

2024 DRCOG LEGISLATIVE WRAP-UP

May 14, 2025

During the First Regular Session of the 75th General Assembly, the DRCOG Board took official positions on 14 bills. DRCOG staff and lobbyists actively monitored and lobbied these bills, including seeking specific amendments to the bills where appropriate and providing input to legislative sponsors, committees and staff.

These bills were of special interest because of an identified effect on the regional programs administered by DRCOG or member governments. DRCOG staff and lobbyists also monitored and, in some cases, provided input and advice on the Long Appropriations Bill and over 60 other bills for potential effect on DRCOG, its programs or its members.

The most significant pieces of legislation for DRCOG are summarized below. A final status report with more detail on all the bills on which official positions were taken is attached.

Transportation

[Senate Bill 25-030](#) (Increase Transportation Mode Choice Reduce Emissions). DRCOG had several concerns about this bill as introduced. As amended, the bill was pared down to require CDOT to create a transit and active transportation inventory that identifies “gaps” in transit, bicycle, pedestrian infrastructure on state highways. MPOs must do the same in coordination with local governments and transit agencies. 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 amended bill is an improvement over the introduced bill and incorporates some of the amendments suggested by DRCOG staff. But the requirement and timeframe for the inventory is still a concern for DRCOG staff and is not funded.

[Senate Bill 25-161](#) (Transit Reform). The bill makes changes to the Regional Transportation District (RTD) statutes with the purpose of improving the district’s performance: enter into service partnership agreements; align with statewide climate goals; create worker retention goals; improve employee and rider safety; create a ten-year strategic plan; increase data and information on its website; update its service policies and standards; notify DRCOG and the Department of Local Affairs of known infrastructure gaps within specific areas of a transit-oriented community in the district; and modernize its EcoPass program. 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.

Of particular interest to DRCOG, the bill creates the Regional Transportation District Accountability Committee. The committee is created in the Colorado Energy Office but discussions on the record assumed the \$146,720 appropriated to hire a consultant

would go to DRCOG. RTD also is required to update its ten-year strategic plan in conjunction with each major update to the DRCOG Regional Transportation Plan and in coordination with CDOT, DRCOG, and local governments in the district. The bill also requires the RTD Board to meet quarterly with DRCOG.

RTD is to conduct an outreach program for its EcoPass program in coordination with DRCOG and transportation management associations that partner with the DRCOG's "Way to Go" program. Also, the bill contains an amendment sought by DRCOG that RTD shall take steps to improve utilization by EcoPass holders, by including Guaranteed Ride Home services (a DRCOG program) along with each bulk EcoPass.

Housing

[House Bill 25-1198](#) (Regional Planning Roundtable Commission). After significant amendments, the bill as passed allows for (does not mandate) the creation of a 21-member Regional Planning Roundtable Commission within the Department of Local Affairs. The commission will only meet when a local government requests assistance in addressing a regional opportunity or challenge. Also, only after the department has received sufficient gifts, grants, or donations to implement the bill is the commission created and able to meet. DRCOG staff had raised several concerns about the introduced bill on behalf of the Board. Staff met several times with the sponsors and proponents to voice these concerns.

State Budget

[SB 25-206](#) (Long Appropriations Bil). The General Assembly passed and the governor signed a budget that had to fill a \$1.2 billion hole in the General Fund. Within all of that, was a decision to cut the \$2 million increase in "State Funding for Senior Services" that DRCOG had achieved in the 2024 budget. The JBC also "swept" \$680,000 from the State Funding for Senior Services Contingency Reserve Fund. This is a fund that was created by HB24-1211, a bill that was initiated by DRCOG.

Transportation suffered some of the largest funding reductions in the process to balance budget. The JBC swept \$71.4 million from the Multimodal Transportation and Mitigation Options Fund (MMOF), specifically the portion of the fund that goes to local projects. DRCOG estimates this will reduce the allocations to the DRCOG region by approximately \$30 million. The JBC also eliminated the \$7 million transfer to the State Highway Fund for the Revitalizing Main Streets program.