

Denver Regional Council of Governments
 Legislative Report Status of Bills – 2024 session
 As of 4-8-24

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, 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.</p>	<p>Danielson & Ginal/Willford & Young</p>	<p>Senate Appropriations</p>	<p>Support</p>	<p>Link</p>	<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 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.</p>	<p>Weissman & Marshall/ Kolker & Hansen</p>	<p>House Appropriations</p>	<p>Support</p>	<p>Link</p>	<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	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.

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 and housing 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. 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/	House Appropriations	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	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; as amended, the income tax credit for the purchase of a transit pass for five years beginning January 1, 2024 was deleted.	Priola/ Jaquez Lewis & Vigil	Senate Appropriations	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 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.</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	House Transportation, Housing & Local Government	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	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- establishes requirements for the CDOT, RTD, and the Front Range Passenger Rail District to promote the expansion and development of surface transportation infrastructure networks. The bill implements a congestion reduction fee to offset climate impacts and mitigate the congestion and wear and tear on Colorado's roads caused by rental vehicles. Proceeds would create a sustainable funding source to a match federal investment opportunities for statewide transit and rail and other public transportation; also authorizes RTD to extend construction of and operations of the Northwest Rail corridor to Fort Collins as the first phase for Front Range Passenger Rail (FRPR) service; would require RTD, CDOT, and FRPR to create an implementation plan and provide authorization for the entities to enter into an agreement to implement the construction of the extended corridor.</p>	<p>Fenberg & Marchman/ McKluskie & Boesnecker</p>	<p>Senate Appropriations</p>	<p>Amend</p>	<p>Link</p>	<p>CCI and CML do not have positions on this bill.</p> <p>Senate committee amended the introduced bill to:</p> <ul style="list-style-type: none"> - replace the "Travel Shed" definition with a "Travel Corridor" definition on p. 17-18; - make several changes and additions to the Legislative declarations in Section 1 of the bill; - make statutory reference changes and move reporting requirements starting on p. 12, line 12 through p. 14, line 1 to a new Section 5 of the bill after line 17 on p. 14; - change the beginning of service for the FRPR Phase1/NW Rail from January 1, 2028 to January 1, 2029; - insert a new Section 8 requiring Division of Transit and Rail to report on a Rocky Mountain Rail development plan by December 31, 2024; - apply the higher rental fee to combustion engine and plug-in hybrid electric vehicles, meaning the lower fee will only apply to "Battery Electric Motor Vehicles". <p>Staff would suggest:</p> <ul style="list-style-type: none"> - clarifying language regarding assessing the fee on short-term car sharing services such as the nonprofit Colorado CarShare; - delete the requirement that the CTIO strategic capital plan comply with the state GHG planning standard since the geography and reduction targets in the Rule do not align with this plan. 	<p>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.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1304	Minimum Parking Requirement- as of January 1, 2025, prohibits a county or municipality from enforcing minimum parking requirements for real property that is within a metropolitan planning organization. This prohibition does not prohibit a county or municipality from: lowering protections provided for persons with disabilities; from enacting or enforcing a maximum parking requirement; or enacting or enforcing a minimum parking requirement for bicycles. Allows a imposition of the following requirements on a parking space that is voluntarily provided in connection with a development project: that the owners of such a motor vehicle parking space charge for the use of the space; and that such a motor vehicle parking space allow for vehicle charging stations in accordance with existing law. Requires a county or municipality on or after June 30, 2025, to submit a report to the Department of Local Affairs detailing compliance with the requirements of the bill. The bill provides a process for the review of such a report.	Vigil & Woodrow/ Priola & Hinrichsen	House Appropriations	Oppose	Link	Staff has attended stakeholder meetings on this bill. Amendments of note at the bill's first hearing include addition of a definition of community-based organization and added detail to the parking use and needs studies.	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.

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- The bill requires local governments to meet a housing opportunity goal if the local government is defined as a transit-oriented community. A transit-oriented community is one that:</p> <ul style="list-style-type: none"> • Is entirely within a metropolitan planning organization; • Has a population of 4,000 or more; and • Contains at least 75 acres of certain transit- related areas; or <p>If the local government is a county, contains either a part of:</p> <ul style="list-style-type: none"> • A transit station area that is both in an unincorporated part of the county and within one- half mile of a station that serves a commuter rail service or light rail service; or • A transit corridor area that both is in an unincorporated part of the county and is fully encompassed by one or more municipalities. 	Woodrow & Jodeh/ Hansen & Winter	House Appropriations	Monitor	Link	<p>Amendments of note at the bill's first hearing include the addition of a definition of "displacement" and additional detail regarding displacement strategies; a modified definition of "regulated affordable housing"; and clarified the designation of transit areas in the required maps.</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).</p> <p>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/	Senate Floor	Support	Link	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.	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
HB24-1447	Transit Reform- 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.	Winter &/ Lindstedt & Froehlich	House Transportation, Housing & Local Government	Amend	Link	<p>Specific roles/responsibilities of DRCOG in the bill include:</p> <ul style="list-style-type: none"> - requires RTD to coordinate with DRCOG regarding the implementation of fixed-route transit service plans; - requires RTD to ensure that service decisions are consistent with the DRCOG regional transportation plan; - Governance: DRCOG Board appoints two nonvoting ex officio RTD Board directors (one current or former mayor or councilmember; one current or former county commissioner). - requires CDOT, in consultation with DRCOG, to conduct a study regarding the size of the district and transit-reliant services. - Requires RTD to develop a 10-year strategic plan, working with CDOT and DRCOG, and it supports regional transportation plan performance measures. <p>Staff questions:</p> <ul style="list-style-type: none"> - Does “proposed fixed-route transit services plans” refer to the 3x per year run boards, or a broader and less frequently prepared service plan? - What does it mean to require RTD to identify land use policies, strategies, and financial tools to enable the development of affordable housing and dense, walkable, mixed-use communities near transit stations and routes? 	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 statewide, regional, and local housing needs assessments; a housing action plan as an advisory document that demonstrates a local government's commitment to address housing needs and that guides a local government in developing legislative actions, promoting regional coordination, and informing the public of the local government's efforts to address housing needs in the local government's jurisdiction; requires the Division of Local Government to provide technical assistance and guidance through a grant program or the provision of consultant services; modifies the requirements of both county and municipal master plans so that those master plans must include a water supply element; and a strategic growth element; prohibits a unit owners' association of a common interest community from, through any declaration or bylaw, rules, or regulation adopted or amended by an association on or after July 1, 2024, prohibiting or restricting the construction of accessory dwelling units or middle housing, if the zoning laws of the association's local jurisdiction would otherwise allow such construction.</p>	<p>Kirkmeyer & Zenzinger/Bird</p>	<p>Senate Local Government & Housing</p>	<p>Support with amendments</p>	<p>Link</p>	<p>The bill specifies a methodology and specificity of forecasted projections that may not align with current DRCOG and State Demographer's practice for preparing population forecasts.</p> <p>The bill also mandates components for regional plans that DRCOG is currently not funded to complete. Aligning required master plan elements with adequate resources would be beneficial.</p> <p>DRCOG staff has had several conversations about friendly amendments to the bill.</p> <p>The bill was heard in committee on March 5 for testimony only and on March 9 for action only.</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	<p>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.</p>	<p>Amabile & Weinberg/ Mullica & Exum</p>	<p>House Appropriations</p>	<p>Oppose unless amended</p>	<p>Link</p>	<p>DRCOG staff have been attending stakeholder meetings on this bill.</p> <p>Along with other local government associations, we have been seeking amendments to remove the preemptions and allow local flexibility.</p>	<p>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.</p>

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>	<p>Froelich & Brown</p>	<p>House Transportation, Housing & Local Government</p>	<p>Amend</p>	<p>Link</p>	<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>
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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>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>Senate Floor</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>

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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	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>

