



DRCOG Legislative Report

Legislative Wrap Up, as of May 13, 2026

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Transportation bills

[House Bill 26-1065](#): Transit and Housing Investment Zones

Bill Summary: The bill creates The Transit Investment Area Act, a mechanism for a local government and transit agency, subject to state approval, to undertake a transit investment project, to designate a transit investment area in which the project will be built, and to create a transit investment authority or to designate other financing entities with the power to receive and use the increment of revenue derived from the state sales tax collected in the area that is equal to the amount of state sales tax revenue collected in an area above a designated base amount plus 20% of that same revenue to be used to finance eligible improvements related to the project.

The bill also creates the Colorado Affordable Housing in Transit Investment Zones Tax Credit. The tax credit is administered in the same manner as the Colorado affordable housing in transit-oriented communities tax credit; except that the tax credit is awarded in connection with qualified low- and middle-income housing projects in transit and housing zones. The bill allows \$50 million of credits to be awarded each calendar year beginning in the 2027 calendar year through the 2033 calendar year.

Sponsors: McCluskie & Woodrow/Roberts & Exum

Status: Passed Both Chambers

[Fiscal Note for HB26-1065](#)

Position: Monitor

Staff comments: Would set up two financial programs for which local officials and developers could apply. One would use sales tax revenue collected near a transit stop to help fund up to six total projects that are intended to boost access to transit. Those projects could include adding signs, changing roadways and building transportation facilities. The second incentive would be \$350 million in tax credits, spread out over six years starting in 2027, that are intended to support the construction of affordable housing near transit stops.

Legislative Policy: DRCOG supports legislation that promotes efforts to fund, maintain and expand a multimodal transportation system and state allocation of funds to support transit services within and among communities in the DRCOG area.



House Bill 26-1102: Funding for Colorado DRIVES Account

Bill Summary: The bill makes the following changes to increase the amount of revenue that is directed to the Colorado DRIVES account created in the Highway Users Tax Fund: Beginning July 1, 2027, it redirects \$2 of each late vehicle registration fee from the Highway Users Tax Fund (HUTF) to the DRIVES Cash Fund; and redirects registration fees for personalized license plates from the HUTF to the DRIVES Cash Fund, except \$2 of each fee is still remitted to the county in which the plate was issued. The bill also allows the department to charge a fee to individuals who fail to appear for an appointment with the Department of Motor Vehicles or cancel within 24 hours of the scheduled appointment, with certain exceptions.

Sponsors: Lindsay/Snyder

Status: Passed Both Chambers

Fiscal Note for HB26-1102

Position: Oppose

Staff comments: The bill is intended to increase and stabilize funding for the Division of Motor Vehicles, whose fund is expected to be insolvent at the end of FY 2027-28. It does this by reallocating existing fees that otherwise would go to the HUTF. The passage of the bill was contingent on passage of HB 26-1289 containing a provision to use fuel tax deduction changes to backfill the lost HUTF funds, which did occur.

Legislative Policy: Reduce or eliminate off-the-top appropriations from the Highway Users Tax Fund.

House Bill 26-1237 Transportation Safety Modifications

Bill Summary: The bill makes various changes to statute regarding transportation safety. These changes include:

- clarifying tire, chain, and alternate traction device requirements on a state highway by removing references to four-wheel and all-wheel drive vehicles;
- prohibiting an individual from stopping, standing, or parking on a portion of roadway designated as a bike lane, and making it a class B traffic infraction to do so;
- clarifying language regarding abandoned motor vehicles; and,
- updating statutory references relating to vehicle or traffic collisions or collisions involving other transportation devices.

Sponsors: L. Smith & Taggart/Lindstedt

Status: Signed by the Governor

Fiscal Note for House Bill 26-1237



Position: Support

Staff comments: DRCOG's board adopted *Taking Action on Regional Vision Zero* plan establishes a goal to eliminate traffic deaths and severe injuries on the transportation system with a proactive, preventive approach.

Legislative Policy: DRCOG supports measures to improve safety for users of all travel modes, including drivers, transit riders, pedestrians and bicyclists.

Senate Bill 26-070 Ban Government Access Historical Location Information Database

Bill Summary: The bill prohibits a government entity from accessing a database that reveals an individual's or a vehicle's historical location information, subject to certain exceptions. The bill prohibits a government entity from sharing historical location information with third parties or government agencies outside their jurisdiction, subject to certain exceptions, and makes historical location information not a public record for the purposes of the "Colorado Open Records Act". The bill requires a government entity that collects historical location information to adopt a policy to maintain compliance with the provisions of the regulatory scheme. An enforcement action is created for the attorney general to enforce the provisions of the bill. Historical location information obtained in violation of the prohibitions of the bill are inadmissible in trial.

Sponsors: Amabile & Wilson/Zokaie & Nguyen

Status: Senate Second Reading, Laid Over to 05/04/2026

Fiscal Note for Senate Bill 26-070

Position: Oppose/Amend

Staff comments: DRCOG staff is concerned that the bill could unintentionally negatively affect our ability (and our local governments ability) to collect travel and crash data – as the bill could significantly hinder law enforcement's ability to access and share historical location information, defined as information revealing the location of an individual or vehicle. The bill was amended to narrow its application and extend the data retention limit to 30 days but ultimately failed to pass.

Legislative Policy: DRCOG supports efforts to maintain the ability to use safety cameras as an enforcement technique, including red-light running and speeding.

House Bill 26-1398: Retail Delivery Fee Revenue Allocation

Bill Summary: Under existing law, 28.9% of the revenue the state collects from the retail delivery fee is credited to the Multimodal Transportation and Mitigation Options



Fund (MMOF). Of the money from the retail delivery fee that is credited to the fund, currently 85% is allocated to the commission for local multimodal projects and 15% is allocated to the commission for state multimodal projects. Beginning on July 1, 2026, the bill adjusts the allocation to 70% to the commission for local multimodal projects and 30% to the commission for state multimodal projects.

Sponsors: Brown & Sirota/Amabile & Kirkmeyer

Status: Passed Both Chambers

Fiscal Note for House Bill 26-1398

Position: Amend

Staff comments: Staff's understanding is that the current transfer of the Retail Delivery Fee is about half of the MMOF. This bill will transfer a significant amount of the local share of the retail delivery fee to the Colorado Department of Transportation. The State share of the total allocation supports the Bustang service. This change in the allocation of the retail delivery fee revenue will hold Bustang harmless at the expense of the local share. This is estimated to result in a reduction of around \$2.5 million in MMOF funding to local governments.

Legislative Policy: DRCOG supports the following principles and actions to meet transportation financing needs: Increase funding for transportation to preserve the system, mitigate congestion, improve safety, and provide multi-modal options for people of all ages, incomes and abilities. Allocate additional state funds to support transit services within and among communities in the DRCOG area.

House Bill 26-1399: Eliminate General Fund Transfer to Multimodal Transportation Fund

Bill Summary: Under current law, the State Treasurer is required to transfer \$10.5 million from the General Fund to the Multimodal Transportation and Mitigation Options Fund (MMOF) every July 1 beginning on July 1, 2024, and ending on July 1, 2031. The bill pauses transfers after July 1, 2025 for three years.

Sponsors: Brown & Taggart/Amabile & Kirkmeyer

Status: Passed Both Chambers

Fiscal Note for House Bill 26-1399

Position: Oppose

Staff comments: The Joint Budget Committee (JBC) eliminated the transfer for last year's budget. Unfortunately, they also voted to sponsor legislation this year to permanently eliminate the annual \$10.5M General Fund transfer to the MMOF. The JBC



indicated that they support the MMOF program but are forced to make difficult decisions this year due to the state's budget constraints. With this bill, the JBC initially eliminated the transfer permanently. CML, CCI and DRCOG were able to amend the bill as it went through the process to eliminate the transfer only for the FY 2026-27 fiscal year. Unfortunately, the JBC, acting as the conference committee on the bill, adopted an amendment to “pause” the transfer for three years. Staff’s understanding is that the General Fund transfer comprises about half of the annual revenue to the MMOF.

Legislative Policy: DRCOG supports the following principles and actions to meet transportation financing needs: Increase funding for transportation to preserve the system, mitigate congestion, improve safety, and provide multi-modal options for people of all ages, incomes and abilities. Allocate additional state funds to support transit services within and among communities in the DRCOG area.

Senate Bill 26-150: Modernizing Regional Transportation District

Bill Summary: The bill requires the Regional Transportation District (RTD) to contract with a third party to conduct a needs analysis on providing services to riders with disabilities, and modifies the election, size, and composition of the RTD board.

Paratransit Services

On or before December 31, 2026, the RTD must contract with a third party to complete and submit to the General Assembly by June 30, 2027 a comprehensive paratransit service study, including a needs assessment, a cost-benefit assessment, measurable performance metrics, an assessment of opportunities to collaborate with local and regional partners to address services gaps, engagement with paratransit stakeholders, an assessment of system an assessment of barriers to access a low-income fare discount. By December 1, 2027, shall begin implementing an accessible transportation service plan.

RTD Board Redistricting

By September 15, 2027, the bill requires the Office of Legislative Legal Services and the Legislative Council Staff to apportion the composition of the RTD board so that five board members will represent a district on the basis of population and ridership numbers. The Independent Legislative Redistricting Commission will perform this redistricting after the federal census in 2030 and following each federal census thereafter. Members elected from newly drawn districts may serve up to two, four-year terms.

RTD Board Composition

The bill changes the composition of the RTD board. Under current law, the board consists of 15 elected board members. Beginning January 1, 2029, the bill requires that



the current members' terms expire and the terms of nine new board members begin, with five of these members being elected and four being appointed by the Governor. The bill establishes requirements for the background and expertise of the appointees; requires the Denver Regional Council of Governments to provide a list of nominees for one of the governor's appointees to the board; provides for the governor to appoint a member of the union that represents the largest collective bargaining unit of the district; and two members at the governor's discretion; and allows the Governor to remove an appointed member for causes that render the member unfit to serve on the board.

The bill also raises the salary for a board member elected in 2028 or later from \$12,000 to \$36,000 annually, with adjustments for inflation or deflation. A board chairperson will receive 150 percent of the salary of other board members.

Sponsors: Ball & Jodeh/Froehlich & Jackson

Status: Passed Both Chambers

[Fiscal Note for Senate Bill 26-150](#)

Position: Amend

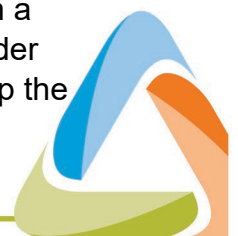
Staff comments: This bill is the result of the RTD Accountability Committee that was established by Senate Bill 25-161 (SB25-161), the committee was charged with providing recommendations to the Transportation Legislation Review Committee concerning the governance structure and compensation of the RTD board and executive leadership; paratransit services within RTD; the representation of local governments and state agencies within RTD, and RTD's labor and workforce standards and workforce retention. The bill addresses the first two of these areas.

Legislative Policy: DRCOG supports efforts that enhance the efficient use of roadways and transit facilities, including collaborative programs for incident management and intelligent transportation systems; the allocation of additional state funds to support transit services within and among communities in the DRCOG area; and measures to improve safety for users of all travel modes, including drivers, transit riders, pedestrians and bicyclists.

Aging bills

[House Bill 26-1018](#): Long-term Care Services for Nursing Home Residents

Bill Summary: As introduced, the bill required an individual being discharged from a nursing facility to be presumptively eligible for long-term services and supports under Medicaid. It also required county departments of human or social services to set up the long-term services and supports for an individual being discharged from a nursing



facility prior to the individual's discharge date. And it established remedial measures against a county department or a nursing facility if either failed to set up long-term services and supports for the individual. The bill was amended to require the Department of Health Care Policy and Financing to conduct a study of transition services provided by the state's Medicaid program.

Sponsors: Jackson & Joseph/Amabile

Status: House Appropriations, Postponed Indefinitely

Fiscal Note for House Bill 26-1018

Position: Support

Staff comments: This bill was initiated by the Independent Living Centers. It addresses a concern about having adequate services available however, CCI, individual counties and DRCOG's ombudsman have concerns with how the bill inserts "presumptive eligibility" and imposes new penalties without more clearly outlining responsibilities and eligibilities.

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

House Bill 26-1107: Health Care in Regulated Facilities

Bill Summary: As amended, the bill established information disclosure requirements for a licensed dementia care facility that advertises, markets, promotes, or offers services, including memory care services, for individuals with dementia and dementia-related conditions, including Alzheimer's disease. It requires the Department of Public Health and Environment, in consultation with the state long-term care ombudsman, to create a dementia care services information form by January 1, 2027.

Beginning July 1, 2027, every dementia care facility must provide its completed form to every individual who contacts the facility seeking dementia care services; review and update the form when a change in information occurs; publish the facility's current version of the form on the facility's website; and maintain on the facility's premises and have available for inspection a copy of the facility's current form. A violation of these requirements is a deceptive trade practice under the "Colorado Consumer Protection Act".

Sponsors: Feret/Paschal

Status: Signed by the Governor

Fiscal Note for HB26-1107

Position: Support



Staff comments: This bill addresses a problem with a lack of transparency in the information and in some cases misleading information provided to prospective residents of dementia care facilities and their families. The bill was amended to remove the provisions providing for the administration of medication specifically by injection and allow a licensed practical nurse or a certified nurse aide to administer medication by injection as part of a medication administration.

Legislative Policy: DRCOG supports efforts to improve the quality of care and consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman and PACE ombudsman as resident and consumer advocates.

Housing bills

[House Bill 26-1001](#): Housing Developments on Qualifying Properties

Bill Summary: The bill requires jurisdictions over 2,000 population, on or after December 31, 2027, to allow a residential development to be constructed on a qualifying property that does not contain an exempt parcel, subject to an administrative approval process. A qualifying property is real property that contains no more than 5 acres of land and is owned by a:

- nonprofit organization with a demonstrated history of providing affordable housing; that provides public transit; and that has entered into an agreement with another nonprofit organization with a demonstrated history of providing affordable housing, provided that the agreement requires the nonprofit organization with a demonstrated history of providing affordable housing to develop a residential development on the property,
- school district; state college or university; housing authority; or local or regional transit district or a regional transportation authority serving one or more counties.

Sponsors: Boesenecker & Mabrey/Exum & Gonzales

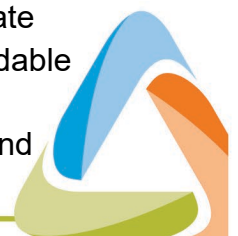
Status: Signed by the Governor

[Fiscal Note for House Bill 26-1001](#)

Position: Oppose

Staff comments: The bill was extensively amended. CML, CCI and Metro Mayors Caucus are opposed. CCAT is in an Amend position.

Legislative Policy: DRCOG supports policies and programs that support the private and public sectors in the creation and maintenance of an adequate supply of affordable rental and ownership options and providing a variety of housing sizes and types integrated with the community to meet the needs of people of all ages, incomes, and



abilities. An adequate supply of permanently affordable housing located near job and transit hubs and continued public- and private-sector support for such an effort. State policy that incentivizes local governments to adopt land use policies aimed at increasing a diverse supply of housing stock.

Senate Bill 26-001: Workforce Housing & Housing Tax Credit

Bill Summary: Currently, a board of county commissioners may not appropriate general fund money from ad valorem taxes for multijurisdictional housing authorities or other housing authorities established in statute. The bill allows a board to use revenue generated by ad valorem taxes that is in the county's general fund or in other specified county funds for housing authorities. In addition, the bill allows a county board to use county general fund money from ad valorem taxes or money from other county funds for workforce housing.

Currently, a middle-income housing tax credit may be transferred from a governmental entity or quasi-governmental entity to a qualified taxpayer. A qualified taxpayer must own an interest in a qualified project to claim the credit. The bill entitles an individual, person, firm, corporation, or other entity subject to income tax and transferred a credit by a governmental entity or quasi-governmental entity to claim the credit without owning an interest in a qualified project.

Sponsors: Roberts/Boesenecker & Richardson

Status: Signed by the Governor

Fiscal Note for Senate Bill 26-001.

Position: Support

Staff comments: This bill allows a county to spend property tax revenue in its general fund for housing authorities and workforce housing. The bill also permits a governmental entity to transfer the middle-income housing tax credit to any individual, person, firm, corporation, or other entity subject to income taxes. **This bill has been amended, mostly to clarify various details. CML and CCI Support.**

Legislative Policy: DRCOG supports collaboration among public and private entities, including efforts to develop loan programs and address the jobs-housing connections. State policy that incentivizes local governments to adopt land use policies aimed at increasing a diverse supply of housing stock. Policies and programs that support the private and public sectors in the creation and maintenance of an adequate supply of affordable rental and ownership options and providing a variety of housing sizes and types integrated with the community to meet the needs of people of all ages, incomes, and abilities.

