



Pikes Peak Area  
Council of Governments  
Communities Working Together

**MEETING AGENDA**  
**PPACG LEGISLATIVE COMMITTEE**  
**May 1, 2023, 8:30 a.m.**

In Person

PPACG Upper Conference Room – 15 S. 7<sup>th</sup> St., Colorado Springs, CO 80905

Microsoft Teams (Video and Audio)

[www.microsoft.com/en-us/microsoft-teams/join-a-meeting](https://www.microsoft.com/en-us/microsoft-teams/join-a-meeting)

Meeting ID: 299 164 012 868

Passcode: bMjpHT

Dial in (Audio Only)

Phone Number: (929) 242-8427

Conference ID: 941 810 218

Meeting will be held in a hybrid format to allow in-person attendance as well as a remote option.

1. Call to Order – Commissioner Stone and/or Mayor Dixon
2. Federal update
  - A. National Association of Regional Councils (Handout only) ☒
3. Colorado Legislative Update – Dan Jablan
  - A. Review of recently introduced bills
  - B. Review of emphasis bills ☒
  - C. Review of the remaining bill tracking list (time permitting):  
<https://www.coloradocapitolwatch.com/bill-tracker-votes/0/6512/2023/0/>
  - D. Questions
4. Member open discussion

The purpose of the Legislative Committee is to draft the annual Policy Statement on Legislative Issues for Board of Directors approval, help develop legislative bills, develop position statements on proposed bills, laws, regulatory actions and other initiatives, meet with elected representatives and lobbyists in order to communicate PPACG's position, to testify before legislative bodies, boards and commissions, and work with other similar agencies and groups in formulating legislative positions.

A quorum of Board members may be present at this meeting.

# Federal transportation update provided by the National Association of Regional Councils

## CONGRESS

*The House and Senate are in session.*

### [Senate Passes Measure to Roll Back Truck Emissions Rule](#)

The Senate passed a joint resolution that would roll back an EPA regulation setting stringent standards for smog-forming emissions from heavy-duty trucks. The Congressional Review Act joint resolution, which passed 50-49 Wednesday afternoon, was driven by arguments from Republicans and some Democrats that the Biden administration regulation would contribute to supply chain woes and inflation after the trucking industry warned it would significantly increase costs for big rigs. The EPA's nitrogen oxide (NOx) rule, finalized in December, requires heavy- and medium-duty vehicles starting in model year 2027 to meet the "most stringent" emissions reduction option first proposed by the agency a year ago. The tally was well short of the two-thirds majority that would be needed to override a veto, which the White House said Biden would issue if the measure reaches his desk.

### **Debt Ceiling: House Republicans Set to Vote on a Debt Ceiling Plan**

With news that the [debt ceiling](#) may be reached by early to mid-June -- sooner than originally anticipated -- House Republicans have spent the past week crafting [a bill](#) that would raise the current \$31.4 trillion borrowing limit by \$1.5 trillion or suspend it through March 31, 2024, whichever comes first. The legislation would also cap fiscal year (FY) 2024 discretionary spending at \$1.47 trillion, an eight percent cut from comparable funding levels this year and the same as FY 2022 levels. It would also limit annual budget growth to one percent for an additional nine years. The breath of the cuts would likely result in substantial cuts to many programs important to regions including workforce and community development, housing, mass transit and climate programs. This could be exacerbated by a provision that would not limit either defense or non-defense discretionary spending. For all practical purposes, the cut to FY 2022 levels and the cap of a one percent increase in funding over the following nine years would impact non-defense discretionary programs much harder since Republicans have already indicated that defense spending would be protected. House Appropriations Democratic aides wrote in a [memo](#) on the GOP debt limit package that the first-year cuts to non-defense discretionary programs would be higher than they appear — close to 30 percent if defense and veterans are protected.

## ADMINISTRATION

### [Biden-Harris Administration Opens Applications for First Year of \\$400M Competitive Grant Program to Reduce Truck Air Pollution at America's Ports](#)

The U.S. Department of Transportation's Federal Highway Administration opened applications for the first round of a new \$400 million grant program that focuses on port electrification and efficiency improvements. The FY2022-2023 funding for the Reduction of Truck Emissions at Port Facilities Grant Program totals \$160 million. The funding will focus on projects that reduce emissions from idling trucks at our nation's ports, which negatively impacts air quality for surrounding communities, including small children, truck drivers, and port workers. The FHWA seeks to fund projects that reduce truck emissions in communities adjacent to ports, which disproportionately bear the negative environmental impacts. Port-related trade has increased in recent years and this activity has led to the queuing of trucks waiting to offload their goods. Port facilities, port workers, and surrounding neighborhoods often experience poor air quality due to significant truck congestion and idling both inside and outside the port facility.

### [Biden-Harris Administration Opens Applications for \\$848 Million in Competitive Grant Funding to Make Roads, Bridges, Transit, Rail, and Ports More Resilient to Climate Change](#)

The U.S. Department of Transportation's Federal Highway Administration (FHWA) opened applications for the first round of the Bipartisan Infrastructure Law's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program. As part of the President's Investing in America

agenda, the program will invest in projects to make the country's surface transportation system – including highways, public transportation, pedestrian facilities, ports, and intercity passenger rail – more resilient to the worsening impacts of climate change, while reducing long-term costs by minimizing demands for more expensive future maintenance and rebuilding. The program prioritizes innovative and collaborative approaches to risk reduction – including approaches that harness the power of nature to protect against flood, erosion, wave damage, and heat impacts.

### **[Federal Transit Administration Proposes New Requirements to Improve Transit Worker Safety](#)**

To protect transit workers and riders, the U.S. Department of Transportation's Federal Transit Administration (FTA) is proposing new safety requirements authorized under President Biden's Bipartisan Infrastructure Law. In a proposed update to the [Public Transportation Agency Safety Plans](#) (PTASP) rule, FTA will codify communication between frontline transit workers and management, an important measure to address worker assaults. A Notice of Proposed Rulemaking (NPRM) was published today in the [Federal Register for public comment](#). Some requirements will only apply to transit agencies serving areas with a population of 200,000 or more that largely coincide with the biggest increases in reported transit worker assaults. According to reported data in the National Transit Database, there is a 121% increase in transit worker assaults.

### **FHWA Issues NOFO for PROTECT Program**

On Friday, the Federal Highway Administration (FHWA) announced that grant applications are being accepted for the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program funding. FHWA announced that it will issue up to \$848 million in grants during this cycle, out of the \$7.3 billion appropriated by Congress. The [Notice of Funding Opportunity](#) (NOFO) stipulated that applications are due via [grants.gov](#) by August 18, 2023. According to the FHWA, "the program will invest in projects to make the country's surface transportation system – including highways, public transportation, pedestrian facilities, ports, and intercity passenger rail – more resilient to the worsening impacts of climate change, while reducing long-term costs by minimizing demands for more expensive future maintenance and rebuilding. The program prioritizes innovative and collaborative approaches to risk reduction – including approaches that harness the power of nature to protect against flood, erosion, wave damage, and heat impacts." The program is also designed to improve equity and further environmental justice by addressing the needs of disadvantaged communities that are often the most vulnerable to hazards resulting from climate change. The NOFO can be found on [grants.gov](#) [at the link here](#). More information on this NOFO and the PROTECT Program can be found [here](#). Applicant questions should be directed to: [PROTECTdiscretionary@dot.gov](mailto:PROTECTdiscretionary@dot.gov).

### **Applications for the FY23 DCIP Are Now Being Accepted**

Applications for funding through the Defense Community Infrastructure Pilot Program (DCIP) are now being accepted. Proposals through this [Notice of Funding Opportunity \(NOFO\)](#) must be submitted by June 23, 2023. The Office of Local Defense Community Cooperation hosted an informational webinar on April 13 to review the goals and objectives of the Notice of Funding Opportunity and answer questions from interested respondents. That [webinar](#) is available for review, as are the [webinar slides](#). According to the Department of Defense "Entities eligible to receive a DCIP grant include States and local governments. Eligible community infrastructure projects are any complete and usable transportation project; community support facilities (e.g., school, hospital, police, fire, emergency response, or other community support facility); and utility infrastructure projects [e.g., water, wastewater, telecommunications, electric, gas, or other utility infrastructure (with necessary cyber safeguards)] that: are located off of a military installation; support a military installation; are owned by a state or local government or a not-for-profit, member-owned utility service; that will enhance military value, military installation resilience and/or military family quality of life at the supported military installation (definitions of these enhancements are provided in Section E., paragraph 1. of the Notice of Funding Opportunity); that are endorsed by the local installation commander representing the installation benefiting from the proposed project; are where ground-disturbing work has not yet commenced; and are construction-ready.

## **NLC Issues Brief on Bringing Electric Vehicle Charging to Local Communities**

A [National League of Cities \(NLC\) brief](#) on electric vehicle (EV) charging details how local leaders can make use of federal funds to work with the private sector to bring equitable EV charging to their local areas. The brief focuses on four factors that can contribute to the success of EV charging:

- Working with utility providers to determine grid capacity, grid resilience and rate structures.
- Permitting, incentivizing, or requiring EV charging in community locations through zoning, planning, and permitting processes.
- Safety issues related to EVs and charging infrastructure.
- Partnerships with other cities, the private sector, or regional actors for EV charging.

To register for the webinar please click [here](#).



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April 28, 2023

**New bills for consideration**

No new bills

**Priority Bills**

Bill #	Title	Position	Status	Hearing
<a href="#">HB23-1052</a>	Mod Prop Tax Exemption for Veterans with Disabilities	Support	Passed House; Passed Senate	Awaiting Governor's Signature
<a href="#">HB23-1075</a>	Wildfire Evacuation and Clearance Time Modeling	Amend	Passed House; Passed Senate	Awaiting Governor's Signature
<a href="#">HB23-1101</a>	Ozone Season Transit Grant Program Flexibility	Amend	Passed House; Amended, Passed Senate; Senate & House Adopted Second Conference Committee Report	Awaiting Governor's Signature
<a href="#">HB23-1184</a>	Low-income Housing Property Tax Exemptions	Support	Passed House; Passed Senate Finance and Appropriations, Awaiting third reading	05/01/23 @ 10am
<a href="#">HB23-1294</a>	Pollution Protection Measures	Oppose	Amended, Passed House; Amended Passed Senate	Signed into Law
<a href="#">SB23-016</a>	Greenhouse Gas Emission Reduction Measures	Amend	Amended, Passed Senate, Amended, Passed House Energy & Environment, and Finance, Awaiting third reading	05/01/23 @ 10am
<a href="#">SB23-036</a>	Veterans with Disabilities Prop Tax Exemption Requirements	Support	Passed Senate; Passed House State Affairs & Appropriations, Awaiting Second Reading	05/01/23 @ 10am
<a href="#">SB23-059</a>	State Parks and Wildlife Area Local Access Funding	Support	Amended, Passed Senate; Passed House Agriculture, Water & Natural Resources, Referred to Finance	05/01/23 1:30pm
<a href="#">SB23-108</a>	Allowing Temporary Reductions in Property Tax Due	Monitor	Passed Senate; Passed House Finance, Awaiting Second Reading	05/01/23 @ 10am
<a href="#">SB23-111</a>	Public Employees' Workplace Protection	Oppose	Amended, Passed Senate, Passed House State	05/01/23 @ 10am

			Affairs and Appropriations, Awaiting third reading	
<a href="#">SB23-161</a>	Financing to purchase Firefighting Aircraft	Support	Passed Senate; Passed House	Awaiting Governor's Signature
<a href="#">SB23-166</a>	Establishment of a Wildfire Resiliency Code Board	Oppose	Amended, Passed Senate; Amended, Passed House	Awaiting Governor's Signature
<a href="#">SB23-172</a>	Protecting Opportunities and Workers' Rights Act	Oppose	Passed Senate; Passed House Judiciary, Awaiting third reading	05/01/23 @ 10am
<a href="#">SB23-213</a>	Land Use	Oppose	Amended, Passed Senate, Awaiting House committee assignment	Not yet scheduled
<a href="#">SB23-214</a>	Long Bill	Monitor for PPAGC Priority Issues	Passed Senate; Passed House; Conference Committee Report Adopted	Awaiting Governor's Signature
<a href="#">SB23-280</a>	Hazardous Material Mitigation	Monitor	Passed Senate; Assigned to House Finance	05/01/23 @ 1:30pm

**Full list of bills**

<https://app.coloradocapitolwatch.com/bill-tracker-votes/0/6512/2023/0/>