



Legislative Report

New Bills as of April 9, 2025

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Transportation bills

House Bill 25-1303: Funding for Motor Vehicle Collision Prevention

Bill Summary: **Section 1** of the bill creates the crash prevention enterprise (enterprise) in the department of transportation (CDOT) for the purpose of lowering automobile insurance costs by providing funding for transportation system infrastructure improvements and other data-driven strategies that reduce the number of collisions that involve a motor vehicle, particularly collisions between a motor vehicle and a vulnerable road user or wildlife (eligible projects). Beginning January 1, 2026, the enterprise is authorized to impose a crash prevention fee (fee) of up to a specified maximum amount on the policyholder of each automobile insurance policy issued in the state on a per-policy basis. Each insurer that issues an automobile insurance policy must collect the fee from the policyholder and pay the fee to the enterprise.

- The specified maximum amount of the fee adjusts annually on July 1, 2027, and on each July 1 thereafter for inflation, as measured by the rolling 5-year average of the national highway construction cost index published by the federal highway administration in the United States department of transportation. Fee revenue is credited to a newly created crash prevention enterprise fund (fund) and continuously appropriated to the enterprise.
- The enterprise is authorized to expend 80% of its available revenue to issue grants to eligible entities, which are local governments, state or federally recognized tribal entities, public entities that are not part of the state, and private entities, for eligible projects that reduce motor vehicle collisions with vulnerable road users, as defined by the bill, and 20% of its available revenue to fund eligible projects that reduce motor vehicle collisions with wildlife.
- **Section 2** authorizes the Division of Insurance in the Department of Regulatory Agencies, upon receiving notice from the enterprise of an insurer's failure to collect the fee from its automobile insurance policyholders and pay the fee to the enterprise, to institute an enforcement proceeding and seek specified civil penalties from the insurer.

Sponsors: Boesnecker & Lukens/Roberts & Winter F.

Status: House Finance

Fiscal Note for House Bill 25-1303

Recommended position: Support

Staff comments: This bill is a replacement for SB25-030, which was postponed indefinitely earlier this session.

Legislative Policy: 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.



DRCOG supports state investment in regional programs that promote transportation demand management efforts, including coordinated regionwide efforts like the Way to Go partnership between DRCOG and eight transportation management associations (TMA) that promote and encourage adoption of non-single-occupant-vehicle travel options.

House Bill 25-257: Modify General Fund Transfers to State Highway Fund

Bill Summary: Joint Budget Committee. The bill modifies the schedule and amounts of annual transfers from the general fund to the state highway fund as follows:

- The \$100 million transfer to the state highway fund scheduled for July 1, 2025, is reduced to \$36 million;
- The \$100 million transfer to the state highway fund scheduled for July 1, 2026, is reduced to \$50.5 million;
- The \$82.5 million transfers to the state highway fund scheduled for each July 1 from July 1, 2029, through July 1, 2031, are increased to \$100 million;
- A new \$61 million transfer to the state highway fund is scheduled for July 1, 2032; and
- The \$7 million transfers to the state highway fund for the purpose of providing additional funding for the Revitalizing Main Streets Program scheduled for each July 1 from July 1, 2025, through July 1, 2031, are eliminated.

Sponsors: Bridges & Kirkmeyer/Bird & Taggart

Status: House Appropriations

Fiscal Note for Senate Bill 25-257

Recommended position: Monitor

Staff comments: This bill is part of the state's efforts to close the state budget gap. It will delay some CDOT 10-Year Plan projects. The general fund transfer reductions in 2025 and 2026 are moved to 2029 through 2032. However, the transfers for the Revitalizing Main Streets program are eliminated.

Legislative Policy: 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.

House Bill 25-264: Cash Fund Transfers to the General Fund

Bill Summary: Joint Budget Committee. The bill requires the state treasurer to make the following transfers of money from certain cash funds to the general fund.



Sponsors: Bridges & Kirkmeyer/Bird & Taggart

Status: House Appropriations

Fiscal Note for Senate Bill 25-264

Recommended position: Monitor

Staff comments: This bill requires the state treasurer to sweep \$71.4 million of general funds from the Multimodal Transportation and Mitigation Options Fund to the General Fund. The reductions are to the 85% local share of the MMOF program and are estimated to reduce the allocations to DRCOG by approximately \$42 million. This represents almost half of the \$90 million of MMOF funding previously awarded to projects in the Denver region through FY 2027. Staff are evaluating specific project impacts and possible mitigation measures, but a significant number of previously funded projects will at least be delayed significantly.

Legislative Policy: 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.

