

Denver Regional Council of Governments
 Legislative Report Status of Bills – 2024 session
 As of 5-8-24

Aging bills

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
Senate Bill 24-040	<p>State Funding for Senior Services- For the 2024-25 state fiscal year, As introduced, the bill appropriated \$5 million from the General Fund to the Department of Human Services (CDHS) for “state funding for senior services” and required the General Assembly to annually adjust for inflation the General Fund appropriation for “state funding for senior services”. Those provisions were deleted leaving the provisions for review: No later than August 2024, and each August every 3 years thereafter, the bill requires the CDHS, the Office of State Planning and Budgeting, and representatives from area agencies on aging to review the adequacy of the appropriation for senior services for the prior 3 fiscal years to address the needs of older adults who request services pursuant to the "Older Coloradans' Act". CDHS is required to report the findings of the adequacy review to the General Assembly.</p>	Danielson & Ginal/ Willford & Young	Passed Both Chambers	Support	Link	<p>The area agencies on aging (AAAs) have not received an increase in state base funding since 2018. Temporary funding received since 2019 (including excess homestead exemption dollars and pandemic relief) is coming to an end in 2024. Without an increase in funding, the AAAs will be faced with a serious fiscal cliff, as they struggle to meet 2024 demand and cost levels with 2018 budget levels. This bill will help with the funding concerns, while putting in place mechanisms to address longer term funding stability.</p>	<p>Increasing the appropriations to the State Funding for Senior Services line item in the Long Bill. This includes increasing the continuing appropriation to the Older Coloradans Cash Fund, as well as any additional state general fund monies that might become available. DRCOG specifically supports a stable, long-term funding source that increases to meet the growing need for services, which would provide a level of funding certainty that would improve yearly program planning for needed services.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1052	<p>Senior Housing Income Tax Credit- Reinstates a refundable income tax credit that was available for income tax year 2022, so the credit is available for 2024. The credit is for a qualifying senior, which means a resident individual who: is 65 or older at the end of 2024; has federal adjusted gross income (AGI) less than or equal to \$75,000 if filing a single return, or less than or equal to \$125,000 if filing a joint return; and has not claimed the senior property tax exemption for the 2024 property tax year. The amount of the credit is: \$800 for a qualifying senior filing a single return with federal AGI that is \$25,000 or less. For every \$500 of AGI above \$25,000, the amount of the credit is reduced by \$10; \$800 for 2 taxpayers filing a joint 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 \$4; \$400 for each taxpayer, in the case of 2 taxpayers who share the same primary residence, may legally file a joint return but actually file separate returns, and both claim the credit. For every \$500 of federal AGI above \$25,000, the amount of the credit is reduced by \$4. A taxpayer who also qualifies for a property tax and rent assistance grant or heat assistance grant during 2024 is eligible to receive the full credit.</p>	Weissman & Marshall/ Kolker & Hansen	Passed Both Chambers	Support	Link	<p>For income tax year 2024, the bill creates a means-tested, refundable income tax credit available to Colorado taxpayers who are at least 65 years old as of the end of the tax year, and whose adjusted gross income falls below a cap, and who have not claimed a homestead property tax exemption for the 2024 property tax year. The amount of the credit depends on the taxpayer's income and filing status. Regardless of income, a taxpayer who also qualifies for the existing property tax, rent, heat rebate during 2024 is eligible to receive the maximum credit.</p>	<p>No specific Board policy on income tax. However, the Board has several policies supporting increased state financial support to benefit people of all ages, incomes and abilities. The Board also has a specific policy supporting: Property tax relief to help reduce a tax liability that especially burdens low-income seniors and older adults on fixed incomes.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1211	State Funding for Senior Services Contingency Fund - creates the state funding for senior services contingency reserve fund (fund) in the Department of the Treasury to aid the state Office on Aging in addressing unforeseen circumstances experienced by an Area Agency on Aging or a provider of eligible services. For the current FY 2023-24, the bill requires an appropriation of \$2.0 million to the Department of Human Services.	Sirota & Taggart/ Kirkmeyer & Zenzinger	Signed by the Governor	Support	Link	DRCOG staff and lobbyists worked with the Joint Budget Committee to draft the bill, which was introduced along with the FY 2023-24 Supplemental Package.	Increasing the appropriations to the State Funding for Senior Services line item in the Long Bill. This includes increasing the continuing appropriation to the Older Coloradans Cash Fund, as well as any additional state general fund monies that might become available. DRCOG specifically supports a stable, long-term funding source that increases to meet the growing need for services, which would provide a level of funding certainty that would improve yearly program planning for needed services.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1322	<p>Medicaid Coverage Housing & Nutrition Services- directs the Department of Health Care Policy and Financing (HCPF) to conduct a feasibility study to explore the feasibility of seeking federal authorization to provide nutrition, housing and tenant supportive services that address Medicaid members' health-related social needs (HRSN); the state department shall report the study's findings to the Joint Budget Committee on or before November 10, 2024. The study and report must address integrating HRSN services with existing housing-related and nutrition-related services.</p> <p>The bill requires the state department to seek federal authorization to provide HRSN services no later than July 1, 2025, if seeking federal authorization would be budget neutral.</p>	Marvin & Willford/	Passed Both Chambers	Support	Link	<p>The feasibility study required by this bill, with its focus on health-related social needs and authority to apply for what is called a Medicaid 1115 waiver, would provide an opportunity to include evaluation of HCPF partnerships with community-based providers, including with area agencies on aging, to fund services such as meals, and housing assistance to Medicaid members.</p>	<p>DRCOG supports:</p> <p>Collaboration and partnerships to better meet the service needs of older adults consistent with DRCOG's responsibilities as an Area Agency on Aging and an ADRC;</p> <p>Collaboration in the exploration of partnerships to provide access to area agencies on aging and other community-based services through public and private health insurance benefits and health care engagement programs.</p>

Transportation bills

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
Senate Bill 24-032	<p>Methods to Increase the Use of Transit- expands grants for transit agencies by creating a new program for fare-free year-round transit services for youth riders and extending the existing program for ozone season transit grants; transfers \$10 million to the Zero Fare Transit Fund from the Multimodal Transportation Options Fund; creates a Statewide Transit Pass Exploratory Committee within CDOT to produce a proposal for implementing a statewide transit pass by July 1, 2026, with an implementation goal of January 1, 2028; increases the amount of visitor benefit tax on overnight accommodations that a transit authority may collect; under current law, visitor benefit taxes are limited to 2 percent of the price of accommodations and may generate no more than one third of an authority's revenue-the bill eliminates the 2 percent limit and permits these taxes to generate up to one half of an authority's revenue; modifies the use of existing resources for the development of the Burnham yard rail property.</p>	Priola/ Jaquez Lewis & Vigil	Passed Both Chambers	Support	Link	In 2022, the DRCOG Board supported SB 22-180, which created the Ozone Season Transit Pass and last year, the DRCOG Board supported HB 23-1101, which expanded the Ozone Season Transit Pass.	DRCOG supports Increased funding for transportation to preserve the system, mitigate congestion, improve safety, and provide multi-modal options for people of all ages, incomes and abilities, including allocation of additional state funds to support transit services within and among communities in the DRCOG area.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
Senate Bill 24-036	<p>Vulnerable Road User Protection Enterprise- creates the Vulnerable Road User Protection Enterprise in the Department of Transportation (CDOT) for the purpose of providing funding for transportation system infrastructure improvements and other data-driven strategies identified in the Federal Highway Administration-mandated Vulnerable Road User Safety Assessment, which CDOT is required to develop, that reduce the number of collisions with motor vehicles that result in death or serious injury to vulnerable road users. The enterprise is required to impose a Vulnerable Road User Protection Fee in tiered amounts that are calculated based on motor vehicle weight and configuration, on the registration of passenger cars and light trucks that are not commercial vehicles. The enterprise is authorized to provide grants, subject to specified parameters, matching money requirements, and the use of grant money, to fund eligible projects.</p>	<p>Winter & Cutter/ Lindsay & Lindstedt</p>	<p>Postponed Indefinitely Senate Finance</p>	<p>Amend</p>	<p>Link</p>	<p>DRCOG staff suggested to the sponsors that it makes more sense for the Transportation Commission to be the Board of the enterprise. Since the ~\$20m revenue estimate is relatively small, instead of creating a new administrative burden and grant process that would take resources from this revenue stream, it makes sense for the enterprise provide formula funding to the counties and municipalities within the area where the fees are assessed (possibly based on vehicle registrations, amount raised, or number of bike/pedestrian fatalities?). CDOT already receives 60% of ~\$80m per year) from the FASTER Safety surcharge. This funding should go to county and municipal roads and streets. The PPACG and Grand Valley MPO staff also support a formula funding approach rather than competitive grants.</p>	<p>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.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
Senate Bill 24-065	Mobile Electronic Devices & Motor Vehicle Driving- Current law prohibits an individual who is under 18 years of age from using a mobile electronic device when driving. The bill applies the prohibition to an individual who is 18 years of age or older unless the individual is using a hands-free accessory, with certain exceptions.	Hansen & Fields/ Froelich & Ortiz	Passed Both Chambers	Support	Link	According to the fiscal note, between 2021 and 2023, 49 teens were sentenced for driving while using a cellphone. About 71%, were male, 81% were White. In the same period, 50 adults were sentenced for texting while driving. About 60% were male and 88% were White.	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.
Senate Bill 24-165	Air Quality Improvements- By December 31, 2025, the Air Quality Control Commission (AQCC) must adopt rules for controlling emissions from facilities, buildings, structures, installations, or real property that generates mobile source activity that results in emissions of air pollutants within the 8-hour ozone Denver metro/north front range nonattainment area (covered nonattainment area). By December 31, 2028, requires the (AQCC) to adopt emission standards and requirements for in-use, off-road, diesel-fueled fleets.	Priola & Cutter/ Rutinel & García	Postponed Indefinitely Senate Finance	Amend	Link	The bill also requires the Department of Transportation to establish vehicle miles traveled reduction targets for the covered nonattainment area and to develop policies and programs to assist applicable metropolitan planning organizations in meeting the targets. A VMT reduction target may be inconsistent with DRCOG's Metro Vision VMT/Capita reduction target and is duplicative of or could conflict with the State Greenhouse Gas Rule that DRCOG must already comply with. The non-attainment area extends beyond the boundaries of MPOs. Staff also would like to work to refine and clarify definition of indirect sources and how the bill's definition and provisions relate to federal air quality conformity requirements.	DRCOG supports efforts to reduce emissions from all sources sufficient to meet federal air quality standards; and transportation and land use strategies that improve air quality in the region.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
SB24-184	<p>Support Surface Transportation Infrastructure Development- authorizes the Colorado Transportation Investment Office (CTIO), formerly the High-Performance Transportation Enterprise, to impose a Congestion Impact Fee on short-term vehicle rentals at up to \$3 per day, with revenue to go toward completing, operating, and maintaining multimodal surface transportation infrastructure projects; requires the CTIO to develop a new multimodal strategic capital plan, which must align with the 10-year plan for each mode of transportation and statewide greenhouse gas pollution reduction goals; authorizes the CTIO, RTD, FRPR, and CDOT, in accordance with the implementation plan described in the bill, to enter into a standalone intergovernmental agreement or separate legal entity regarding the construction and operation of the Northwest Fixed Guideway Corridor, including an extension of the corridor to Fort Collins as the first phase of Front Range Passenger Rail service; authorizes RTD to extend construction and operations of the Northwest Rail Fixed Guideway Corridor beyond the boundaries of RTD, including an extension to Fort Collins as the first phase of Front Range Passenger Rail services. The Front Range Passenger Rail District, in cooperation with CDOT, CTIO, and RTD, must provide an implementation plan by September 30, 2024 for construction and operations of the corridor, and by March 1, 2025 a plan to begin providing Front Range Passenger Rail service by January 1, 2029.</p>	Fenberg & Marchman/ McKluskie & Boesnecker	Passed Both Chambers	Amend	Link	This bill was extensively amended as it moved through the process. Several staff proposed amendments were adopted in the process.	DRCOG supports Increased funding for transportation to preserve the system, mitigate congestion, improve safety, and provide multi-modal options for people of all ages, incomes and abilities, including allocation of additional state funds to support transit services within and among communities in the DRCOG area.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
<u>SB24-195</u>	Protect Vulnerable Road Users- amends the Automated Vehicle Identification Systems (AVIS) statute on roadways other than toll highways to: clarify that CDOT and the Colorado state patrol (CSP) have authority to use AVIS to detect traffic violations on any portion of a highway that is owned or maintained by the state; clarify the coordination process with local governments, CDOT, and CSP; requires civil penalties collected by the state for traffic violations detected by AVIS to be credited to the State Highway Fund and used only to fund road safety projects that protect vulnerable road users; requires CDOT to include in its performance plan declining annual targets for vulnerable road user fatalities and, as part of the targets, also establish engineering methodology and internal education requirements for practices to prioritize safety over speed on high-injury networks; beginning FY25-26, requires CDOT to expend a specified minimum of the amount allocated to the State Highway Fund from the Road Safety Surcharge and certain other fees, fines, and surcharges that are imposed on motor vehicle registrations and dedicated for certain types of road safety projects that protect vulnerable road users.	Winter & Cutter/ Lindsay & Lindstedt	Passed Both Chambers	Amend	NA	<p>This bill is a replacement for SB 24-036, which was postponed indefinitely. The bill provides for at least \$7 million for infrastructure projects, significantly less than SB24-036, though there is the potential for more.</p> <p>Reducing crashes and fatalities while making roads more accessible for all travelers is a goal DRCOG supports and we recognize the challenge in generating adequate funding for infrastructure that prioritizes safety for all especially those travelers not protected by an enclosed vehicle.</p> <p>This bill was extensively amended as it moved through the process. Several staff proposed amendments were adopted in the process.</p>	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.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1304	<p>Minimum Parking Requirement- prohibits a county or municipality, by June 30, 2025, from enforcing minimum parking requirements for real property that is within a metropolitan planning organization (MPO); does not prohibit a county or municipality from: lowering the protections provided for persons with disabilities; enacting a maximum parking requirement; enforcing any agreement made in connection with a land use approval for regulated affordable housing in exchange for reducing minimum parking requirements; being awarded funding for affordable housing that requires a ratio of a certain number of parking spaces; from enacting a minimum parking requirement for bicycles; or imposing requirements on a parking space that is voluntarily provided in connection with a development that the owners of such a space charge for the use of the space, contribute to a parking enterprise, permitting system, or shared parking plan, and allow for electric vehicle charging stations. By September 30, 2024, the Department of Local Affairs (DOLA), in consultation with CDOT, Colorado Energy Office (CEO), MPOs, and transit agencies that operate within MPOs, must publish a map that designates applicable transit service areas to be used by local governments in complying with the bill; DOLA, CDOT, and CEO must publish best practices and technical assistance materials.</p>	<p>Vigil & Woodrow/ Priola & Hinrichsen</p>	<p>Passed Both Chambers</p>	<p>Oppose</p>	<p>Link</p>	<p>This bill was extensively amended as it moved through the process. Several staff proposed amendments were adopted in the process. The bill will roll back parking mandates in many transit service areas while reserving localities' ability to require a minimum number of spaces for public safety reasons. It also tasks multiple state agencies with providing modeling and technical assistance to optimize parking supply and better manage demand.</p>	<p>DRCOG supports legislation that fosters transit-oriented development. DRCOG's legislative policy statement lists principles on the quality, quantity and affordability of housing that relate to this issue. You can find these principles by following this link (State Legislative Policy Statement). DRCOG also 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 funding for programs that provide transportation for access to jobs for low-income workers who cannot afford to live near where they work, and for safe routes to schools.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1313	<p>Housing in Transit-Oriented Communities- applies to any municipality with at least 4,000 residents and within a MPO and county governments whose jurisdictions include a portion of a transit station area or transit corridor; requires that such transit-oriented communities (TOC) submit a housing opportunity goal report to DOLA, which must: calculate a housing opportunity goal to target average zoned housing density; include data, methodology and maps used; identify zoning districts that may qualify as transit centers or neighborhood centers; adopt affordability strategies, displacement mitigation strategies, and implementation plans; and provide an analysis if there are insufficient water supplies. DOLA must either approve the report or provide direction for amending the report. If a TOC fails to comply with the bill, DOLA must designate the community as non-qualified. Establishes multiple criteria for TOCs to designate areas as transit centers and neighborhood centers, including transit centers must net housing density requirements, have an administrative process for multifamily development, and be located within a transit area. By July 31, 2024, DOLA must consult with MPOs and transit agencies to publish a map designating transit areas to be used for local governments' housing opportunity goals. By December 1, 2024, DOLA must publish guidance to assist local governments, including developing a menu of standard affordability strategies and long-term and alternative affordability strategies and displacement risk assessments and mitigation strategies. creates the Transit-oriented Communities Infrastructure Grant Program to assist local governments with planning, community engagement, and infrastructure projects.</p>	<p>Woodrow & Jodeh/ Hansen & Winter</p>	<p>Passed Both Chambers</p>	<p>Monitor</p>	<p>Link</p>	<p>This bill was extensively amended as it moved through the process. Several staff proposed amendments were adopted in the process.</p>	<p>DRCOG supports legislation that fosters transit-oriented development. DRCOG's legislative policy statement lists principles on the quality, quantity and affordability of housing that relate to this issue. You can find these principles by following this link (State Legislative Policy Statement). DRCOG also 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 funding for programs that provide transportation for access to jobs for low-income workers who cannot afford to live near where they work, and for safe routes to schools.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1341	<p>State Vehicle Idling Standard- Current law imposes a uniform state idling standard on an owner or operator of a covered vehicle that prohibits the vehicle from idling for more than 5 minutes within any 60-minute period, except in certain situations. Current law also prohibits a local government from enacting a resolution or ordinance concerning the idling of a covered vehicle that is more stringent than the state idling standard. The bill authorizes a local government to enact a resolution or ordinance concerning the idling of a covered vehicle that is at least as stringent as, but not less stringent than, the state idling standard.</p>	Marvin & Willford/	Signed by the Governor	Support	Link	<p>As amended, the bill requires any local government with an idling standard to include the exemptions in the bill. The bill also exempts a critical service or utility provider when performing the functions of the provider's duties from the idling standard and declares that the idling standard is a matter of mixed local and statewide concern.</p>	<p>DRCOG supports efforts to reduce emissions from all sources sufficient to meet federal air quality standards; and transportation and land use strategies that improve air quality in the region.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
HB24-1447	<p>Transit Reform- As introduced, modifies the duties and composition of the Regional Transportation District board of directors; requires the Department of Transportation (CDOT) to implement a bus driver training program; requires transit providers to coordinate with metropolitan planning organizations (MPO) on certain matters; and modifies the allowable use of money transferred to CDOT in connection with the redevelopment of the Burnham Yard rail property. As amended, it directed the Transportation Legislation Review Committee to create an interim subcommittee to collaborate with community members and make recommendations regarding the RTD Board of Directors; To improve coordination between RTD and MPOs, the bill also requires RTD to:</p> <ul style="list-style-type: none"> Submit its proposed fixed-route transit service plans to the Denver Regional Council of Governments (DRCOG); Coordinate with DRCOG regarding the implementation of these routes; Ensure that the transit provider's service decisions are consistent with DRCOG's regional transportation plan; and Coordinate transit and land use decisions to ensure that transit services will be provided to new and existing transit-oriented communities. 	Winter &/ Lindstedt & Froehlich	Postponed Indefinitely Senate Appropriations	Amend	Link	This bill was extensively amended as it moved through the process. Several staff proposed amendments were adopted in the process.	DRCOG supports the following principles with regard to the role of the metropolitan planning organization: Legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests.

Housing bills

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-174	<p>Sustainable Affordable Housing Assistance- requires DOLA to develop methodologies for conducting statewide, regional, and local housing needs assessments and to identify areas at elevated risk of displacement; housing needs assessments conducted by a local government after January 1, 2022, may qualify as having satisfied this requirement if DOLA approves that it conforms. DOLA must analyze analyzing existing and future statewide housing needs, including population growth projections and displacement risk estimates; publish standard, long-term affordability and displacement risk mitigation strategies directories as specified in the bill; submit to the General Assembly a statewide strategic growth report and publish a natural land and agricultural inter-jurisdictional report. Local governments with a population of 5,000 or more residents, or 1,000 or more residents that either participated in a regional housing needs assessment or would have been deemed to be a rural resort community must create a housing action plan as an advisory document, with the minimum contents specified in the bill. DOLA is to provide local governments various forms of technical assistance and guidance and assist local governments through either a grant program, the provision of consulting services, or both. State grant programs must prioritize whether the local government applying for grants for land use planning or housing is in full compliance with this bill's assessment and planning requirements.</p>	<p>Kirkmeyer & Zenzinger/Bird</p>	<p>Passed Both Chambers</p>	<p>Support with amendments</p>	<p>Link</p>	<p>This bill was extensively amended as it moved through the process. Several staff proposed amendments were adopted in the process.</p>	<p>DRCOG supports the use of comprehensive/ master plans as the foundation for local land use decision-making. You can find these principles by following this link (State Legislative Policy Statement).</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1152	Accessory Dwelling Units (ADU)- Requires subject jurisdictions (municipalities with at least 1,000 residents and census designated places with at least 10,000 residents that lay within a MPO) to allow one ADU as an accessory use wherever the jurisdiction also allows single-unit detached homes; prohibits subject jurisdictions from imposing new parking requirements or requiring that the ADU be owner-occupied; specifies restrictions on ADU construction or conversion, including use of an administrative approval process and others that may not be part of a subject jurisdiction's code; the objective standards only and must not include design or dimension standards that are more restrictive than the standards for single-unit detached dwellings in the same zoning district; creates a certification process for subject jurisdictions to demonstrate compliance with local ADU requirements and strategies that encourage ADUs to be certified as an ADU supportive jurisdiction. creates a grant program for ADU supportive jurisdictions for activities that promote ADUs.	Amabile & Weinberg/ Mullica & Exum	Passed Both Chambers	Oppose unless amended	Link	This bill was extensively amended as it moved through the process. Several staff proposed amendments were adopted in the process.	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; state policy that incentivizes local governments to adopt land use policies aimed at increasing a diverse supply of housing stock; and actions to provide more accessible and obtainable housing options for seniors.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1366	<p>Sustainable Local Government Community Planning- requires regional planning commissions and local governments to include a climate action element in their regional, county or municipal master plans; requires CDOT to coordinate with metropolitan planning organizations to establish criteria that define and identify growth corridors; the department and metropolitan planning organizations shall coordinate with local governments to develop transportation demand management plans for these growth corridors; requires the statewide transportation plan to include an examination of the impact of transportation decisions on land use patterns; the identification of highway segments where promotion of context-sensitive highway permitting and design can encourage the development of dense, walkable, and mixed-use neighborhoods in transit-oriented centers and neighborhood centers; and an emphasis on integrating planning efforts within CDOT to support multimodal transportation, neighborhood centers, and transit-oriented centers in infill areas as well as growth corridors through the associated transportation demand management corridor planning; requires CDOT to conduct a study in connection with the new statewide transportation plan requirements.</p>	Froelich & Brown	Postponed Indefinitely House Appropriations	Amend	Link	<p>DRCOG staff and lobbyists have met with the sponsors and shared comments and possible amendments. We discussed cleaning up the grant criteria to make them more focused and to give latitude to state agencies to decide which ones and how to address them in their grant programs. Making the climate plan provisions more flexible for cities and counties and removing items that are not suitable for local action. Clarifying language in the corridor Transportation Demand Management provisions to focus on limited access state highways and interstates and requiring the state to reimburse MPOs for working on them.</p>	<p>DRCOG supports the use of comprehensive/ master plans as the foundation for local land use decision-making. You can find these principles by following this link (State Legislative Policy Statement). DRCOG also supports efforts to reduce emissions from all sources sufficient to meet federal air quality standards and transportation and land use strategies that improve air quality in the region.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1083	<p>Construction Professional Insurance Coverage Transparency- requires the Division of Insurance in the Department of Regulatory Agencies (DORA) to provide for a study of construction liability insurance for construction professionals and submit a report to the General Assembly by December 31, 2026. The report must include: insurers offering construction liability policies in the state, including to residential property developers; rates and the basis for rates charged by insurers, to include five years of data, where available; risk factors, classifications, and coverage descriptions that insurers use to set rates; a comparison of rates charged in other states in the region for similar residential projects; policy coverage terms; limitations or exclusions from coverage; and the appropriate policy limits for a residential project with regard to the size and cost of construction. The bill also requires builders and sellers of new residences to provide the purchasers and the county clerk and recorder's office with information regarding the property's construction liability insurance coverage. The bill creates a civil cause of action for purchasers of a new residence to file suit against sellers that violate these provisions.</p>	<p>Willford & Brown/ Cutter</p>	<p>Postponed Indefinitely House Appropriations</p>	<p>Support</p>	<p>Link</p>		<p>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.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
Senate Bill 24-106	<p>Right to Remedy Construction Defects- clarifies that a person that has had a claim brought on the person's behalf is also considered a claimant, so the act applies to the person for whom the claim is brought; creates a right for a construction professional to remedy a claim made against the professional by doing remedial work or hiring another professional to perform the work; in addition to mediation, adds other forms of alternative dispute resolution for which the claim would be held in abeyance and makes them binding; for a settlement offer of a payment made in a claim, payment constitutes a settlement. To bring a claim or related action, a unit owners' association must obtain written consent of at least 2/3 of actual owners of units in the common interest community. A claimant is barred from seeking damages for failing to comply with building codes or industry standards unless the failure results in: actual damage to property; actual loss of the use of real or personal property; bodily injury or wrongful death; or a risk of bodily injury or death to, or a threat to the life, health, or safety of, the occupants. The actual property damage must be the result of a building code violation and requires the risk of injury or death or the threat to life, health, or safety to be imminent and unreasonable.</p>	<p>Zenzinger & Coleman/Bird</p>	<p>Postponed Indefinitely House Transportation, Housing & Local Government</p>	<p>Support</p>	<p>Link</p>		<p>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.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
Senate Bill 24-112	<p>Construction Defect Action Procedures- Adds disclaimers to the "Construction Defect Action Reform Act" that: do not impose an obligation upon construction professionals to provide a warranty; apply to implied warranty claims; do not amend or change the terms of or limitation upon an express or implied warranty. States a construction professional is not liable for acts or omissions of a licensed design professional for any construction defects. Makes changes to the approval process in connection to common interest communities: requires the association to give notice to unit owners and reobtain unit owner approval to amend or supplement a proposed action after meeting; raises the number of owners who need to approve the action to 2/3 majority; requires an owner to sign their vote; requires the association to give professionals a list of non-responsive owners; and when unit owners' non-responsiveness is challenged in court: requires court to stay the action against the professionals and requires the notification and voting process to be performed again unless the court holds that the association diligently contacted the owners; and requires the association to disclose to the construction professionals all information relevant to the unit owners' non-responsiveness within 21 days after the challenge has been filed.</p>	Lundeen	Postponed Indefinitely Senate Local Government & Housing	Monitor	Link		<p>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.</p>

