



Legislative Report

New Bills as of January 15, 2025

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Transportation bills

House Bill 25-1007: Concerning Paratransit Services

Bill Summary: Requires any political subdivision of the state, public entity, or nonprofit corporation that provides paratransit services to establish by January 1, 2026, a plan to communicate information and provide paratransit services during emergencies; ensure fare collection technology that is comparable to regular or fixed route services; consult with affected community members and conduct an impact analysis before reducing a paratransit service area. Creates a 16-member paratransit task force, including a DRCOG member, to meet at least three times in 2025 to study and make recommendations on the standardization of and best practices for paratransit services.

Sponsors: Froelich & Valdez/ Winter F. & Simpson

Status: Transportation, Housing and Local Government

Fiscal Note: Unavailable at this time.

Recommended position: Amend

Staff comments: May apply to and create a burden on local agencies and small non-profits, some of whom receive grant funding through DRCOG's Area Agency on Aging Human Services Transportation program or 5310 program for older adult and other populations. While it may not affect DRCOG directly, we should make sure the bill clearly distinguishes paratransit services from our demand-responsive transportation services.

Legislative Policy: DRCOG supports adequate funding for providing transportation services for the elderly and individuals with disabilities. DRCOG also supports a system that ensures more and better transportation services are provided to older adults and vulnerable populations.

House Bill 25-1044: Local Funding for Vulnerable Road User Protection

Bill Summary: Authorizes a local government or TABOR exempt enterprise created by a local government to impose local weight-based motor vehicle registration fees to fund local transportation system strategies that improve safety for vulnerable road users.

Sponsors: Boesenecker/Winter F. & Cutter

Status: Transportation, Housing and Local Government

Fiscal Note: Unavailable at this time.



Recommended position: Board Direction Requested

Staff comments: Enables, but does not require, action by local governments.

Legislative Policy: 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.

House Bill 25-1046: Increase Maximum Number of Transportation Planning Regions

Bill Summary: Increases the maximum number of transportation planning regions (TPR) of the state from 15 to 16. This increase in the maximum number of transportation planning regions results in the potential membership of the statewide transportation advisory committee also increasing by one member, from 17 to 18 members.

Sponsors: Richardson & Pelton

Status: Transportation, Housing and Local Government

Fiscal Note: Unavailable at this time.

Recommended position: Oppose

Staff comments: DRCOG is currently one of 15 existing TPRs and one of 17 members of the STAC. That means that although the DRCOG TPR includes 57.7% of the state's population, it has 5.9% of the STAC representation. The result of this bill would be to further reduce DRCOG's representation on STAC.

Legislative Policy: DRCOG supports legislation to ensure that representation on the Transportation Commission reflects approximately equal populations based on the most recent population census.

Senate Bill 25-030: Increase Transportation Mode Choice Reduce Emissions

Bill Summary: The bill requires the Colorado Department of Transportation (CDOT), no later than October 31, 2025, to present a statewide mode choice assessment to the Transportation Legislation Review Committee (TLRC), the Transportation Commission, and the Colorado Energy Office, which assessment must include recommendations for targets for 2030, 2035, 2040, 2045, and 2050. CDOT, metropolitan planning organizations (MPOs), and transit providers that provide public transit to a population of 100,000 or more.



No later than June 1, 2026, CDOT must adopt rules establishing mode choice targets. No later than October 31, 2026, and every 3 years thereafter, CDOT, in coordination with the MPOs, must present a report to the TLRC on the mode choice targets and the entities' plans to implement the mode choice targets (mode choice implementation plans). No later than December 31, 2026, and every 5 years thereafter, CDOT, MPOs, subject transit providers, and local governments with a population of 25,000 individuals or more must each prepare a mode choice implementation plan, which must include certain information about the mode choice targets, a multimodal transportation gaps summary, and an analysis of certain projected greenhouse gas emissions. State funds may be available for the development of those plans.

Sponsors: Winter & Hinrichson/Froelich

Status: Transportation and Energy

Fiscal Note: Unavailable at this time.

Recommended position: Amend

Staff comments: Would require additional effort for DRCOG where the timing for required implementation plan does not align with federal requirements for regional transportation plans. Sponsors should change the requirement so that implementation plans be developed in conjunction with federally-required RTP for the MPO.

The required multimodal transportation gaps summary is both unclear and onerous and does not work in the context of overlapping MPOs, transit providers, and subject local governments. Is the transit agency going to identify gaps in pedestrian and bicycle networks? Is a local government going to identify gaps in the transit network? What constitutes a “gap”? The effort to define the enormous number of potential “projects” to fill gaps and estimating their costs is unreasonable, particularly at the regional scale.

Appreciate the effort to fund the required implementation plans, but 1) DRCOG’s allocation of MMOF funds has been fully allocated through 2027, so resources are not available to fund the plans to meet the 12/31/26 deadline, and 2) further reduces available MMOF funds to implement multimodal improvements.

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.



Aging bills

House Bill 25-1022: Qualified Medication Administration Personnel

Bill Summary: For the purpose of determining workers who are qualified to work in an assisted living residence, current law includes in its definition of "qualified medication administration personnel" (QMAP) an individual who has passed a competency evaluation administered by an approved training entity on or after July 1, 2017. The bill adds to this definition an individual who has passed a competency evaluation administered by the Department of Public Health and Environment (CDPHE) before July 1, 2017.

Sponsors: Espenosa and McCormick/ Michaelson Jenet

Status: Health & Human Services

Fiscal Note for House Bill 25-1022

Recommended position: Support

Staff comments: CDPHE used to do the testing for the QMAP program and then stopped. When the regulations were changed, it only included language that said, "administered by an approved training entity", which technically does not include CDPHE since they no longer are an approved "training entity". This bill cleans up the language.

Legislative Policy: DRCOG supports efforts to improve the quality of care and consumer protections for older adults and their caregivers.

Senate Bill 25-013: Senior Housing Income Tax Credit Extension

Bill Summary: Extends a refundable income tax credit (established by HB24-1052) that is available for the income tax years commencing on January 1, 2022, and January 1, 2024, so that the credit is also available for the income tax years commencing on January 1, 2025, and January 1, 2026. Credit is for a qualifying senior who is: 65 years or older; has federal adjusted gross income (AGI) less than or equal to \$75,000 for a single return or \$125,000 for a joint return; and has not claimed the senior property tax exemption for that year.

The amount of the credit for both types of filers is: \$800 for a 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 \$8. A taxpayer who also qualifies for a property tax and rent assistance grant or heat assistance grant is eligible to receive the full amount of the credit.

Sponsors: Mullica/ Marshall & Joseph



Status: Senate Finance

Fiscal Note: Unavailable at this time.

Recommended position: Support

Staff comments: The DRCOG Board supported HB24-1052, which created the credit.

Legislative Policy: DRCOG supports efforts to improve the quality of care and consumer protections for older adults and their caregivers.

