



DRCOG Legislative Report

Status of Bills, as of April 27, 2025

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Transportation bills

[House Bill 25-1007](#): Concerning Paratransit Services

Bill Summary: Transportation Legislation Review Committee. As amended, beginning on January 1, 2026, the bill *requires* any political subdivision of the state, public entity, or nonprofit corporation that provides paratransit services in the state (*paratransit provider*), in addition to those duties otherwise provided by law: to establish, in coordination with local public entities providing emergency services, a plan to communicate information and provide paratransit services during emergencies. *The communication plan must include information on the number of riders who use paratransit services and the resource capacity of the paratransit provider, including the number of drivers and the number of vehicles used to provide paratransit services. The bill also requires paratransit providers and public entities providing emergency services to submit a report to the Transportation Legislation Review Committee on or before September 1, 2026, about the implementation of the communication and emergency services plan.*

Sponsors: Froelich & Valdez/ Winter F. & Simpson

Current Status: Signed by the governor

[Fiscal Note for House Bill 25-1007](#)

Position: Amend

Staff comments: As introduced may have applied to and created a burden on local agencies and small non-profits, some of whom receive grant funding through DRCOG's Area Agency on Aging Human Services Transportation program or 5310 program for older adult and other populations. *As amended, the bill requires paratransit providers to prepare a communication plan for emergencies.*

Legislative Policy: DRCOG supports adequate funding for providing transportation services for the elderly and individuals with disabilities. DRCOG also supports a system that ensures more and better transportation services are provided to older adults and vulnerable populations.

[House Bill 25-1044](#): Local Funding for Vulnerable Road User Protection

Bill Summary: Authorizes a local government or TABOR exempt enterprise created by a local government to impose local weight-based motor vehicle registration fees to fund local transportation system strategies that improve safety for vulnerable road users.

Sponsors: Boesenecker/Winter F. & Cutter



Status: Postponed Indefinitely (House Transportation, Housing and Local Government)

Fiscal Note for House Bill 25-1044

Position: Support

Staff comments: Enables, but does not require, action by local governments.

Legislative Policy: DRCOG supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists, including efforts to improve the safety of the traveling public – drivers, transit riders, pedestrians and bicyclists.

House Bill 25-1046: Increase Maximum Number of Transportation Planning Regions

Bill Summary: Increases the maximum number of transportation planning regions (TPR) of the state from 15 to 16. This increase in the maximum number of transportation planning regions results in the potential membership of the statewide transportation advisory committee also increasing by one member, from 17 to 18 members.

Sponsors: Richardson & Pelton

Status: Postponed Indefinitely (House Transportation, Housing and Local Government)

Fiscal Note for House Bill 25-1046

Position: Oppose

Staff comments: DRCOG is currently one of 15 existing TPRs and one of 17 members of the STAC. That means that although the DRCOG TPR includes 57.7% of the state's population, it has 5.9% of the STAC representation. The result of this bill would be to further reduce DRCOG's representation on STAC.

Legislative Policy: DRCOG supports legislation to ensure that representation on the Transportation Commission reflects approximately equal populations based on the most recent population census.

House Bill 25-1303: Funding for Motor Vehicle Collision Prevention

Bill Summary: **Section 1** of the bill creates the crash prevention enterprise (enterprise) in the department of transportation (CDOT) for the purpose of lowering automobile insurance costs by providing funding for transportation system infrastructure improvements and other data-driven strategies that reduce the number of collisions that involve a motor vehicle, particularly collisions between a motor vehicle and a vulnerable road user or wildlife (eligible projects). Beginning January 1, 2026, the enterprise is



authorized to impose a crash prevention fee (fee) of up to a specified maximum amount on the policyholder of each automobile insurance policy issued in the state on a per-policy basis. Each insurer that issues an automobile insurance policy must collect the fee from the policyholder and pay the fee to the enterprise.

- The specified maximum amount of the fee adjusts annually on July 1, 2027, and on each July 1 thereafter for inflation, as measured by the rolling 5-year average of the national highway construction cost index published by the federal highway administration in the United States department of transportation. Fee revenue is credited to a newly created crash prevention enterprise fund (fund) and continuously appropriated to the enterprise.
- The enterprise is authorized to expend 80% of its available revenue to issue grants to eligible entities, which are local governments, state or federally recognized tribal entities, public entities that are not part of the state, and private entities, for eligible projects that reduce motor vehicle collisions with vulnerable road users, as defined by the bill, and 20% of its available revenue to fund eligible projects that reduce motor vehicle collisions with wildlife.
- **Section 2** authorizes the Division of Insurance in the Department of Regulatory Agencies, upon receiving notice from the enterprise of an insurer's failure to collect the fee from its automobile insurance policyholders and pay the fee to the enterprise, to institute an enforcement proceeding and seek specified civil penalties from the insurer.

Sponsors: Boesnecker & Lukens/Roberts & Winter F.

Status: Senate Finance

[Fiscal Note for House Bill 25-1303](#)

Position: Support

Staff comments: This bill is a replacement for SB25-030, which was postponed indefinitely earlier this session.

Legislative Policy: DRCOG supports legislation that promotes efforts to fund, maintain and expand a multimodal transportation system. DRCOG also supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists. DRCOG supports state investment in regional programs that promote transportation demand management efforts, including coordinated regionwide efforts like the Way to Go partnership between DRCOG and eight transportation management associations (TMA) that promote and encourage adoption of non-single-occupant-vehicle travel options.



Senate Bill 25-030: Increase Transportation Mode Choice Reduce Emissions

Bill Summary: As introduced, the bill required the Colorado Department of Transportation (CDOT), no later than October 31, 2025, to present a statewide mode choice assessment to the Transportation Legislation Review Committee (TLRC), the Transportation Commission, and the Colorado Energy Office, which assessment must include recommendations for targets for 2030, 2035, 2040, 2045, and 2050. CDOT, metropolitan planning organizations (MPOs), and transit providers that provide public transit to a population of 100,000 or more.

No later than June 1, 2026, CDOT must adopt rules establishing mode choice targets. No later than October 31, 2026, and every 3 years thereafter, CDOT, in coordination with the MPOs, must present a report to the TLRC on the mode choice targets and the entities' plans to implement the mode choice targets (mode choice implementation plans). No later than December 31, 2026, and every 5 years thereafter, CDOT, MPOs, subject transit providers, and local governments with a population of 25,000 individuals or more must each prepare a mode choice implementation plan, which must include certain information about the mode choice targets, a multimodal transportation gaps summary, and an analysis of certain projected greenhouse gas emissions. State funds may be available for the development of those plans.

As amended, the bill was pared down to require CDOT, by July 1, 2026, to create a transit and active transportation inventory that identifies “gaps” in transit, bicycle, pedestrian infrastructure on state highways. Requires MPOs to do the same thing in coordination with local governments and transit agencies. There must be reports to the TLRC by October 31, 2026. CDOT and the MPOs are to use the inventories to inform regional and statewide plans. Local governments must submit their projects to the MPOs by December 31, 2025. The concerning funding provisions have been removed.

Sponsors: Winter & Hinrichson/Froelich

Status: House Transportation, Housing & Local Government

Fiscal Note for Senate Bill 25-030

Position: Amend

Staff comments: The amended bill is an improvement and incorporates some of the amendments suggested by DRCOG staff. It still would require additional effort for DRCOG where the timing for the required implementation plan does not align with federal requirements for regional transportation plans. Sponsors should change the requirement so that implementation plans be developed in conjunction with federally-required RTP for the MPO.



The required multimodal transportation gaps analysis is both unclear and onerous and does not work in the context of overlapping MPOs, transit providers, and subject local governments. And the definition of what constitutes a “gap” is unclear. The effort to define the enormous number of potential “projects” to fill gaps and estimating their costs is unreasonable, particularly at the regional scale. Also, the extent of inventory of the regional roadway system and the requirement to identify significant projects is still unclear.

Legislative Policy: DRCOG supports legislation that promotes efforts to fund, maintain and expand a multimodal transportation system. DRCOG also supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists. DRCOG supports state investment in regional programs that promote transportation demand management efforts, including coordinated regionwide efforts like the Way to Go partnership between DRCOG and eight transportation management associations (TMA) that promote and encourage adoption of non-single-occupant-vehicle travel options.

Senate Bill 25-161: Transit Reform

Bill Summary: The bill makes changes to the Regional Transportation District (RTD) statutes with the purpose of improving the district’s performance: authorize the RTD to enter into service partnership agreements; align with statewide climate goals; create worker retention goals; improve safety; create a ten-year strategic plan; increase data and information on its website; update its service policies and standards; notify DRCOG and the state of known service gaps; modernize its special fare programs; add nonvoting ex officio members to the RTD Board for DRCOG and the Colorado Department of Transportation. The bill creates a regional transportation district accountability committee. The bill also requires the Transportation Commission to develop and publish best practices and technical assistance materials concerning the creation of regional transportation authorities to increase funding for transit and to provide additional transit services within the state.

Sponsors: Winter & Jodeh/Lindstedt & Froelich

Status: House Transportation, Housing & Local Government

Fiscal Note for Senate Bill 25-161

Recommended position: Amend

Staff comments: *As amended, the bill now requires the RTD Board to meet quarterly with DRCOG. The RTD accountability committee that is created in the Colorado Energy Office is to include in its report an assessment of existing RTD subregional service councils and identification of opportunities to improve the scope and effectiveness of the service councils.*



Legislative Policy: DRCOG supports legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests. DRCOG supports a strong role for MPOs placing them on equal footing with CDOT and regional transit agencies in selecting projects to be funded consistent with regional transportation plans to ensure that local, regional and state transportation needs are addressed in a coordinated and cooperative manner.

House Bill 25-257: Modify General Fund Transfers to State Highway Fund

Bill Summary: Joint Budget Committee. The bill modifies the schedule and amounts of annual transfers from the general fund to the state highway fund as follows:

- The \$100 million transfer to the state highway fund scheduled for July 1, 2025, is reduced to \$36 million;
- The \$100 million transfer to the state highway fund scheduled for July 1, 2026, is reduced to \$50.5 million;
- The \$82.5 million transfers to the state highway fund scheduled for each July 1 from July 1, 2029, through July 1, 2031, are increased to \$100 million;
- A new \$61 million transfer to the state highway fund is scheduled for July 1, 2032; and
- The \$7 million transfers to the state highway fund for the purpose of providing additional funding for the Revitalizing Main Streets Program scheduled for each July 1 from July 1, 2025, through July 1, 2031, are eliminated.

Sponsors: Bridges & Kirkmeyer/Bird & Taggart

Status: Passed Both Chambers

Fiscal Note for Senate Bill 25-257

Position: Monitor

Staff comments: This bill is part of the state's efforts to close the state budget gap. It will delay some CDOT 10-Year Plan projects. The general fund transfer reductions in 2025 and 2026 are moved to 2029 through 2032. However, the transfers for the Revitalizing Main Streets program are eliminated.

Legislative Policy: DRCOG supports diverse housing options to meet the needs of residents of all ages, incomes and abilities; increased opportunities for diverse housing accessible by multimodal transportation to meet regional housing needs in connection with the regional multimodal transportation system; state policy that incentivizes local governments to adopt land use policies aimed at increasing a diverse supply of housing stock.



House Bill 25-264: Cash Fund Transfers to the General Fund

Bill Summary: Joint Budget Committee. The bill requires the state treasurer to make the following transfers of money from certain cash funds to the general fund.

Sponsors: Bridges & Kirkmeyer/Bird & Taggart

Status: Passed Both Chambers

Fiscal Note for Senate Bill 25-264

Position: Monitor

Staff comments: This bill requires the state treasurer to sweep \$71.4 million of general funds from the Multimodal Transportation and Mitigation Options Fund to the General Fund. The reductions are to the 85% local share of the MMOF program and are estimated to reduce the allocations to DRCOG by approximately \$42 million. This represents almost half of the \$90 million of MMOF funding previously awarded to projects in the Denver region through FY 2027. Staff are evaluating specific project impacts and possible mitigation measures, but a significant number of previously funded projects will at least be delayed significantly.

Legislative Policy: DRCOG supports diverse housing options to meet the needs of residents of all ages, incomes and abilities; increased opportunities for diverse housing accessible by multimodal transportation to meet regional housing needs in connection with the regional multimodal transportation system; state policy that incentivizes local governments to adopt land use policies aimed at increasing a diverse supply of housing stock.



Aging bills

House Bill 25-1022: Qualified Medication Administration Personnel

Bill Summary: For the purpose of determining workers who are qualified to work in an assisted living residence, current law includes in its definition of "qualified medication administration personnel" (QMAP) an individual who has passed a competency evaluation administered by an approved training entity on or after July 1, 2017. The bill adds to this definition an individual who has passed a competency evaluation administered by the Department of Public Health and Environment (CDPHE) before July 1, 2017.

Sponsors: Espenosa and McCormick/ Michaelson Jenet

Status: Signed by the governor

Fiscal Note for House Bill 25-1022

Position: Support

Staff comments: CDPHE used to do the testing for the QMAP program and then stopped. When the regulations were changed, it only included language that said, "administered by an approved training entity", which technically does not include CDPHE since they no longer are an approved "training entity". This bill cleans up the language.

Legislative Policy: DRCOG supports efforts to improve the quality of care and consumer protections for older adults and their caregivers.

House Bill 25-1156: Make Senior Home Tax Valuation Reduction Permanent

Bill Summary: The bill extends an existing reduction in the valuation for assessment of qualified-senior primary residence real property (valuation reduction) that applies for only the 2025 and 2026 property tax years so that the valuation reduction is permanent. The bill also makes permanent the existing obligation of the state to annually reimburse local governments that levy property tax for the amount of property tax revenue lost due to the valuation reduction.

Sponsors: Lieder/Kolker

Status: House Appropriations

Fiscal Note for House Bill 25-1156

Position: Support



Staff comments: At its January meeting, the DRCOG Board supported SB25-013, which extends the income tax credit created in 2024 for qualified seniors who don't claim the senior property tax exemption. This bill makes permanent the reduction in assessed value of a qualified-senior primary residence established in 2024 by SB24-233.

Legislative Policy: DRCOG supports property tax relief to help reduce a tax liability that especially burdens low-income seniors and older adults on fixed incomes.

House Bill 25-1162: Eligibility Redetermination for Medicaid Members

Bill Summary: The bill authorizes the Department of Health Care Policy and Financing (state department) to seek federal authorization to make changes in the state's redetermination process. The bill has been amended. Stricken language is shown in strike type; new language is shown in italics.

- ~~Extend the timeline for member reenrollment in the state medical assistance program (Medicaid) based on the financial eligibility for a member whose income is based solely on a fixed income source; and~~
- *Verify Determine a member's eligibility for reenrollment based on income and need at the same time without checking federally approved electronic data sources or requesting additional information if the member's income consists solely of social security income or another source of stable income or assets or if the member's income or assets have not changed since the initial verification during the application process.*
- The bill requires the state department to modify the questions asked to medical professionals when verifying a member's need for long-term services and supports and allows ~~any licensed medical professional~~ *a treating licensed medical professional* who has a bona fide physician-patient relationship with a member to ~~complete~~ *sign* the documentation necessary to verify a member's need for long-term services and supports.
- ~~The bill prohibits the state department from requiring new documentation for a member who transitions from receiving services in an institutional setting to receiving services in a home and community-based setting and vice versa.~~

Sponsors: Feret/Daugherty

Status: Passed Both Chambers

Fiscal Note for House Bill 25-1162

Position: Support



Staff comments: DRCOG staff who work with in case management and information/assistance have worked with people who had qualified for Medicaid during COVID emergency declaration period but then lost their qualification after the declaration ended. Staff have observed these people having difficulties getting requalified. Staff believes this bill will help make the redetermination process more accessible and efficient.

Legislative Policy: DRCOG supports efforts to improve the quality of care and consumer protections for older adults and their caregivers.

Senate Bill 25-013: Senior Housing Income Tax Credit Extension

Bill Summary: Extends a refundable income tax credit (established by HB24-1052) that is available for the income tax years commencing on January 1, 2022, and January 1, 2024, so that the credit is also available for the income tax years commencing on January 1, 2025, and January 1, 2026. Credit is for a qualifying senior who is: 65 years or older; has federal adjusted gross income (AGI) less than or equal to \$75,000 for a single return or \$125,000 for a joint return; and has not claimed the senior property tax exemption for that year.

The credit amount for both types of filers is: \$800 for a return with federal AGI that is \$25,000 or less. For every \$500 of federal AGI above \$25,000, the amount of the credit is reduced by \$8. A taxpayer who also qualifies for a property tax and rent assistance grant or heat assistance grant is eligible to receive the full amount of the credit.

Sponsors: Mullica/Marshall & Joseph

Current Status: Senate Appropriations

Fiscal Note for Senate Bill 25-013

Position: Support

Staff comments: The DRCOG Board supported HB24-1052, which created the credit.

Legislative Policy: DRCOG supports property tax relief to help reduce a tax liability that especially burdens low-income seniors and older adults on fixed incomes.



Housing bills

House Bill 25-1198: Regional Planning Roundtable Commission

Bill Summary: As introduced, the bill created the Regional Planning Roundtable Commission (commission) within the Department of Local Affairs. The commission is a 15-member board with members who serve 2-year terms. The purposes of the commission include:

- Assisting local governments in complying with statutory housing, land use, or other planning requirements;
- Assisting local governments in accessing state and federal resources and technical assistance for complying with statutory housing, land use, or other planning requirements;
- In cooperation with local governments, creating, managing, and revising regions as necessary for the purpose of establishing a regional roundtable to address regional housing, land use, or other planning challenges and opportunities; and
- Assisting local governments in establishing a regional roundtable to address regional housing, land use, or other planning challenges and opportunities.

The bill allows money in the Housing Needs Planning Technical Assistance Fund to be used for the planning, establishment, and implementation of the commission.

Sponsors: Froelich & Brown/Winter

Status: House Appropriations

Fiscal Note for House Bill 25-1198

Recommended position: Oppose

Staff comments: As introduced, the 15-member commission included one seat for various statewide local government organizations, including a seat representing regional councils of governments. Staff has raised concerns that the references in the bill to "unified planning framework" and "common planning framework" are vague, though they're only in the declaration. However, the bill language introduces a new, undefined term, "integrated framework". In the bill language, "create, manage and revise regions as necessary" is more vague still and would be done in cooperation with local governments, not existing regional agencies. *Staff has met with the sponsors and proponents to voice these concerns. The bill has been amended to be implemented only upon receipt of adequate "gifts, grants and donations". It adds representation on the commission for state department of agriculture, Counties and Commissioners Acting Together, three community planning professionals, and a representative of and indigenous community. Its charge has been reduced to a statement that "the commission shall meet as necessary when a local government requests assistance from the commission in addressing a regional opportunity or challenge."*



Legislative Policy: DRCOG supports those efforts that contribute to the achievement of Metro Vision’s regional outcomes and encourages state and regional entities to align their policies and investment decisions with Metro Vision and other regional agreements to advance shared objectives. DRCOG may support or oppose legislative proposals based on their potential to impact the region’s ability to achieve Metro vision outcomes and the associated performance measures, targets and action elements.

House Bill 25-1272: Construction Defects & Middle Market Housing

Bill Summary: The bill limits the grounds for which a construction defect can be claimed on middle market housing. It specifies additional criteria that must be satisfied to file a construction defect on middle market housing and requires a claimant to mitigate damage before filing a claim. When a construction professional receives a claim, they must provide documentation to the claimant related to building plans, soil reports, maintenance recommendations, and insurance. For middle market housing sold on or after January 1, 2026, the bill creates a 10-year statute of limitations for construction defect claims, unless the defect was covered by a warranty, in which case the limitation is 6 years. Under current law, an HOA board may initiate a construction defect action with a majority vote. The bill increases this threshold to 65 percent.

As amended, the bill includes third-party inspection, clarifications regarding insurance coverage and how to handle a construction professional’s settlement offer.

Sponsors: Bird & Boesnecker/Coleman & Roberts

Status: Passed the House

Fiscal Note for House Bill 25-1272

Recommended position: Support

Staff comments: The bill, in its intent, is directly aimed at removing barriers to more compact and affordable housing options across the state. The bill focuses the impact on more affordable units. Middle Market – multifamily attached housing that is at or below maximum loan limits for the County where it is located. Loan limits are determined by the Federal Housing Administration of HUD. Because of the focus on middle market housing, it does seem relevant to our work to implement Metro Vision and will hopefully address the regional need identified in the RHNA.

Legislative Policy: DRCOG supports diverse housing options to meet the needs of residents of all ages, incomes and abilities; increased opportunities for diverse housing accessible by multimodal transportation to meet regional housing needs in connection with the regional multimodal transportation system; state policy that incentivizes local governments to adopt land use policies aimed at increasing a diverse supply of housing stock.

