



*Protecting Your Motorized Access to Public Lands*

## LEGISLATIVE REPORT

### Final Summary for 2019

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*Jerry Abboud, Colorado Off Highway Vehicle Coalition (COHVCO)*

COHVCO lobbyists Jerry Abboud and Jim Bensberg reviewed approximately 600 bills this year and tracked 32. Approximately 120 working days resulted in an average of 4 hours a day devoted to the session, including before, during and after. This totals 480 hours over 5 months. Below are the most important bills relevant to motorized recreationists. Lobbying legislation and the session was the quietest since 2003 and it seemed very strange and many of the normal processes were way out of sync.

This is due most likely (I am being kind) to one party controlling both the legislature and the governor's office. The majority party had much the of the session tied up with social welfare and environmental issues. When one party takes control, they go back to pieces of legislation they wanted urgently but it was blocked by the other party.

Bills are either now contained in current law or have been postponed indefinitely (killed). The session was the quietest since 2003 and it seemed very strange. The majority party had much the of the session tied up with social welfare and environmental issues. Nevertheless, all bills must have a level of revenue because the title of the bill, if amended, could be disastrous. In other words, bills with a broad title can be amended after they are introduced and then reviewed. They must be tracked throughout the process. So, one of COHVCO's most important services to its members is to monitor. And this requires a high level of expertise.

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#### ***2019 Legislative Session***

*600 Bills Reviewed*

*32 Bills Tracked*

*120 Working Days*

*480 Hours Devoted*

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Additionally, through the remainder of 2019, COHVCO will track interim committees, the Transportation Legislative revenue committee, among others, during summer and fall. Even though the session has been completed, communication with legislators and staff will continue in order to remain abreast of developments.

## BILLS

### SB19-054

This bill was introduced at the behest of SEMA. It was originally tended to provide certain exemptions for surplus military vehicles. These vehicles are generally unable to be titled or pass the front range emissions testing. COHVCO offered its assistance but was asked by SEMA to let them handle it. We honored their request.

Unfortunately, the bill was amended to include such vehicles in the category of OHVs. Then SEMA withdrew its support. It is not a negative as such vehicles could be towed to trails and roads open to OHVs. But this is a far cry from the goals SEMA originally envisioned.

### SB19-144

Motorcyclists have had to deal with traffic signals that are activated by a vehicle's mass/weight. They have had to sit endlessly until a car or truck comes by or proceed illegally through the signal device. This bill allows a motorcyclist to go through a constant red or yellow light.

### SB19-175

This bill imposes a greater penalty on the driver of a motor vehicle that causes serious bodily injury to a vulnerable road user. There is a long list of who is vulnerable including motorcyclists, *off-highway vehicle operators*, road workers, bicyclists and a host of others.

### HB1026

Increase certain Perks & Wildlife fines. COHVCO made sure that Parks and Wildlife did not raise fines for operation of vehicles that are on a closed trail. More importantly we supported the return of half the fines for OHV infractions to the OHV/Snowmobile/permit programs. This has never happened before.

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### HB19-1159

Electric motorcycles with a battery storage capacity of 4kwh and certain hybrids, if they become available, will have the tax credit available for Innovative Motor Vehicles extended until Jan. 1, 2026. The Current credit of \$5000 will continue prior to Jan.1, 2021.

Beginning Jan. 1, 2021 and prior to Jan.1 2023, the income tax credit becomes \$2500. Beginning Jan. 1, 2023 and prior to Jan.1, 2026 the credit is lowered to \$2000.

While the amounts corresponding to the 2021-2026 extension are about half, the program would have ended in 2020, well before any market for electric motorcycles could take root.

To learn the ins and outs of this program go to:

<https://www.colorado.gov/pacific/sites/default/files/Income69.pdf>

Remember the amounts in this article are accurate. The chart in the Department of Revenue information piece has not amounts been updated.

### HB19-1188

In keeping with California's lavish spending, this legislation gives the leadership of the General Assembly the ability to require bills to have a net impact on greenhouse gas pollution as part of the fiscal note. How the legislative staff with one "expert" on greenhouse gas will be able to prepare a greenhouse gas fiscal note with any degree of accuracy is hard to imagine, particularly if the leadership requires notes on a large number of bills.

This bill sweeps so broadly that literally any legislation that *can* cause, not *does* cause, a greenhouse gas negative impact will now carry the badge of bad for the environment throughout the process.

Legislation aimed toward relaxing any state regulations that overly burden business may see this as a foundation for opposition.

**We strongly opposed this bill as did business, but it was unstoppable.**