

# BOARD UPDATE



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**LEGISLATIVE SUMMARY (as of Jan. 24, 2022):** This legislative summary lists the status of all legislation that the Denver Regional Council of Governments supports, opposes or monitors during the 2022 legislative session, as of Jan. 24, 2022. For additional information, contact Rich Mauro, senior legislative analyst, at 303-480-6778. The *DRCOG Policy Statement on State Legislative Issues*, as adopted by the Board of Directors, states, in part:

DRCOG’s legislative activity will be generally focused on the following types of issues:

- (1) Proposals of special significance to the Denver region, or which would have a unique effect upon local governments in this region;
- (2) Proposals that affect DRCOG as an agency or would affect one or more of its programs; and
- (3) Legislation to implement DRCOG special task force recommendations. Support for or opposition to a bill or legislative funding measure will be given, and be subject to reassessment, according to a bill’s or measure’s consistency with DRCOG’s adopted principles and plans.

Bill No. / Sponsor	Short title / Bill summary	Status	Staff comments	DRCOG position / Legislative policy
<b>AGING BILLS</b>				
<a href="#">HB22-1035</a>	<b>Modernization Of The Older Coloradans' Act</b>			<b>Support with amendments</b>
Young and Bradfield/ Ginal and Rankin	The bill updates the "Older Coloradans' Act," including reorganizing the Commission on Aging and increasing membership from 17 to 19 in order to coordinate and implement the Strategic Action Plan on Aging and to make recommendations; appointing a state department of human services liaison to act as the primary contact for the commission in order to coordinate commission-related duties with the state department and other state agencies; convening a technical advisory committee comprised of key state agency representatives to direct the implementations of the plan and the commission's recommendations; and creating the Lifelong Colorado initiative within the department's State Office on Aging to coordinate strategies and implementation of the plan with the commission, advisory committee and key state agencies.	House Public & Behavioral Health & Human Services	The purpose of the Older Coloradans Act is to support older Coloradans through community planning, social services, health and well-being services, and strategies to prepare the state's infrastructure for an increasing older population of Coloradans. Many of the provisions of the bill reflect work DRCOG staff has been involved in with the governor's office and other aging advocates and providers. This includes the creation and operation of the Strategic Action Planning Group on Aging and Lifelong Colorado. DRCOG staff also has been involved in the drafting of the bill. It currently is scheduled to be heard in committee on Feb. 4. DRCOG is working with other stakeholders to clarify language in the bill regarding the authority of the Commission and the relationship between the new State Office on Aging and the Area Agencies on Aging.	DRCOG supports state legislative and regulatory provisions reinforcing collaboration between the state and area agencies on aging and respecting their respective roles and interests, consistent with state and federal laws; and 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 Aging and Disability Resource Center.
<b>TRANSPORTATION BILLS</b>				
<a href="#">HB22-1026</a>	<b>Alternative Transportation Options Tax Credit</b>			<b>Support with amendments</b>
Bird and Woog/ Hansen and Liston	The bill replaces an existing income tax deduction for expenses incurred by employers when providing alternative transportation options to employees with a refundable income tax credit of 50% of such expenses for such employers. The credit is allowed for income tax years beginning on or after Jan. 1, 2023, but before Jan. 1, 2033.	House Finance	This bill replaces an existing employer income tax deduction for alternative mode provisions (carpool vehicles, transit passes, etc.) with an employer income tax credit for these items. Transportation demand management programs, projects and services can help reduce congestion and improve air quality by decreasing the amount of automobile traffic during high-demand periods. DRCOG sees transportation demand management as	To promote transportation demand management efforts, DRCOG supports a coordinated regionwide effort (Way to Go) to promote and encourage adoption of non-single-occupant-vehicle travel options; active transportation to encourage healthier travel choices, including bicycling and walking; transit; telecommuting, flextime and other changes to normal work patterns to avoid peak traffic conditions;

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			<p>an important element of the region's long-range growth management and transportation planning strategy.</p>	<p>carpooling, vanpooling and other forms of ridesharing including the underlying technologies to facilitate matches; employer promotion of alternative mode use by employees; and incentives to individuals who use alternative modes. DRCOG also 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>
<a href="#">HB22-1028</a>	<b>Statewide Regulation Of Controlled Intersections</b>			<b>Support with amendments</b>
Gray and Hooton/ Winter	<p>The bill amends existing statute to make the substantive requirements for "safety stops" uniform statewide for most persons approaching a controlled intersection who are not operating a motor vehicle. Such persons include pedestrians (approaching a controlled intersection with a stop sign) and operators of low-speed conveyances, as defined in the bill (approaching a controlled intersection with a stop sign or a traffic control signal). The regulation of persons approaching controlled intersections is declared to be a matter of mixed state and local concern, and the amended statute is thus declared to supersede any conflicting local ordinance or resolution but not to affect the validity of any nonconflicting local ordinance or resolution that regulates the conduct of persons approaching controlled intersections. The bill does not create any right for a pedestrian or the operator of a low-speed conveyance to travel on any portion of a roadway where travel is otherwise prohibited by state law or a local ordinance or resolution.</p>	House Transportation & Local Government	<p>Existing statute allows a municipality or county to adopt an ordinance or resolution specifying that a person riding a bicycle, electrical assisted bicycle, or electric scooter may make a "safety stop", rather than a full stop, under certain circumstances when approaching an intersection that is controlled by a stop sign or a traffic control signal as follows: When approaching a stop sign, if it is safe to proceed, the person may, after slowing to a reasonable speed of 15 miles per hour or less, or 10 or 20 miles per hour or less if so specified by municipality or county for a particular intersection and marked with appropriate signage, and yielding the right-of-way to any traffic or pedestrian in or approaching the intersection, continue through the intersection without stopping; When approaching an illuminated red traffic control signal, the person must first stop at the intersection and yield to all other traffic and pedestrians and then, when safe to do so, may proceed straight or make a right turn through the intersection or, subject to specified conditions, make a left turn onto a one-way street only.</p>	<p>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.</p>
<a href="#">SB22-016</a>	<b>Modifying Department Of Transportation Governance</b>			<b>Monitor</b>
Scott	<p>The membership of the transportation commission (commission) currently consists of 11 members appointed by the governor with the consent of the senate from statutorily designated districts. If the bill is approved by the voters of the state at the November 2022 general election, on Feb. 1, 2025, section 2 of the bill will replace the current membership of the commission with 9 members elected at the November 2024 general election, one from each congressional district of the state and one from the state at large. Thereafter, whenever the number of congressional districts in the state is odd, the membership of the commission consists of one member elected from each congressional district of the state, and whenever the number of congressional districts in the state is even, the membership of the commission consists of one member elected from each congressional district of the state and one member elected from the state at large.</p>	Senate Transportation & Energy	<p>This bill would replace the existing process where members of the Transportation Commission are appointed by the governor with members elected by Congressional District (some exceptions). The elected Commission would appoint the Colorado Department of Transportation executive director, who would serve at the pleasure of the Commission.</p>	<p>DRCOG supports several principles regarding the role of the metropolitan planning organization in the transportation planning process, including legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests, and legislation to ensure that representation on the Transportation Commission reflects approximately equal populations based on the most recent population census.</p>