

Aging bills

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
Senate Bill 24-040	State Funding for Senior Services- For the 2024-25 state fiscal year, the bill appropriates \$5 million from the General Fund to the Department of Human Services for state funding for senior services. Requires the General Assembly to annually adjust for inflation the General Fund appropriation for state funding for senior services. 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.	Danielson & Ginal/Willford & Young	Senate Appropriations	Support	Link	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.	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 24-1052	Senior Housing Income Tax Credit- Reinstates a refundable income tax credit that was available for income tax year 2022, so that 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 \$150,000 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: \$1,000 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; \$1,000 for a qualifying senior filing a joint return with another individual who is not a qualifying senior with federal AGI that is \$50,000 or less. For every \$500 of AGI above \$50,000, the amount of the credit is reduced by \$10; \$2,000 for a qualifying senior filing a joint return with another qualifying senior with federal AGI that is \$50,000 or less. For every \$500 of AGI above \$50,000, the amount of the credit is reduced by \$10. 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.	Weissman & Marshall/ Kolker & Hansen	House Finance	Support	Link	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.	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.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
<u>HB24-1211</u>	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	Senate Appropriations	Support	<u>Link</u>	This is the bill that DRCOG staff mentioned at the January Board meeting. DRCOG staff and lobbyists worked with the Joint Budget Committee to draft the bill.	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.

Transportation bills

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
Senate Bill 24-032	Methods to Increase the Use of Transit- creates the Statewide Transit Pass Exploratory Committee in the Department of Transportation to produce a viable proposal for the creation, implementation, and administration of a statewide transit pass by July 1, 2026, with the goal of implementing a statewide transit pass by January 1, 2028; modifies the ozone season transit grant program created in 2022; makes the changes to the ozone season transit grant program: requires funding of \$7 million a year beginning July 1, 2024; and makes the grant program permanent; creates the Youth Fare Free Transit Grant Program to provide fare free year-round transit services for those 19 years of age or younger; creates an income tax credit for the purchase of a transit pass for five years beginning January 1, 2024.	Priola/ Jaquez Lewis & Vigil	Senate Finance	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
<u>Senate Bill 24-036</u>	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.	Winter & Cutter/ Lindsay & Lindstedt	Senate Finance	Amend	<u>Link</u>	DRCOG staff has 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.	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
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	Senate Appropriations	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.

Housing bills

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1152	Accessory Dwelling Units (ADU) - establishes unique requirements for subject jurisdictions (a municipality that has a population of 1,000 or more and that is within the area of a metropolitan planning organization; or portion of a county that is both within a census designated place with a population of ten thousand or more, as reported in the most recent decennial census, and within the area of a metropolitan planning organization); requires a subject jurisdiction to allow, one ADU as an accessory use to a single-unit detached dwelling in any part of the subject jurisdiction where the subject jurisdiction allows single-unit detached dwellings; prohibits subject jurisdictions from enacting or enforcing certain local laws that would restrict the construction or conversion of an ADU; creates a fee reduction and encouragement grant program; provides \$8 million for various ADU assistance programs.	Amabile & Weinberg/ Mullica & Exum	House Transportation, Housing & Local Government	Oppose unless amended	Link	DRCOG staff have been attending stakeholder meetings on this bill.	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 24-1083	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.	Willford & Brown/ Cutter	House Appropriations	Support	Link		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.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
Senate Bill 24-106	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.	Zenzinger & Coleman/Bird	Senate Local Government & Housing	Support	NA		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.

