) The failure to appropriately monitor and enforce these policy requirements shall subject a TNC to civil penalty assessments.

**6723. Prohibitions.**

- (a) No TNC shall require or permit any driver declared and ordered out-of-service to operate, nor shall any driver operate, any personal vehicle until the driver's out-of-service condition has been corrected.
- (b) No TNC shall require or permit any driver to operate, nor shall any driver operate, any personal vehicle declared and ordered out-of-service until all repairs required by the out-of-service order have been satisfactorily completed.
- (c) A TNC shall have and enforce a policy that a driver shall not operate any personal vehicle when the driver's ability to operate the personal vehicle is impaired through illness, fatigue, or any other condition that would likely cause the unsafe operation of the personal vehicle. A TNC that is notified by an enforcement official or confirms on its own or through another means that a driver has violated this rule shall disconnect the driver from its digital network until the condition is no longer present.
- (d) A TNC shall have and enforce a policy that a driver shall not operate any personal vehicle if the driver is under the influence or uses any drug or substance that renders the driver incapable of safely operating a personal vehicle. This does not apply to possession or use of a substance administered by or under the instruction of a qualified medical professional, provided that the medical professional certifies the substance will not affect the safe operation of a personal vehicle. A TNC that is notified by an enforcement official or confirms on its own or through another means that a driver has violated this rule shall immediately disconnect the driver from its digital network pending the results of an investigation.

- (e) A TNC shall have and enforce a policy that a driver shall not operate any personal vehicle if the driver has consumed alcohol within four hours of logging in to the TNC network or is under the influence of alcohol while logged in to the TNC network. A TNC that is notified by an enforcement official or confirms on its own or through another means that a driver has violated this rule shall immediately disconnect the driver from its digital network pending the results of an investigation.
- (f) A TNC shall have and enforce a policy that a driver shall not engage in texting while operating a personal vehicle and the driver is logged in to the TNC network.
- (g) A TNC shall have and enforce a policy that a driver shall not solicit or accept the on-demand summoning of a ride otherwise known as a “street hail.”
- (h) A TNC shall have and enforce a policy requiring drivers to display a vehicle marking in or on the personal vehicle while logged in to a TNC’s digital network in accordance with the description on file with the Commission.
- (i) No TNC shall make or cause to be made fraudulent or intentionally false statements or records to the Commission or Commission staff.
- (j) No person shall falsify, destroy, mutilate, change, or cause falsification, destruction, mutilation, or change to any record, subject to inspection by the Commission.
- (k) No TNC shall require or permit any driver to log in to its digital network before the vehicle that will be used as a personal vehicle is confirmed to have satisfied the requirements of rule 6714.
- (l) No TNC shall disclose to a third party any personally identifiable information concerning a user of the transportation network company’s digital network unless:
  - (I) the transportation network company obtains the user’s consent to disclose personally identifiable information;
  - (II) disclosure is necessary to comply with a legal obligation (including compliance with Commission rules); or
  - (III) disclosure is necessary to protect or defend the terms and conditions for use of the service or to investigate violations of the terms and conditions.

**6724. Violations, Civil Enforcement, and Enhancement of Civil Penalties.**

Civil penalty assessments are in addition to any other penalties provided by law.

TNCs are subject to §§ 40-7-112, C.R.S. and 40-7-113 through 40-7-116, for violations of Part 6 of Title 40, C.R.S., or these rules, and may be assessed civil penalties for any such violation.

- (a) \$11,000 per violation.
  - (I) Failure to obtain and keep in force liability insurance that conforms with the requirements of § 40-10.1-604.
- (b) \$10,000 per violation.
  - (I) Violation of paragraph 6723(a).
  - (II) Violation of paragraph 6723(b).

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- (c) \$2,500 per violation.
    - (I) Violation of paragraph 6723(i) or (j).
    - (II) Violation of rule 6708.
    - (III) Violation of paragraph 6722(a), (c), (d), (e), or (f).
  - (d) \$1,100 per violation.
    - (I) Violation of rule 6713.
    - (II) Violation of the periodic inspection requirements of rule 6714.
    - (III) Violation of rule 6702.
    - (IV) Violation of rule 6721.
    - (V) Violation of paragraph 6723(c), (d), (e), (g) or (l).
  - (e) \$500 per violation up to \$10,000.
    - (I) Violation of rule 6710.
    - (II) Failure to return the completed DVCR as required by subparagraph 6718(c)(III).
    - (III) Violation of paragraph 6722(g).
  - (f) \$275 per violation.
    - (I) Violation of rule 6712.
  - (g) \$250 per violation.
    - (I) Violation of any rule not specified above.
  - (h) Notwithstanding any provision in these rules to the contrary, the Commission may assess a civil penalty of two times the amount or three times the amount, as provided in § 40-7-113, C.R.S.
    - (I) The amounts in paragraphs (a) through (g) shall be two times the specified amount if:
      - (A) the person engaged in prior conduct which resulted in the issuance of a prior civil penalty assessment notice;
      - (B) the conduct is of the same or narrower character as the conduct that was cited in the prior civil penalty assessment notice;
      - (C) the conduct occurred within one year after the date of violation in the prior civil penalty assessment notice; and
      - (D) the conduct occurred after the person's receipt of the prior civil penalty assessment notice.
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- (II) The amounts in paragraphs (a) through (g) shall be three times the specified amount if:
  - (A) the person engaged in two or more instances of prior conduct which resulted in the issuance of two or more prior civil penalty assessment notices;
  - (B) the conduct is of the same or narrower character as the conduct that was cited in the prior civil penalty assessment notices;
  - (C) the conduct occurred within one year after the two most recent prior instances of conduct cited in the prior civil penalty assessment notices; and
  - (D) the conduct occurred after the person's receipt of two or more prior civil penalty assessment notices.
- (i) The civil penalty assessment notice shall contain the maximum penalty amounts prescribed for the violation; the amount of the penalty surcharge pursuant to § 24-34-108(2); and a separate provision for a reduced penalty of 50 percent of the maximum penalty amount if paid within ten days after the civil penalty assessment notice is tendered.

**6725. – 6799. [Reserved].**

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**Editor's Notes**

**History**

Sections 6008, 6101, 6103, 6105, 6501, 6507-6510, 6511, 6513 eff. 05/28/2007.  
Sections B&P; 6016; 6603 eff. 07/01/2007.  
Sections 6000-6015, 6100-6602, 6604-6699 eff. 08/01/2007.  
Sections B&P, 6001, 6304-6305, 6307-6312 emer. rule eff. 07/18/2007.  
Sections B&P; 6016; 6603 emer. rule eff. 08/17/2007.  
Sections 6000-6001, 6004-6009, 6011, 6400-6499 emer. rule eff. 09/11/2007; expired 04/08/2008.  
Sections 6001, 6304-6305, 6307-6312 emer. rule eff. 02/13/2008.  
Sections 6016, 6603 emer. rule eff. 03/14/2008.  
Sections B&P, 6000-6001, 6004-6009, 6011, 6400-6499 eff. 06/30/2008.  
Sections 6009, 6016, 6203, 6205, 6603 emer. rule eff. 07/01/2008.  
Sections 6000, 6001, 6002, 6006, 6007, 6015-6016, 6105, 6201, 6203, 6205, 6301, 6304-6305, 6307-6312, 6603 eff. 07/30/2008.  
Sections B&P, 6015, 6603 emer. rule eff. 07/30/2008.  
Sections 6103, 6308 emer. rule eff. 08/15/2008; expired 09/05/2008, 12:01 AM.  
Section 6009 emer. rule expired 01/16/2009.  
Sections B&P, 6015, 6603 emer. rule eff. 02/25/2009.  
Entire rule eff. 07/30/2009.  
Entire rule eff. 10/15/2010.  
Entire emer. rule eff. 08/10/2011.  
Entire emer. rule eff. 03/07/2012.  
Entire rule eff. 08/01/2012.  
Entire rule eff. 02/14/2014.  
Section 6007(a)(l) emer. rule eff. 05/01/2014.

Sections B&P, 6700-6703 emer. rules eff. 07/08/2014; expired 02/03/2015.

Section 6007(a)(l) eff. 11/14/2014.

Sections B&P, 6700-6703 emer. rules eff. 02/04/2015; expired 08/27/2015.

Section 6257(d)(l) eff. 11/14/2015.

Sections 6000, 6700-6724 eff. 01/30/2016.

**Annotations**

Rules 6015.(d) and 6015.(i) (adopted 06/18/2009) were not extended by Senate Bill 10-060 and therefore expired 05/15/2010.