



Pikes Peak Area
Council of Governments
Communities Working Together

MEETING AGENDA
PPACG LEGISLATIVE COMMITTEE
April 1, 2024, 8:30 a.m.

In Person

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

Microsoft Teams (Video and Audio)

www.microsoft.com/en-us/microsoft-teams/join-a-meeting

Meeting ID: 247 510 539 049

Passcode: TgkzFr

Dial in (Audio Only)

Phone Number: (929) 242-8427

Conference ID: 961 790 872

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

This meeting is for PPACG directors, PPACG staff and PPACG's lobbyists to develop positions on legislation for consideration by the PPACG's Board of Directors. Guests are welcomed to attend and listen in, but guest participation is at the discretion of the chair/co-chair and attending directors.

1. Call to Order – Legislative Committee Co-Chairs, Commissioner Stone and/or Mayor Dixon
2. Updates from the Colorado General Assembly – Dan Jablan and/or Suzanne Hamilton, Cherry Point Strategies
3. Action Items
 - A. Review of introduced bills ☒
 - B. Review of existing bills ☒
4. Information Items
 - A. Federal updates handout ☒
5. Member open discussion
6. Next meeting and potential topics
 - A. April 8, 2024, 8:30 a.m.
7. Adjournment

The Pikes Peak Area Council of Governments will not discriminate against qualified individuals with disabilities. Meetings are available to join remotely via Microsoft Teams, and meetings include live transcription for remote and in-person attendees using automated software. Should you require any additional auxiliary aids or services to participate, please contact ppacg@ppacg.org or (719) 471-7080 x139 as soon as possible so that we can do our best to accommodate your needs.

Si necesita ayuda con traducción, llame por favor al (719) 471-7080 x139 o correo electrónico ppacg@ppacg.org.



Current as of March 29, 2024

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- [Bills PPACG is opposing](#)
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New bills for committee consideration

Bill #	Topic	Bill Summary	Sponsors	Status
HB24-1430	2024-25 Long Appropriations Bill PPACG Legislative Theme: Aging	Provides for the payment of expenses of the executive, legislative, and judicial departments of the state of Colorado, and of its agencies and institutions, for and during the fiscal year beginning July 1, 2024, except as otherwise noted.	House: Bird-D Senate: Zenzinger-D	Scheduled for April 1 for House Third Reading

Bills PPACG is supporting

Bill #	Topic	Bill Summary	Sponsors	Status
HB24-1250	Driving Improvement Course Driver's License Points PPACG Legislative Theme: Transportation	The bill allows an individual who has been convicted of a traffic infraction to attend a driving improvement course for the purpose of waiving license suspension points for the conviction. The individual must complete a driving improvement course that is offered by a commercial driving school and is approved by the department of revenue (department). The department must adopt rules that: <ul style="list-style-type: none"> • Set the number of points assessed for a conviction that may be waived for an individual who successfully completes a driving improvement course; • Specify how often a points waiver may be claimed; • Set procedures for claiming a points waiver; • Establish a process for a commercial driving school to have a driving improvement course approved by the department; and • Set fees that the department may charge a commercial driving school to offset the direct and indirect costs to implement the bill. The bill sets standards for the approval of driving improvement courses.	House: Armagost-R Kipp-D Senate: Hansen-D Smallwood-R	Passed House on March 18 on 60-3-2 vote amended, scheduled for April 8 with Senate Transportation & Energy

		The department may charge a commercial driving school both a fee to approve a driving improvement course and a fee for each individual who claims a points waiver.		
HB24-1312	State Income Tax Credit for Caregivers PPACG Legislative Theme: Aging	<p>The bill creates a refundable income tax credit that is available for income tax years commencing on or after January 1, 2024, but prior to January 1, 2029, for a qualifying resident individual (individual) working in the care workforce in the amount of \$1,500.</p> <p>To be eligible for the credit, an individual must:</p> <ul style="list-style-type: none"> • Have an annual gross income of no more than \$75,000 as a single filer or \$150,000 as a joint filer; • Be employed in the care workforce as a child care worker, home health-care worker, personal care aide, certified nursing assistant, or other qualifying personal care worker including a family member, friend, and neighbor who provides care; and • File a signed attestation stating that the taxpayer claiming the credit worked in a qualifying occupation in the state for at least 6 months of the tax year. 	<p>House: Sirota-D Garcia-D</p> <p>Senate: Rodriguez-D</p>	Scheduled for April 1 in House Finance
SB24-040	State Funding for Senior Services PPACG Legislative Theme: Aging	<p>The bill requires the general assembly to annually adjust for inflation the general fund appropriation for state funding for senior services.</p> <p>No later than August 2024, and each August every 3 years thereafter, the bill requires the department of human services (department), 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 senior citizens who request services pursuant to the "Older Coloradans' Act". The department is required to report the findings of the adequacy review to the general assembly.</p> <p>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.</p>	<p>Senate: Danielson-D Ginal-D</p> <p>House: Willford-D Young-D</p>	Moved out of Senate Health & Human Services on Jan. 25 8-1, assigned to Senate Appropriations
SB24-106	Right to Remedy Construction Defects PPACG Legislative Theme: Aging, Attainable Housing	<p>In the "Construction Defect Action Reform Act" (act), Colorado law establishes procedures for bringing a lawsuit for a construction defect (claim). Section 2 of the bill clarifies that a person that has had a claim brought on the person's behalf is also considered a claimant, and therefore, the act applies to the person for whom the claim is brought. Sections 3 and 6 create a right for a construction professional to remedy a claim made against the construction professional by doing remedial work or hiring another construction professional to perform the work. The following applies to the remedy:</p> <ul style="list-style-type: none"> • The construction professional must notify the claimant and diligently make sure the remedial work is performed; and • Upon completion, the claimant is deemed to have settled and released the claim, and the claimant is limited to claims regarding improper performance of the remedial work. <p>Currently, a claim may be held in abeyance if the parties have agreed to mediation. Section 3 also adds other forms of alternative dispute resolution for which the claim would be held in abeyance. Alternative dispute resolution is binding. If a settlement offer of a payment is made and accepted in a claim, the payment constitutes a settlement of the claim and the cause of action is deemed to have been released, and an</p>	<p>House: Bird-D</p> <p>Senate: Zenzinger-D Coleman-D</p>	Moved out of Senate Local Government & Housing on March 21 on 4-3 vote with amendments, scheduled for Senate Committee of the Whole April 1

		<p>offer of settlement is not admissible in any subsequent action or legal proceeding unless the proceeding is to enforce the settlement.</p> <p>To bring a claim or related action, section 4 requires a unit owners' association (association) to obtain the written consent of at least two-thirds of the actual owners of the units in the common interest community. The consent must contain the currently required notices, must be signed by each consenting owner, and must have certain attestations.</p> <p>Under the act, a claimant is barred from seeking damages for failing to comply with building codes or industry standards unless the failure results in:</p> <ul style="list-style-type: none"> • Actual damage to real or personal 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. <p>Section 5 requires the actual property damage to 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>Under current law, an association may institute, defend, or intervene in litigation or administrative proceedings in its own name on behalf of itself or 2 or more unit owners on matters affecting a common interest community. For a construction defect matter to affect a common interest community, section 7 requires that the matter concern real estate that is owned by the association or by all members of the association. Section 7 also establishes that, when an association makes a claim or takes legal action on behalf of unit owners when the matter does not concern real estate owned by the association:</p> <ul style="list-style-type: none"> • The association and each claim are subject to each defense, limitation, claim procedure, and alternative dispute resolution procedure that each unit owner would be subject to if the unit owner had brought the claim; and <p>The association has a fiduciary duty to act in the best interest of each unit owner.</p>		
<p>SB24-112</p>	<p>Construction Defect Action Procedures PPACG Legislative Theme: Aging, Attainable Housing</p>	<p>Section 1 of the bill adds disclaimers to the "Construction Defect Action Reform Act" that:</p> <ul style="list-style-type: none"> • Are not intended to impose an obligation upon construction professionals to provide an express or implied warranty; • Apply to implied warranty claims; and • Do not amend or change the terms of or limitation upon an express or implied warranty. <p>The bill states that a construction professional is not vicariously liable for the acts or omissions of a licensed design professional for any construction defects.</p> <p>Under current law regarding common interest communities, a unit owners' association (association) must follow a process to obtain the approval of a majority of the unit owners before initiating a construction defect action (action). The approval process:</p> <ul style="list-style-type: none"> • Requires that a meeting be held to consider whether or not to bring the action (meeting); 	<p>Senate: Lundeen-R</p>	<p>Assigned to Senate Local Government & Housing</p>

		<ul style="list-style-type: none"> • Requires the association to give the unit owners information about the proposed action and certain notices and disclosures before the meeting; • Allows the association to amend or supplement the proposed action after the meeting; and • Allows the association to omit nonresponsive votes from the total vote count, but allows construction professionals to challenge whether the association made diligent efforts to contact the nonresponsive unit owners. <p>In connection with this process, section 2 :</p> <ul style="list-style-type: none"> • Requires the association to give notice to unit owners and reobtain unit owner approval to amend or supplement a proposed action after the meeting; • Raises the number of unit owners who need to approve the action from a majority to a two-thirds majority; • Requires a unit owner to sign the unit owner's vote; • Requires the association to give the construction professionals a list of nonresponsive unit owners; and • When unit owners' nonresponsiveness is challenged in court: • Requires the court to stay the action against the construction professionals and requires the notification and voting process to be performed again unless the court holds that the association diligently contacted the unit owners; and <p>Requires the association to disclose to the construction professionals all information relevant to the unit owners' nonresponsiveness within 21 days after the challenge has been filed.</p>		
<p>SB24-168</p>	<p>Remote Monitoring Services for Medicaid Members</p> <hr/> <p>PPACG Legislative Theme: Aging</p>	<p>Beginning July 1, 2025, the bill requires the department of health care policy and financing (state department) to provide reimbursement for the use of telehealth remote monitoring for outpatient services for certain medicaid members (member).</p> <p>The bill creates the telehealth remote monitoring grant program to provide grants to an outpatient health-care facility located in a designated rural county or designated provider shortage area to assist the outpatient health-care facility clinic with the financial cost of providing telehealth remote monitoring for outpatient clinical services.</p> <p>Beginning November 1, 2025, the bill requires the state department to provide coverage for continuous glucose monitors for members.</p>	<p>House: McCluskie-D Martinez-D</p> <p>Senate: Roberts-D Simpson-R</p>	<p>Passed out of Senate Health & Human Services on March 20 on 9-0 with amendments, referred to Senate Appropriations</p>
<p>SB24-174</p>	<p>Sustainable Affordable Housing Assistance</p> <hr/> <p>PPACG Legislative Theme: Attainable Housing</p>	<p>Housing needs assessments. The bill requires the executive director of the department of local affairs (director), no later than December 31, 2024, to develop reasonable methodologies for conducting statewide, regional, and local housing needs assessments and reasonable guidance for a local government to identify areas at elevated risk of displacement.</p> <p>The bill requires the director, no later than November 30, 2027, and every 6 years thereafter, to conduct a statewide housing needs assessment that analyzes existing and future statewide housing needs and to publish a report identifying current housing stock and estimating statewide housing needs.</p> <p>The bill requires each local government, beginning December 31, 2026, and every 6 years thereafter, to conduct and publish a local housing needs assessment. The bill outlines the process for a local government conducting a local housing needs assessment and for determining when</p>	<p>House: Bird-D</p> <p>Senate: Kirkmeyer-R Zenzinger-D</p>	<p>Scheduled for April 2 in Senate Local Government & Housing</p>

		<p>a local government is exempt from conducting a local housing needs assessment. The bill requires local governments to submit local housing needs assessments to the department of local affairs (department), which shall publish those assessments on the department's website.</p> <p>Relatedly, the bill allows a regional entity to conduct a regional housing needs assessment. If a regional entity conducts a regional housing needs assessment, the bill requires the regional entity to submit the assessment both to each local government in the region and to the department, which shall publish those assessments on the department's website.</p> <p>Housing action plans. A housing action plan is 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. The bill requires a local government with a population of 1,000 or more to make a housing action plan no later than January 1, 2028, and every 6 years thereafter. The bill identifies the specific elements that a housing action plan must include, explains how a local government may update a housing action plan, requires a local government to report its progress in implementing the plan to the department, and requires a local government to submit a housing action plan to the department, which shall publish those assessments on the department's website. Publishing of reports. The bill requires the director to publish reports on the following no later than December 31, 2024:</p> <ul style="list-style-type: none"> • A directory of housing and land use strategies to guide local governments in encouraging the development of a range of housing types with a primary focus on increasing housing affordability; and • A directory of housing and land use strategies to guide local governments in avoiding, reducing, and mitigating the impact of displacement. <p>The bill establishes the minimum required elements for both types of directories of housing and land use strategies. The bill also requires the director to develop and publish:</p> <ul style="list-style-type: none"> • No later than June 30, 2025, in consultation with the Colorado water conservation board, a joint report concerning water supply; and • No later than December 31, 2025, in coordination with relevant state agencies, a natural land and agricultural interjurisdictional opportunities report. <p>Technical assistance. The bill requires the division of local government (division) to provide technical assistance and guidance through a grant program, the provision of consultant services, or both to aid local governments in:</p> <ul style="list-style-type: none"> • Establishing regional entities; • Creating local and regional housing needs assessments; • Making a housing action plan; • Enacting laws and policies that encourage the development of a range of housing types or mitigate the impact of displacement; and 		
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		<ul style="list-style-type: none"> • Creating strategic growth elements in master plans. <p>The bill creates the continuously appropriated housing needs planning technical assistance fund to contain the money necessary for the division to provide this technical assistance and guidance. The bill requires the state treasurer to transfer \$15 million from the general fund to this fund.</p> <p>Further, the bill directs the division to serve as a clearing house for the benefit of local governments and regional entities in accomplishing the goals of the bill. The division shall report on the assistance requested and provided under the bill.</p> <p>Grant program prioritization criteria. On and after December 1, 2027, for any grant program conducted by the department, the Colorado energy office, the office of economic development the department of transportation, the department of natural resources, the department of public health and environment, and the department of personnel and administration that awards grants to local governments for the primary purpose of supporting land use planning or housing, the bill requires the awarding entity to prioritize awarding grants to a local government that:</p> <ul style="list-style-type: none"> • Is the subject of a completed and filed housing needs assessment; • Has adopted a housing action plan that has been accepted by the department; • Has reported progress to the department regarding the adoption of any strategies or changes to local laws identified in the housing action plan; and • Is the subject of a master plan that includes a water element and a strategic growth element. • In the case of a local government that is not required to do any of the above, the department is required to prioritize that local government in the same way that it prioritizes a local government that has done all of the above. <p>Master plans. The bill modifies the requirements of both county and municipal master plans so that those master plans must include:</p> <ul style="list-style-type: none"> • A narrative description of the procedure used for the development and adoption of the master plan; • No later than December 31, 2026, a water supply element; and • No later than December 31, 2026, a strategic growth element, so long as the county or municipality meets certain requirements. <p>The water element in a county or municipal master plan must identify the general location and extent of an adequate and suitable supply of water, identify supplies and facilities sufficient to meet the needs of local infrastructure, and include water conservation policies.</p> <p>The strategic growth element in a master plan must include:</p> <ul style="list-style-type: none"> • A buildable sites analysis that identifies vacant, partially vacant, and underutilized land that can accommodate infill development, redevelopment, and new development without the development of previously undeveloped land; 		
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	<ul style="list-style-type: none"> An identification of areas within a reasonable distance of rail transit and frequent bus service that can accommodate the development of housing to address the housing needs of current and future residents at all income levels; and A description of existing and needed infrastructure, transportation, and public facilities and services to serve these sites. <p>The bill requires both counties and municipalities to submit their master plan and any separately approved water or strategic growth element to the division for the division's review.</p> <p>Prohibition contrary to public policy. The bill 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 than those in current law for a construction defect action.</p>	
HB24-1211	<p>State Funding for Senior Services Contingency Fund</p> <hr/> <p>PPACG Legislative Theme: Aging</p>	Signed Feb. 27, 2024
HB24-1166	<p>Expand Homestead Exemptions</p> <hr/> <p>PPACG Legislative Theme: Aging</p>	Postponed Indefinitely by House Finance on March 4 on 7-4 vote

Bills PPACG is amending

Bill #	Topic	Bill Summary	Sponsors	Status
HB24-1366	<p>Sustainable Local Government Community Planning</p> <hr/> <p>PPACG Legislative Theme: Transportation, Local Control</p>	<p>Section 1 of the bill requires state agencies to prioritize awarding grants that satisfy a list of criteria described in the bill. Sections 2 and 3 require, beginning January 1, 2025, upon updating a county or municipal master plan, a county or municipality (local government) to include a climate action element in its master plan. A climate action element must include climate-related goals, plans, or strategies and a description of any money from the federal, state, or a local government that a local government has received for the implementation of any of the plans or goals described in the climate action element.</p> <p>The bill requires a local government to provide the Colorado energy office (office) with the climate action element and then requires the office to deliver a copy of any climate element it receives to the department of local affairs, the Colorado department of transportation (CDOT), and any other state agency that the office determines.</p> <p>Section 4 requires CDOT to coordinate with metropolitan planning organizations to establish criteria that define growth corridors and identify these growth corridors. Having identified these growth corridors, the department and metropolitan planning organizations shall coordinate with local governments to develop transportation demand management plans for these growth corridors. Section 5 makes 2 changes related to the statewide transportation plan. First, the bill requires the statewide transportation plan to include:</p>	House: Froelich-D Brown-D	Scheduled for April 9, House Transportation, Housing & Local Government

		<ul style="list-style-type: none"> • 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. <p>Second, the bill requires CDOT to conduct a study in connection with the statewide transportation plan that identifies:</p> <ul style="list-style-type: none"> • Policy barriers and opportunities for the implementation of context-sensitive design, complete streets, and pedestrian-bicycle safety measures in locally-identified urban centers and neighborhood centers; and <p>The portions of state highways that pass through locally identified transit-oriented centers and neighborhood centers that are candidates for context-sensitive design, complete streets, and pedestrian-bicycle safety measures.</p>		
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Bills PPACG is opposing

Bill #	Topic	Bill Summary	Sponsors	Status
HB24-1152	<p>Accessory Dwelling Units</p> <p>PPACG Legislative Theme: Aging, Transportation, Water Quality, Attainable Housing</p>	<p>Section 1 of the bill creates a series of requirements related to accessory dwelling units. The bill establishes unique requirements for subject jurisdictions and for qualifying as an accessory dwelling unit supportive jurisdiction (supportive jurisdiction).</p> <p>As established in the bill, a subject jurisdiction is either:</p> <ul style="list-style-type: none"> • A municipality that has a population of 1,000 or more and that is within the area of a metropolitan planning organization; or • The 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. <p>The bill requires a subject jurisdiction to allow, subject to an administrative approval process, one accessory dwelling unit 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. The bill also prohibits subject jurisdictions from enacting or enforcing certain local laws that would restrict the construction or conversion of an accessory dwelling unit.</p> <p>In order to qualify as a supportive jurisdiction, a jurisdiction must submit a report to the division of local government in the department of local affairs (the division) demonstrating that the jurisdiction:</p> <ul style="list-style-type: none"> • Has complied with the accessory dwelling unit requirements the bill imposes on subject jurisdictions; and 	<p>Senate: Mullica-D Exum-D</p> <p>House: Amable-D Weinberg-R</p>	<p>Moved out of House Transportation, Housing & Local Government on Feb 27 on 9-2 vote with amendments, referred to House Appropriations</p>

		<ul style="list-style-type: none"> Has implemented one or more strategies to encourage and facilitate the construction or conversion of accessory dwelling units. <p>Section 1 also creates the accessory dwelling unit fee reduction and encouragement grant program within the division. The purpose of this grant program is for the division to provide grants to supportive jurisdictions for offsetting costs incurred in connection with developing pre-approved accessory dwelling unit plans, providing technical assistance to persons converting or constructing accessory dwelling units, or waiving or reducing accessory dwelling unit associated fees and other required costs. Section 2 grants the Colorado economic development commission the power to expend \$8 million to contract with the Colorado housing and finance authority to operate and establish the following programs to benefit the residents of supportive jurisdictions:</p> <ul style="list-style-type: none"> An accessory dwelling unit loss reserve program that offers affordable loans for the construction or conversion of accessory dwelling units; A program that allows for the buying down of interest rates on loans made in connection with the construction or conversion of accessory dwelling units; A program that offers down payment assistance in connection with accessory dwelling units; and A program through which the Colorado housing and finance authority offers direct loans in connection with the construction or conversion of accessory dwelling units. <p>Section 3 prohibits a planned unit development resolution or ordinance for a planned unit development from restricting the permitting of an accessory dwelling unit more than the local law that applies to accessory dwelling units outside of the planned unit development. Section 4 states that any prohibition on accessory dwelling units or the implementation of restrictive design or dimension standards by a unit owners' association in a supportive jurisdiction is void as a matter of public policy.</p>		
<p>HB24-1168</p>	<p>Equal Access to Public Meetings PPACG Legislative Theme: Local Control</p>	<p>The bill requires state and local public bodies (public bodies) to ensure that the following accessibility requirements are implemented by July 1, 2025:</p> <ul style="list-style-type: none"> Any public meeting at which public business is discussed, formal action may be taken, or recommendations to the governing body of the public body may be discussed (meeting) held by a public body is required to be accessible in real time by live streaming video or audio that is recorded and accessible to individuals with disabilities; A public body is required to post on its website, at least 24 hours before a meeting, any documents that will be distributed during the meeting; For any meeting of a public body during which public testimony will be heard, the public body is required to allow any individual to participate in the meeting and offer public testimony by using a video conferencing platform unless the meeting occurs in a geographic location that lacks broadband internet service; and A public body is required to provide any auxiliary aids or services requested in time for the meeting for which they 	<p>Senate: Hinrichsen-D</p> <p>House: Froelich-D Rutinel-D</p>	<p>Moved out of House Transportation, Housing & Local Government on March 20 on 8-2 vote amended, referred to House Appropriations</p>

		<p>were requested. A public body may require that a request for auxiliary aids or services to attend a meeting of the public body with the use of the video conferencing platform be made up to 7 days before the date of the meeting.</p> <p>Nothing in the bill prohibits a public body from promulgating rules for the administration of public testimony so long as the rules apply to both in-person and remote testimony, and nothing in the bill requires a public body to provide hardware or software or internet or phone access at an individual's home.</p> <p>The failure of any public body to comply with the applicable requirements of the bill constitutes discrimination on the basis of disability. Any individual who is subjected to a violation is entitled to seek relief as currently provided in law.</p>		
HB24-1304	<p>Minimum Parking Requirements PPACG Legislative Theme: Transportation, Local Control</p>	<p>The bill prohibits a county or municipality, on or after January 1, 2025, 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:</p> <ul style="list-style-type: none"> • Lowering the protections provided for persons with disabilities; • Preventing a county or municipality from enacting or enforcing a maximum parking requirement; or • Preventing a county or municipality from enacting or enforcing a minimum parking requirement for bicycles. <p>The bill also allows a municipality or county, on or after January 1, 2025, to impose the following requirements on a motor vehicle parking space that is voluntarily provided in connection with a development project:</p> <ul style="list-style-type: none"> • 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. <p>The bill requires a county or municipality that is subject to the bill, on or after June 30, 2025, to submit a report to the department of local affairs detailing the county or municipality's compliance with the requirements of the bill. The bill provides a process for the review of such a report.</p>	<p>House: Vigil-D Woodrow-D</p> <p>Senate: Priola-D Hinrichsen-D</p>	<p>Moved out of House Transportation, Housing & Local Government on March 5 on 8-3 vote with amendments, referred to House Appropriations</p>
HB24-1313	<p>Housing in Transit-Oriented Communities PPACG Legislative Theme: Transportation, Local Control</p>	<p>Section 1 of the bill establishes a category of local government: A transit-oriented community. As defined in the bill, a transit-oriented community is either a local government 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. <p>The bill requires a transit-oriented community to meet its housing opportunity goal and relatedly requires the department to:</p>	<p>House: Woodrow-D Jodeh-D</p> <p>Senate: Hansen-D Winter-D</p>	<p>Moved out of House Finance on March 25 on 6-5 vote with amendments, referred to House Appropriations</p>

		<ul style="list-style-type: none"> • On or before July 31, 2024, publish a map that designates transit areas that transit-oriented communities shall use in calculating their housing opportunity goal; and • On or before December 31, 2024, publish models and guidance to assist a transit-oriented community in meeting its housing opportunity goal. <p>A housing opportunity goal is a zoning capacity goal determined based on an average zoned housing density and the amount of transit-related areas within a transit-oriented community. The bill requires a transit-oriented community to meet its housing opportunity goal by ensuring that enough areas in the transit-oriented community qualify as transit centers. In order to qualify as a transit center, an area must:</p> <ul style="list-style-type: none"> • Be composed of zoning districts that uniformly allow a net housing density of at least 15 units per acre; • Identify the net housing density allowed by law; • Meet a housing density established by the transit-oriented community; • Not include any area where local law exclusively restricts housing occupancy based on age or other factors; • Have an administrative approval process for multifamily residential property development on parcels that are 5 acres or less in size; • Be composed of contiguous parcels, if located partially outside of a transit area; and • Be located wholly within a transit area and not extend more than one-quarter mile from the edge of a transit area, unless the department allows otherwise. <p>A transit-oriented community is required to demonstrate that it has met its housing opportunity goal by submitting a housing opportunity goal report to the department of local affairs (department). A housing opportunity goal report must include:</p> <ul style="list-style-type: none"> • The housing opportunity goal calculation that the transit-oriented community used in determining its housing opportunity goal; • Evidence that the transit-oriented community has met its housing opportunity goal; • A map that identifies the boundaries of any transit centers within the transit-oriented community; • If relevant, a plan to address potential insufficient water supplies for meeting the transit-oriented community's housing opportunity goal; • Affordability strategies that the transit-oriented community will implement in meeting its housing opportunity goal. The transit-oriented community shall select some of these strategies from the standard and long-term affordability strategies menus in the bill, and the transit-oriented community shall include an implementation plan describing how it will implement these strategies. • Any displacement mitigation strategies that the transit-oriented community has or will adopt from the displacement mitigation strategies menu in the bill and an implementation plan describing how it will implement these strategies. <p>Additionally, the bill requires a transit-oriented community to submit a progress report to the department every 3 years.</p>		
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		<p>money in the account described in the bill. The fund is continuously appropriated. On July 1, 2024, the state treasurer shall transfer \$35 million from the general fund to the fund.</p> <p>Section 2 prohibits a planned unit development resolution or ordinance for a planned unit development that is adopted on or after the effective date of the bill and that applies within a transit-oriented center or neighborhood center from restricting the development of housing more than the local law that applies to that transit-oriented center or neighborhood center. Section 3 states that any restriction by a unit owners' association within a transit-oriented center or neighborhood center on the development of housing that is adopted on or after the effective date of the bill and is beyond the local law that applies to that transit-oriented center or neighborhood center is void as a matter of public policy. Sections 4 and 5 require the Colorado housing and financing authority to allocate tax credits under the state affordable housing tax credit to qualified housing developments within transit centers.</p>		
<p>HB24-1338</p>	<p>Cumulative Impacts & Environmental Justice <hr/> PPACG Legislative Theme: Air Quality</p>	<p>House Bill 21-1266, enacted in 2021, authorized the creation of the environmental justice action task force to develop recommendations for measures to achieve environmental justice in the state. The task force completed its work and published a final report on November 14, 2022, which report included a recommendation for the development of environmental equity and cumulative impact analyses (EECIA) in the state. Section 2 of the bill creates the office of environmental justice (office) in the department of public health and environment (CDPHE) and section 1 requires the office to oversee a process to develop at least 2 EECIAs for specific geographic locations in the state. Once an EECIA is developed, various state agencies will be able to rely on the EECIA in conducting cumulative impact analyses regarding potentially polluting activities.</p> <p>The office must choose as locations for the EECIAs communities that are disproportionately impacted communities, with priority given to communities that have a heightened potential for widespread human exposure to environmental contaminants. After selecting a location for an EECIA, CDPHE must contract with an academic institution or other third party to develop an EECIA. In developing an EECIA, the applicable contractor must perform a scientifically rigorous analysis that includes most of the recommendations made by the environmental justice action task force.</p> <p>Section 3 makes a technical change regarding the assessment of civil penalties for air quality law violations.</p> <p>On or after January 1, 2026, section 4 authorizes the elected officials of a city, town, county, or city and county (local governing body) to request that the air quality control commission (commission) impose limits on any new or increased operational emissions of certain health-related air pollutants that would affect individuals located in the geographic region governed by the local governing body. To obtain approval of such a request, the local governing body must demonstrate to the commission's satisfaction that:</p> <ul style="list-style-type: none"> • The geographic region over which the local governing body has jurisdiction is cumulatively impacted by pollution; and 	<p>House: Rutinel-D Velasco-D</p> <p>Senate: Michaelson Jenet-D</p>	<p>Moved out of House Energy & Environment on March 21 on 9-4 amended, referred to House Appropriations</p>

		<ul style="list-style-type: none"> An agency of the local government governed by the local governing body has a process to review exemption requests from the limits on any new or increased operational emissions. <p>An approved request for limits expires after 5 years and the local governing body must renew its request to further continue the limits. The commission may rescind its approval of the limits if the commission determines that the local governing body is not complying with its own processes regarding the limits.</p> <p>On or before January 1, 2025, the division of administration (division) in CDPHE is required under section 5 to hire a petroleum refinery regulation expert to examine whether a specific petroleum refinery rule should be adopted by the commission and examine other regulatory or nonregulatory measures performed. Section 5 requires a petroleum refinery in the state to comply with certain monitoring requirements to provide real-time emissions monitoring data to the division. Section 5 also requires the division to establish a rapid response inspection team to respond quickly to air quality complaints received. Once the team is established, the team is required to develop processes and best practices for quickly responding to such complaints and to engage in outreach to communities regarding events and conditions that lead to excess air pollution emissions in communities.</p>		
<p>HB24-1339</p>	<p>Disproportionately Impact Community Air Pollution <hr/> PPACG Legislative Theme: Air Quality</p>	<p>Under current law, the air quality control commission (commission) consists of 9 members. As of October 1, 2024, section 2 of the bill increases the membership of the commission to 11 members to include:</p> <ul style="list-style-type: none"> One member who represents a disproportionately impacted community and the interests of communities of color and who does not derive income from an entity that the commission regulates; and One climate scientist employed by an organization that does not derive income from an entity that the commission regulates. <p>Under current law, the commission is required to adopt rules regulating greenhouse gas (GHG) emissions from the industrial and manufacturing sector (sector). Section 3 requires the commission to adopt rules, to be implemented by January 1, 2025, that:</p> <ul style="list-style-type: none"> Prohibit GHG emissions from the sector from increasing in the near term and require sector-wide emissions not to exceed 97 million metric tons of total carbon dioxide equivalent cumulatively between 2025 and 2030; Prohibit a sector source from complying with GHG emissions compliance obligations by making a payment unless the payment is made in exchange for GHG credit that is surrendered as part of a GHG credit trading program; and Establish source-specific GHG emission reduction requirements that must be met through direct reductions of GHG emissions for a sector source that adversely affects a disproportionately impacted community. <p>Section 3 also clarifies the definition of "GHG credit", as applied to the requirement for commission rule-making, to include an allowance to emit one metric ton of carbon dioxide equivalent of GHG by a regulated source.</p>	<p>House: Weissman-D Rutinel-D</p> <p>Senate: Winter-D</p>	<p>Scheduled for April 4 in House Energy & Environment</p>

<p>SB24-184</p>	<p>Support Surface Transportation Infrastructure Development PPACG Legislative Theme: Transportation</p>	<p>The bill clarifies the scope of the high-performance transportation enterprise's (transportation enterprise) powers and duties to expand its capacity to execute its charge and more explicitly prioritize mitigation of traffic congestion and traffic-related pollution through the completion of multimodal surface transportation infrastructure projects as follows:</p> <p>Section 10:</p> <ul style="list-style-type: none"> • Authorizes the transportation enterprise to impose a congestion impact fee, as a new user fee, in maximum amounts of up to \$3 per day on the short-term rental of a motor vehicle that is powered by an internal combustion engine and up to \$2 per day for a motor vehicle that is a battery electric or plug-in hybrid electric vehicle that are subsequently adjusted for inflation, and, in conjunction with section 9 , requires the fee to be collected and administered in the same manner as an existing state daily vehicle rental fee; • Clarifies that providing diverse multimodal transportation options, including rail projects, that reduce traffic congestion and degradation of existing surface transportation infrastructure is part of the transportation enterprise's statutory charge; • Clarifies that project-specific limitations on the expenditure of the transportation enterprise's project-specific user fee revenue, which do not apply to congestion impact fee revenue, allow multimodal improvements in the same travel shed where the fees were paid; • Requires the transportation enterprise to develop a new multimodal strategic capital plan that aligns with the 10-year transportation plan of the Colorado department of transportation (CDOT) and statewide greenhouse gas pollution reduction goals and priorities, complies with specified environmental standards adopted by the transportation commission, and prioritizes benefits to user fee payers and the reduction of adverse impacts on highways; • Requires the transportation enterprise to complete an initial assessment of opportunities available through 2030 to leverage federal money made available to the state and to thereafter assess such opportunities on an ongoing basis; • Clarifies the scope of an existing requirement of approval from each directly affected metropolitan planning organization and other transportation planning regions for a proposed surface transportation infrastructure project that adds substantial capacity or significantly alters traffic patterns; and • Requires the transportation enterprise to detail its work to reduce traffic congestion and greenhouse gas emissions and support the expansion of public transit in its annual report to the legislative committees with oversight over transportation; and <p>Section 8 modifies an existing definition of "surface transportation infrastructure" to more clearly include multimodal transportation options. Section 8 also modifies an existing definition of "user fee" to include the new congestion impact fee and creates new definitions of</p>	<p>House: McCluskie-D Boesenecker-D</p> <p>Senate: Fenberg-D Marchman-D</p>	<p>Moved out of Senate Transportation & Energy on 5-2 with amendments, referred to Senate Finance</p>
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		<p>"surface transportation infrastructure project network" (network) and "travel shed" to ensure, in conjunction with section 11 , that the transportation enterprise's user fee revenue can be spent with more flexibility, from a geographic standpoint, than is currently the case.</p> <p>Section 3 authorizes the regional transportation district (RTD) to extend construction and operations of its northwest rail fixed guideway corridor beyond its boundaries, including an extension of the corridor to Fort Collins as the first phase of front range passenger rail service in order to gain the opportunity to access federal intercity rail service money, if all capital and operating expenses outside the district are fully accounted for and already reimbursed to the district by a public body. Section 3 also requires the district, in cooperation with CDOT, the transportation enterprise, and the front range passenger rail district (rail district), to provide to the transportation legislation review committee and the governor:</p> <ul style="list-style-type: none"> • A report containing an implementation plan, which must include, among other things, identification and evaluation of options for creating a separate legal entity or intergovernmental agreement as a business model, for construction and operations of the corridor to the legislative committees that oversee transportation and may also consider the creation of a Colorado rail authority to house some or all passenger rail services under one entity; and • A report, which must also include the cooperation of any separate legal entity created, concerning a plan to begin providing front range passenger rail service no later than January 1, 2028. <p>Sections 4, 5, and 6 respectively provide specific, explicit authorization to the RTD, the rail district, CDOT, and the transportation enterprise in accordance with an implementation plan developed as required by section 3 to enter into a standalone intergovernmental agreement with or create a separate legal entity with each other, to implement the completion of construction and operation of the RTD's northwest fixed guideway corridor, including an extension of the corridor to Fort Collins as the first phase of front range passenger rail service. Section 7 requires CDOT and the rail district to annually report to the legislative committees that oversee transportation regarding the status of the service development plan for front range passenger rail service between Trinidad, Pueblo, and Fort Collins. Sections 1 and 2 make legislative findings and declarations.</p>		
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Bills PPACG is monitoring

Bill #	Topic	Bill Summary	Sponsors	Status
HB24-1002	<p>Social Work Licensure Compact</p> <p>PPACG Legislative Theme: Military</p>	<p>The bill enacts the "Social Work Licensure Compact" (compact). The compact is designed to:</p> <ul style="list-style-type: none"> • Eliminate the necessity for social workers to obtain licenses from multiple states by providing for the mutual recognition of licenses from other states that have signed the compact (member states); • Facilitate the exchange of licensure and disciplinary information among member states; 	<p>Senate: Marchman-D Rich-R</p> <p>House:</p>	<p>Moved out of Senate Finance on March 28 on 6-0 vote, referred to Senate Appropriations</p>

		<ul style="list-style-type: none"> • Authorize member states to hold a regulated social worker accountable for abiding by a member state's laws, regulations, and applicable professional standards in the member state in which the client is located at the time care is rendered; and • Allow for the use of telehealth to facilitate increased access to regulated social work services. <p>The bill authorizes the state board of social work examiners (board) to promulgate rules and to facilitate Colorado's participation in the compact, including notifying the Compact Commission (commission) established by the compact of any adverse action taken by the board against a Colorado regulated social worker. The commission includes a delegate from each member state and has the powers and duties set forth in the bill.</p> <p>The compact becomes effective on the date the compact is enacted in the seventh member state.</p>	<p>Sirota-D Martinez-D</p>	
<p>HB24-1006</p>	<p>Assist Rural Community Wildfire-Related Grant Application</p> <hr/> <p>PPACG Legislative Theme: Wildfire Mitigation</p>	<p>The bill directs the rural opportunity office (office) in the Colorado office of economic development to assist rural communities with identifying and applying for state or federal grants for wildfire mitigation, prevention, response, or risk management efforts (wildfire-related grants).</p> <p>On or before July 1, 2025, and on or before July 1 of every odd year thereafter, the office is required to prepare a report summarizing its work to assist rural communities with identifying and applying for wildfire-related grants. The report must include information about the rural communities that the office assists and the grants awarded to rural communities that the office assists. The office is required to submit the report to the wildfire matters review committee or, if the committee no longer exists, to the legislative committees with jurisdiction over natural resources matters.</p>	<p>Senate: Cutter-D Will-R</p> <p>House: Velasco-D Snyder-D</p>	<p>Moved out of House Agriculture, Water & Natural Resources on March 4 on 13-0 vote with amendments, referred to House Appropriations</p>
<p>HB24-1012</p>	<p>Front Range Passenger Rail District Efficiency</p> <hr/> <p>PPACG Legislative Theme: Transportation</p>	<p>To improve the operational efficiency of the front range passenger rail district (district):</p> <ul style="list-style-type: none"> • Section 1 of the bill replaces <i>modifies</i> the requirement that the board of the district (board) hold annual joint meetings with the transportation commission, the board of directors of the I-70 coalition or any successor entity, and the board of directors of the regional transportation district with a requirement that <i>to require</i> the board to provide an annual update, which may be provided by district staff, and may be provided electronically to each of those entities at the meeting and to allow the meeting to be held in a manner that allows members of the board and the entity it is meeting with to attend the meeting by electronic means ; • Section 2 eliminates the requirement that board directors appointed by transportation planning organizations be confirmed by the senate; clarifies when the terms of board members begin and end; and prohibits an advisory nonvoting member of the board from participating in an executive session if the board determines that a particular matter to be discussed in the executive session concerns the appointing authority for the advisory nonvoting member and 	<p>Senate: Simpson-R Zenzinger-D</p> <p>House: Mauro-D Boesenecker-D</p>	<p>House concurred and repassed with Senate amendments on March 25, awaiting Governor signature</p>

		<p>should not be discussed when the advisory nonvoting member is present;</p> <ul style="list-style-type: none"> Section 3 establishes that the board exercises its powers by a majority vote of a quorum of its voting directors rather than by a majority vote of a quorum of its total membership and, in conjunction with section 4, clarifies that the board has discretion to delegate its power to enter into contracts and agreements other than intergovernmental agreements and contracts for public-private partnerships to the officers and employees of the district; and Section 5 changes the name of a state-required district plan for developing rail service to avoid potential confusion that could be caused by similarity between the current name of the plan and the name of a federally required plan. 		
<p>HB24-1021</p>	<p>Motor Vehicle Minor Driver Education Standards PPACG Legislative Theme: Transportation</p>	<p>Currently, a minor who is under 18 years of age may be issued a driver's license or temporary driver's license if the minor has held an instruction permit for 12 months and has completed 50 hours of supervised driving, including 10 hours of night driving. To obtain an instruction permit, current law requires a minor to meet one of the following conditions:</p> <ul style="list-style-type: none"> A minor who is at least 15 and one-half years of age but under 16 years of age must have completed a driver education course or a 4-hour driver awareness course; or A minor who is 15 years of age or older but under 15 and one-half years of age must have completed a driver education course, including 30 hours of driving instruction and 6 hours of behind-the-wheel driving training with a driving instructor, or, if the minor lives more than 30 miles from a business offering driving instruction, the minor may choose to have at least 12 hours of training from a parent, legal guardian, or responsible adult. <p>Therefore, to obtain a driver's license, the minor must meet these requirements. The bill replaces the current requirements to be issued an instruction permit with requirements that a minor applicant 18 years of age or younger must:</p> <ul style="list-style-type: none"> Complete a 30-hour driver education course, which may include an online course, approved by the department of revenue (department); and <p>Receive at least 6 hours of behind-the-wheel driving training with a driving instructor, or, if the minor lives more than 30 miles from a business offering driving instruction, the minor may choose to have at least 12 hours of training from a parent, legal guardian, or responsible adult.</p> <p>The bill also adds a requirement that a minor who is 18 years of age or older and under 21 years of age must successfully complete a 4-hour prequalification driver awareness program approved by the department in order to be issued a driver's license or temporary driver's license.</p> <p>The bill prohibits a person who has been convicted of certain violent or sexual crimes from providing behind-the-wheel driving instruction to minors and at-risk adults. A commercial driving school is prohibited from employing such a driving instructor to provide behind-the-wheel driving instruction to minors and at-risk adults. Each instructor employed by a commercial driving school must obtain a fingerprint-</p>	<p>House: Lindsay-D</p>	<p>Passed House on March 22 on 43-16-6 vote, scheduled for April 1 in Senate Transportation & Energy</p>

<p>HB24-1052</p>	<p>Senior Housing Income Tax Credit PPACG Legislative Theme: Aging</p>	<p>based criminal history record check to verify that the instructor has not committed a disqualifying crime.</p> <p>Section 2 of the bill reinstates a refundable income tax credit (credit) that was available for the income tax year commencing on January 1, 2022, so that the credit is available for the income tax year commencing on January 1, 2024, and is available in a different amount to joint-filers. The credit is for a qualifying senior, which means a resident individual who:</p> <ul style="list-style-type: none"> • Is 65 years of age or older at the end of 2024; • Has federal adjusted gross income (AGI) that is 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. <p>The amount of the credit is:</p> <ul style="list-style-type: none"> • \$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. <p>Notwithstanding the income-based reductions in the allowable credit amount, a taxpayer who also qualifies for a property tax and rent assistance grant or heat assistance grant during calendar year 2024 is eligible to receive the full credit amount.</p> <p>Section 1 requires the property tax administrator to provide reports from counties related to taxpayers who are eligible for and actually claim the homestead property tax exemption.</p>	<p>Senate: Kolker-D Hansen-D</p> <p>House: Weissman-D Marshall-D</p>	<p>Moved out of House Finance Feb. 12 on 11-0 vote, referred to House Appropriations</p>
<p>HB24-1055</p>	<p>Child Passenger Safety & Education PPACG Legislative Theme: Transportation</p>	<p>The bill creates the child passenger safety education and distribution grant program (grant program) within the department of transportation (department). The department is required to promulgate rules specifying the time frames for applying for grants, the form of the grant program application, the criteria for determining who is eligible for the grant program, the criteria the department shall consider in awarding grants, and the deadlines for distributing grant money.</p> <p>Grant recipients shall use the money received through the grant program for the following purposes:</p> <ul style="list-style-type: none"> • To provide funding for the certification or recertification of child passenger safety technicians; • To educate families on the child passenger safety laws; or • To create child restraint system distribution programs for families of children who do not have a legally compliant child restraint system. <p>The bill creates the child passenger safety education and distribution grant program fund (fund) to pay for the grant program. The fund consists of general fund money and any other gifts, grants, or donations</p>	<p>Senate: Winter-D Priola-D</p> <p>House: Froelich-D Pugliese-R</p>	<p>Moved out of House Transportation, Housing & Local Government on Feb. 13 on 11-0 vote with amendments, referred to House Appropriations</p>

		<p>that the department receives. The department may use money from the fund to pay the direct and indirect costs that the department incurs to administer the grant program.</p> <p>The bill changes the child restraint system requirements in existing law as follows:</p> <ul style="list-style-type: none"> Increases the age at which children are required to use a child restraint system from under 8 years of age to under 9 years of age and adds that a child under 57 inches in height, regardless of age, must use a child restraint system; Increases the age, from under one year of age to under 2 years of age, and the weight, from under 20 pounds to under 40 pounds, of children who must be restrained in a rear-facing child restraint system in a rear seat of the vehicle; Increases the age, from one year of age or older to 2 years of age or older, of children who must be restrained in a rear-facing or forward-facing child restraint system in a rear seat of the vehicle, if a rear seat is available; Adds a requirement that children who are at least 4 years of age but under 9 years of age and who weigh at least 40 pounds utilize a booster seat, which must be situated in a rear seat of the vehicle, if a rear seat is available; and Adds a requirement that children who are at least 9 years of age but under 13 years of age sit in the rear seat of a vehicle, if a rear seat is available, and be properly secured with a safety belt. 		
HB24-1062	<p>Warrants for Metro Sewage Disposal Districts</p> <hr/> <p>PPACG Legislative Theme: Water Quality</p>	<p>To protect public health and the environment, a metropolitan sewage disposal district (district) is required to ensure that wastewater generated by local businesses is properly treated pursuant to the industrial pretreatment program (program) approved by the environmental protection agency. This requires district inspectors to inspect certain properties to investigate actual, suspected, or potential violations of the program. Under current law, the boundaries of a district may exist within multiple municipal and county lines, which makes it challenging for the district to obtain administrative inspection warrants when property owners deny district inspectors entry to a property. The bill allows authorized inspectors of a district to enter and inspect, in a reasonable time and manner, any property for the purpose of investigating any violations of the program. If an inspection is denied, the bill authorizes a district to obtain a warrant from the district court or county court upon a proper showing of the need for entry and inspection.</p>	<p>Senate: Priola</p> <p>House: Evans Titone</p>	<p>Passed Senate on March 25 on 25-10 vote, awaiting Governor signature</p>
HB24-1073	<p>Independent Ethics Commission Jurisdiction</p> <hr/> <p>PPACG Legislative Theme: Local Control</p>	<p>Under current law, the independent ethics commission created in article XXIX of the state constitution does not have jurisdiction over officials or employees of special districts or school districts. The bill gives the independent ethics commission jurisdiction to hear complaints, issue findings, assess penalties, and issue advisory opinions on ethics issues concerning a special district official or employee or school district official or employee. Existing law establishes ethical standards for a special district official or employee or school district official or employee. The bill incorporates those standards under the independent ethics commission's jurisdiction and expands the standards to include those described in article XXIX of the state constitution.</p>	<p>Senate: Marchman-D Gonzales-D</p> <p>House: Story-D Parenti-D</p>	<p>Moved out of House Transportation, Housing & Local Government Feb. 21 on 8-3 with amendments, referred to House Appropriations</p>
HB24-1083	<p>Construction Professional Insurance Coverage Transparency</p>	<p>The bill requires the division of insurance (division) to conduct or cause to be conducted a study of construction liability insurance for</p>	<p>Senate: Cutter-D</p>	<p>Moved out of House Business Affairs & Labor</p>

	<p>PPACG Legislative Theme: Aging</p>	<p>construction professionals in Colorado. The study must identify the following:</p> <ul style="list-style-type: none"> • All insurers offering construction liability policies in Colorado (policies); • The rates charged by insurers for policies and the basis for the rates, including data for the past 5 years, if available; • Risk factors, classifications, and coverage descriptions insurers use to set policy rates; • A comparison of the policy rates insurers charge with rates charged by other states in the region to cover similar residential projects; • Policy coverage terms; and • Common limitations or exclusions from policy coverage. <p>The bill requires that, at least 14 days prior to closing the sale of a new residence, the seller of the residence provide the purchaser and the county clerk and recorder's office for the county where the new residence is located with information regarding the insurance coverage for the property subject to the sale, including:</p> <ul style="list-style-type: none"> • Identification of each policy and the coverage provider that may provide coverage for a construction professional's work on the residence; • The amount of the policy limits for each policy identified; • The policy period for each policy identified, including whether the policy provides coverage on a claims-made basis or occurrence basis; and <p>Identification of relevant exclusions from coverage.</p>	<p>House: Willford-D Brown-D</p>	<p>on Jan. 25 6-4, assigned to House Appropriations</p>
<p>HB24-1161</p>	<p>Motor Vehicle Access Individuals with Disabilities PPACG Legislative Theme: Transportation</p>	<p>Section 1 of the bill requires a car sharing program operating in the state to ensure, on and after January 1, 2028, that for each shared car available through the program, the program shall indicate the car's accessibility modifications. A car sharing program that makes a reasonable effort to obtain accurate information from the shared car owner regarding any modification for accessibility is not liable for incorrect or false information provided by the shared car owner. Sections 2 and 3 require that on and after January 1, 2026, a local government may approve the new construction or remodel of an electric vehicle charging station only if the station is built with a minimum of 120 inches of width with 36 inch access aisles and at a height accessible for an individual using a wheelchair (accessible charging station). By January 1, 2028, all electric vehicle charging station locations with more than one charging station must provide the same proportion of accessible charging stations as the federal "Americans with Disabilities Act" requires of parking spaces. Section 4 clarifies that an individual shall not block reasonable access to reserved parking by any means. A peace officer is required to investigate a complaint that accessible parking has been blocked within a reasonable time.</p>	<p>House: Ortiz-D</p>	<p>Passed House on March 18 on 60-3-2 vote amended, scheduled for April 1 in Senate Transportation & Energy</p>
<p>HB24-1229</p>	<p>Presumptive Eligibility for Long-Term Care PPACG Legislative Theme: Aging</p>	<p>Beginning January 1, 2026, the bill removes the requirement that the department of health care policy and financing (department) fully assess a person in need of long-term services and supports for the appropriate level of care before the person is presumed eligible for the medical assistance program.</p> <p>The bill authorizes the department to make any necessary changes to any other federal authorizations that are authorized by the federal centers for medicare and medicaid services in order to implement the</p>	<p>House: English-D Senate: Mullica-D Will-R</p>	<p>Passed House on March 18 on 63-0-2 vote, scheduled for April 11 in Senate Health & Human Services</p>

		presumptive eligibility requirements for persons in need of long-term services and supports.		
HB24-1287	Access to State Grant Opportunities PPACG Legislative Theme: Administrative	Section 1 of the bill creates an online database managed by the department of personnel that includes information on all grant opportunities that are funded by state money or administered by the state. The database must be created by December 31, 2025, and reviewed and updated on an annual basis. Section 2 creates the grant assistance to rural communities program. This program, administered by the department of local affairs, provides assistance in accessing state grants to entities in rural communities, which are defined as counties with populations of fewer than 25,000 residents and municipalities with populations of fewer than 10,000 residents that do not border another municipality with a population of 10,000 residents or more. The bill directs the department to designate at least one full-time equivalent employee, who resides in a rural community or whose principal place of employment is in a rural community, to implement the program.	House: Marshall-D Soper-R	Moved out of House State, Civic, Military & Veterans Affairs on 8-0 vote on March 7, referred to House Appropriations
HB24-1343	Wildfire Evacuation Modeling Grant Program PPACG Legislative Theme: Transportation	The bill creates the wildfire evacuation modeling grant program (program) within the office of emergency management (office) for the purpose of awarding grants to eligible recipients to perform wildfire evacuation modeling and generate reports that include times, maps showing evacuation routes, and any other relevant metrics for the area for which the modeling is being conducted. The program is initially administered as a pilot program and the office must establish a limited number of eligible recipients to receive grants. On or before December 1, 2025, the office must submit a report to the house of representatives agriculture, water, and natural resources committee and the senate agriculture and natural resources committee, or their successor committees, regarding the pilot program, which may include recommendations for improving the program and recommendations on whether to continue the program. The bill also creates the wildfire evacuation modeling grant program cash fund (fund) for the purposes of awarding grants and covering administrative costs of the office for administering the program. On August 15, 2024, the state treasurer shall transfer \$120,000 from the general fund to the fund.	House: Snyder-D	Scheduled for April 1 in House Agriculture, Water & Natural Resources
SB24-009	Local Government Disaster-Related Programs PPACG Legislative Theme: Wildfire Mitigation	The bill assists local governments with disaster-related programs in 2 ways. First, section 1 of the bill establishes the slash removal pilot program (pilot program) under the wildfire mitigation incentives for local governments grant program, which is administered by the forest service. The pilot program supports county efforts to efficiently and effectively remove slash. The forest service must establish the policies and procedures by which it will select counties for the pilot program and implement the pilot program. Second, section 2 requires the division of homeland security and emergency management in the department of public safety to provide guidance to local governments on the following issues concerning debris removal: <ul style="list-style-type: none"> Negotiating debris removal program terms with the federal emergency management agency to provide predictability for homeowners and ensure that there are not duplicate payments for debris removal; 	Senate: Cutter-D Lewis-D House: Snyder-D	Moved out of Senate Agriculture & Natural Services on Jan. 25 6-0 with amendments, referred to Senate Appropriations

		<ul style="list-style-type: none"> • Developing standard right of entry forms that include opt-in and opt-out provisions and clear insurance assignment of benefit language; • Establishing right-of-way cleanup procedures, including the removal of private vehicles, for public roadways; • Considering the removal of hazardous materials and other safety and environmental concerns; and <p>Ensuring that local debris removal programs are limited to residential debris removal and do not include commercial debris removal.</p>		
<p>SB24-010</p>	<p>Dentist & Dental Hygienist Compact PPACG Legislative Theme: Military</p>	<p>The bill adopts the dentist and dental hygienist compact (compact) to facilitate the interstate practice of dentistry and dental hygiene. With the adoption of the compact, a dentist or dental hygienist who holds an active, unencumbered license in a participating state and does not have an encumbered license from any participating state may apply to another participating state (remote state) for a privilege to practice dentistry or dental hygiene, as applicable, (compact privilege) in that state.</p> <p>Under a compact privilege, the dentist or dental hygienist must practice within the scope of practice authorized for a dentist or dental hygienist licensed in the remote state and is subject to the remote state's licensing authority, which may, within the borders of the remote state, take adverse action against the dentist's or dental hygienist's compact privilege in order to protect the health and safety of its citizens. If a remote state, acting through its licensing authority, takes adverse action, the dentist's or dental hygienist's compact privilege in all remote states is removed until any restriction on the compact privilege is removed. Only the participating state in which the dentist or dental hygienist is licensed may take adverse action against the dental or dental hygienist's license; however, a remote state may take adverse action against the dentist's or dental hygienist's compact privilege in the remote state.</p> <p>The compact creates the dentist and dental hygienist compact commission (commission). The commission consists of one commissioner from each participating state who is selected by the state's licensing authority. The compact authorizes the commission to create the administrative structure for the compact, including granting the powers necessary to establish and operate the commission, adopt rules and bylaws, establish an executive committee, hire employees, establish an office, and conduct the commission's meetings. Further, the commission shall develop and maintain a coordinated database and reporting system to include significant investigatory information from participating states concerning the dentist's or dental hygienist's practice and to record any adverse action against the dentist or dental hygienist.</p> <p>To pay the costs associated with the compact, the compact authorizes the commission to levy and collect an annual assessment from each participating state and to impose fees on licensees for the granting or renewal of a compact privilege; except that an active military member or the member's spouse will not be required to pay the commission's fee for a compact privilege.</p> <p>The compact includes provisions governing disputes among participating states and between the commission and a participating</p>	<p>Senate: Ginal-D Will-R</p> <p>House: Duran-D Hartsook-R</p>	<p>Passed Senate on March 18 on 35-0 vote, scheduled for April 9 in Senate Health & Human Services</p>

		<p>state, enforcement provisions, and withdrawal of participating states from the compact.</p> <p>The compact is effective for participating states on the date on which the compact is enacted in the seventh participating state.</p>		
SB24-018	<p>Physician Assistant Licensure Compact PPACG Legislative Theme: Military</p>	<p>The bill enacts the "Physician Assistant Licensure Compact" (compact). The compact is designed to enable a physician assistant with a license in a state that has signed the compact (participating state) to more easily become authorized to practice in any other participating state. Participating states and physician assistants must meet specific conditions enumerated in the compact to participate in the compact. The compact allows only the participating state where a physician assistant is licensed to discipline the physician assistant, but allows a participating state where the physician assistant is practicing, but is not licensed, to revoke the physician assistant's authority to practice in that state.</p> <p>The bill authorizes the Colorado medical board (board) to promulgate rules and to facilitate Colorado's participation in the compact, including notifying the Compact Commission (commission) established by the compact of any adverse action taken by the board against a physician assistant licensed in Colorado or practicing in Colorado under the compact. The commission includes a delegate from each participating state and has the powers and duties set forth in the bill.</p> <p>The compact becomes effective on the date the compact is enacted in the seventh participating state.</p>	<p>Senate: Simpson-R Jenet-D</p> <p>House: Amabile-D Winter-R</p>	<p>Passed Senate on March 18 on 35-0 vote, scheduled for April 2 in House Health & Human Services</p>
HB24-028	<p>Study Biochar in Wildfire Mitigation Efforts PPACG Legislative Theme: Wildfire Mitigation</p>	<p>The bill directs the board of governors of the Colorado state university system (board) to conduct, or cause to be conducted, a comprehensive study on biochar, including its use in wildfire mitigation efforts. The bill specifies minimum topics that the study must include. The board is required to submit a report on the findings of the study to specified committees of the general assembly.</p>	<p>Senate: Cutter-D Will-R</p> <p>House: Velasco-D</p>	<p>Moved out of Senate Agricultural & Natural Resources on Jan. 25 6-0 with amendments, referred to Senate Appropriations</p>
SB24-032	<p>Methods to Increase the Use of Transit PPACG Legislative Theme: Transportation</p>	<p>Section 1 of the bill creates the statewide transit pass exploratory committee (committee) within the department of transportation (department) to produce a viable proposal for the creation, implementation, and administration of a statewide transit pass. The committee is required to meet as necessary to produce a viable proposal by July 1, 2026, with the goal of implementing a statewide transit pass by January 1, 2028.</p> <p>The committee consists of 15 members appointed by the executive director of the department and is required to include representatives of a diverse group of transit agencies throughout the state, a representative of an entity or interest group involved in passenger rail systems, a representative of an organization with a statewide perspective regarding transportation, and 2 representatives of the department, one who is knowledgeable about the department's inter-city regional bus service and one who is knowledgeable about innovative mobility.</p>	<p>Senate: Priola-D Winter-D</p> <p>House: Vigil-D</p>	<p>Moved out of Senate Finance on Feb. 27 on 4-3 vote, referred to Senate Appropriations</p>

		<p>In conducting its work and in producing a viable proposal for the creation, implementation, and administration of a statewide transit pass the committee is required to consider:</p> <ul style="list-style-type: none"> • Various specified logistics of creating a statewide transit pass; • A method for determining the price of a statewide transit pass; • A structure for the sale of the statewide transit pass to individuals and to employers for their employees; • The services that will be offered to statewide transit pass holders; • The types of statewide transit passes that would be offered, including different options for the duration of the pass to accommodate Colorado residents and visitors to Colorado; • Additional opportunities for collaboration across transit agencies in the state to make it easier and more appealing for people to use transit; • The technology that would be necessary to monitor the use of the statewide transit pass and track ridership across transit agencies; • Local, tribal, state, and federal laws, rules, or regulations that need to be considered in connection with the creation of a statewide transit pass; • The best method for advertising and marketing a statewide transit pass; • The potential impacts that a statewide transit pass will have on transit pass programs that are currently offered by transit agencies; • The potential impacts of section 20 of article X of the state constitution to local governments in connection with revenue generated by the sale of a statewide transit pass; • A proposal for the structure and composition of a permanent advisory board to oversee the creation, implementation, and administration of a statewide transit pass; and • Any other issues that need to be discussed or addressed, as deemed necessary and appropriate by a majority vote of the members of the committee. <p>In producing a viable proposal for the creation, implementation, and administration of a statewide transit pass, the committee is required to solicit input from specified subject matter experts and interested parties across the state.</p> <p>The committee is required to submit its proposal for the creation, implementation, and administration of a statewide transit pass, including recommendations for any necessary legislation in connection with the proposal, to the executive director and the members of the transportation legislation review committee of the general assembly on or before July 1, 2026.</p> <p>Ozone season transit grant program. The ozone season transit grant program was created in the Colorado energy office in 2022. Section 2 makes the following changes to the ozone season transit grant program:</p> <ul style="list-style-type: none"> • Relocates the ozone season transit grant program to the department; • Requires the transit association that receives money from the state and uses the money to make grants to transit agencies 		
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		<p>to consider grants that have been or will be awarded to the transit agency through the youth fare free transit grant program, created in the bill, when making grants to ensure that transit agencies do not receive grants through the ozone season transit grant program for services that are paid for with grants from the youth fare free transit grant program;</p> <ul style="list-style-type: none"> • Requires the state treasurer to transfer \$7 million to the ozone season transit grant program fund on July 1, 2024, and on July 1 of each year thereafter; and • Makes the ozone season transit grant program permanent by repealing the statute that would repeal the ozone season transit grant program on July 1, 2024. • Youth fare free transit grant program. Section 3 creates the youth fare free transit grant program in the department to provide grants to the regional transportation district (RTD) and a transit association to provide fare free year-round transit services for individuals who are 19 years of age or younger (youth). <p>To receive a grant, a transit association or the RTD must submit an application to the department in accordance with the policies established by the department. A transit association that receives a grant may use the money to make grants to eligible transit agencies. The eligible transit agencies and the RTD may use the grant money to provide operating support for its transit operations and general transit programs, so long as the eligible transit agency or the RTD provides uninterrupted fare free year-round transit services for youth riders.</p> <p>The RTD is required to report to the department and an eligible transit agency that receives a grant from a transit association is required to report to the transit association regarding the estimated change in youth ridership during the year in which fare free services were offered compared to previous years, any changes that the RTD or the eligible transit agency would make in how it provides fare free transit services to youth or in its use of the grant money based on its experiences, and how the RTD or the eligible transit agency marketed the fare free transit services for youth. The transit association is required to submit to the department a summary of the reported information for all eligible transit agencies that received a grant through the transit association.</p> <p>The bill creates the youth fare free transit grant program fund (fund) and transfers \$7 million from the general fund to the fund on July 1, 2024, and on July 1 of each year thereafter. The money in the fund is continuously appropriated to the department for the youth fare free transit grant program.</p> <p>The department is required to establish policies governing the youth fare free transit grant program and to report to the house of representatives transportation, housing, and local government committee and the senate transportation committee, or their successor committees, by December 31 of each year of the program.</p> <p>Income tax credit for the purchase of a transit pass. For income tax years beginning on or after January 1, 2024, but before January 1, 2029, section 4 creates an income tax credit allowed to any taxpayer in an amount equal to 30% of the amount spent by the taxpayer to purchase</p>		
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		<p>one or more transit passes for use by the taxpayer during the income tax year for which the credit is claimed.</p> <p>To claim the credit a taxpayer is required to include a credit certificate issued by the department with the income tax return filed with the department of revenue. The credit certificate that the department issues must identify the taxpayer and certify that the taxpayer purchased one or more transit passes for the taxpayer's use during the income tax year for which the credit is claimed.</p> <p>The amount of the credit not used as an offset against income taxes in the current income tax year is refunded to the taxpayer.</p> <p>No later than January 1, 2025, and no later than January 1 of each year thereafter through January 1, 2029, the department is required to provide the department of revenue with an electronic report of the taxpayers receiving a credit certificate.</p>		
SB24-037	<p>Study Green Infrastructure for Water Quality Management PPACG Legislative Theme: Water Quality</p>	<p>The bill requires the division of administration (division) in the department of public health and environment (department), in collaboration with the university of Colorado's Mortenson center in global engineering and resilience and the Colorado water institute located within Colorado state university, to:</p> <p>Conduct a feasibility study of the use of green infrastructure, which refers to nature-based, watershed-scale water quality management solutions that are an alternative to traditional gray infrastructure, which refers to centralized water treatment facilities, and the use of green financing mechanisms for water quality management; Establish one or more pilot projects in the state to demonstrate the use of green infrastructure, green financing mechanisms, or both; Adopt rules establishing a prepermit baseline date to assist municipalities and other water providers to pursue prepermit solutions for compliance with state and federal water quality standards; and Submit a report and present to the water resources and agriculture review committee on the progress of the feasibility study and any pilot projects and on any legislative and administrative recommendations to promote the use of green infrastructure and green financing mechanisms for water quality management in the state.</p>	<p>Senate: Simpson-R Bridges-D</p> <p>House: Lynch-R McCormick-D</p>	Moved out of Senate Agriculture & Natural Resources Feb 29 on 7-0 with amendments, referred to Senate Appropriations
SB24-044	<p>Public Employees' Retirement Association Retiree Refundable Income Tax Credit PPACG Legislative Theme: Aging</p>	<p>The bill creates a refundable income tax credit that is available for income tax years commencing on or after January 1, 2024, but prior to January 1, 2026, for a qualifying public employees' retirement association retiree, which means a full-time Colorado resident individual who:</p> <ul style="list-style-type: none"> • Is 65 years of age or older at the end of the 2024 or 2025 income tax year; and • Has an annual gross income of no more than \$38,000 as a single filer or \$76,000 as a joint filer. 	<p>Senate: Kolker-D Hansen-D</p> <p>House: Hamrick-D Kipp-D</p>	Passed Senate on March 13 on 24-11 vote, assigned to House Finance
SB24-065	<p>Mobile Electronic Devices & Motor Vehicle Driving PPACG Legislative Theme: Transportation</p>	<p>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. The following uses are exempted:</p> <ul style="list-style-type: none"> • By an individual reporting an emergency to state or local authorities; 	<p>Senate: Hansen-D Fields-D</p> <p>House:</p>	Moved out of Senate on March 13 on 24-11 vote, scheduled for April 3 in House Transportation ,

		<ul style="list-style-type: none"> • By an employee or contractor of a utility when responding to a utility emergency; • By a first responder; or • By an individual in a motor vehicle that is parked. <p>The penalties for a violation are:</p> <ul style="list-style-type: none"> • For a first offense, \$75 and 2 license suspension points; • For a second offense within 24 months, \$150 and 3 license suspension points; and • For a third or subsequent offense within 24 months, \$250 and 4 license suspension points. <p>A violation will be dismissed if the individual has not previously committed a violation, produces proof of purchase of a hands-free accessory, and affirms, under penalty of perjury, that the defendant has not previously claimed this option to dismiss.</p> <p>Current law requires a peace officer who makes a traffic stop to record the demographic information of the violator, whether a citation has been issued, and the violation cited. The bill clarifies that the peace officer must record whether the bill has been violated.</p> <p>The executive director of the department of transportation, in consultation with the chief of the Colorado state patrol, is required to create a campaign raising public awareness of the requirements of the bill and of the dangers of using mobile electronic devices when driving.</p>	Froelich-D Ortiz-D	housing & Local Government
SB24-079	<p>Motorcycle Lane Filtering & Passing</p> <p>PPACG Legislative Theme: Transportation</p>	<p>The bill authorizes a 2-wheeled motorcycle to overtake or pass another motor vehicle in the same lane if:</p> <ul style="list-style-type: none"> • The other motor vehicle is stopped or moving in the same direction of travel as the motorcycle; • The road has lanes wide enough to pass safely; • The motorcycle is moving at 20 miles per hour or less; and • Conditions permit prudent operation of the motorcycle while overtaking or passing. <p>A motorcycle rider overtaking or passing under the bill must not overtake or pass:</p> <p>On the right shoulder;</p> <ul style="list-style-type: none"> • To the right of a vehicle in the farthest right-hand lane if the highway is not limited access; or <p>In a lane of traffic moving in the opposite direction.</p>	<p>Senate: Hinrichson-D Smallwood-R</p> <p>House: Mabrey-D Weinberg-R</p>	Awaiting Governor signature
SB24-100	<p>Commercial Vehicle Highway Safety Measures</p> <p>PPACG Legislative Theme: Transportation</p>	<p>Current law allows the department of transportation (department) to issue closures or require certain equipment on interstate 70 (I-70) from September 1 through May 31 each year between milepost 133 in Dotsero and milepost 259 in Morrison.</p> <p>Section 1 of the bill changes the geographic location where the department has authority to require certain equipment to interstate 25 (I-25) and any interstate, U.S. highway, and state highway west of I-25. Section 2 allows the department to establish heightened speed limit enforcement zones (zone) within public highways in Glenwood Canyon on I-70 eastbound from milepost 116.0 to milepost 131.0 and westbound from milepost 118.5 to milepost 131.0 where there are safety concerns related to commercial motor vehicle drivers exceeding the posted speed limits. If the department establishes a zone, the department must erect signs identifying the zone and notifying</p>	<p>Senate: Roberts-D Will-R</p> <p>House: Velasco-D Taggart-R</p>	Passed Senate on March 22 on 27-6-2 vote, scheduled for April 10 in House Transportation, Housing & Local Government

		<p>commercial motor vehicle drivers that increased fines are assessed for speeding in the zone. Section 3 makes it a traffic offense for any commercial vehicle to be driving in the farthest left lane on I-70 between milepost 116 in Glenwood Springs and milepost 259 in Morrison during all conditions on that highway except to safely pass a vehicle driving under the posted speed limit. Section 4 subjects a commercial motor vehicle driver who commits a speeding violation in a zone to double fines and surcharges. Section 5 ensures that a port of entry officer has all the powers of a peace officer when enforcing highway closures and the state's winter traction device law. Section 6 requires the freight mobility and safety branch of the department to study the feasibility of funding additional locations of chain-up stations utilizing the money from the increased penalties in zones within public highways in Glenwood Canyon. Section 7 allows the study on feasibility of new chain-up stations to also be funded by the fuels impact reduction grant program.</p>		
<p>SB24-111</p>	<p>Senior Primary Residence Prop Tax Reduction PPACG Legislative Theme: Aging</p>	<p>For property tax years commencing on or after January 1, 2025, the bill creates a new subclass of residential real property called qualified-senior primary residence real property, which includes residential real property that as of the assessment date is used as the primary residence of an owner-occupier, as defined in the bill, if:</p> <ul style="list-style-type: none"> • The owner-occupier applies to the county assessor for the classification in the manner required by the bill; • The owner-occupier previously qualified for the property tax exemption for qualifying seniors (exemption) for a different property for a property tax year commencing on or after January 1, 2016, and does not qualify for the exemption for the current property tax year; and • The circumstances that qualify the property for the classification have not changed since the filing of the application. <p>The bill also:</p> <ul style="list-style-type: none"> • Classifies property that might otherwise be classified as multi-family residential real property that contains a unit that qualifies as qualified-senior primary residence real property as multi-family qualified-senior primary residence real property and treats such property as qualified-senior primary residence real property; • Sets the valuation for assessment for qualified-senior primary residence real property at 7.15% of the amount equal to the actual value of the property minus the lesser of \$100,000 or the amount that causes the valuation for assessment of the property to be \$1,000; • Establishes the processes by which an owner-occupier of residential real property may apply to have the owner-occupier's primary residence classified as qualified-senior primary residence real property and by which such an application is approved or denied; • Requires the state to reimburse local governmental entities that levy property taxes for total property tax revenue lost due solely to the reduced valuation for assessment of qualified-senior primary residence real property as compared to the valuation for assessment of other residential real property and specifies the process by which 	<p>House: Lieder-D Young-D</p> <p>Senate: Kolker-D Hansen-D</p>	<p>Passed Senate on March 20 with 26-9 vote, assigned to House Finance</p>

		<p>the proper amount of reimbursement is calculated and reimbursement is made; and</p> <p>For state fiscal years in which excess state revenues are required to be refunded pursuant to the Taxpayer's Bill of Rights, establishes the reimbursement to local governmental entities as a means of refunding such excess state revenues.</p>		
SB24-154	<p>Accessory Dwelling Units PPACG Legislative Theme: Aging, Transportation, Water Quality, Local Control</p>	<p>Section 1 of the bill creates a series of requirements related to accessory dwelling units in subject jurisdictions.</p> <p>As established in the bill, a subject jurisdiction is the unincorporated portion of a county that is not within:</p> <ul style="list-style-type: none"> • A unit owners' association; or • An area identified as having a high fire intensity on the fire intensity scale published as part of the Colorado state forest service wildfire risk viewer. <p>The bill requires a subject jurisdiction to allow, on or after January 1, 2025, subject to an administrative approval process, the conversion of an accessory dwelling unit. The bill also prohibits subject jurisdictions from applying a restrictive design or dimension standard to an accessory dwelling unit.</p> <p>Section 2 grants the Colorado economic development commission the power to contract with the Colorado housing and finance authority for the operation of a program in which the Colorado housing and finance authority offers direct loans for the conversion of accessory dwelling units on owner-occupied land.</p>	<p>Senate: Jacquez-Lewis-D</p>	<p>Assigned to Senate Local Government & Housing</p>
SB24-165	<p>Air Quality Improvements PPACG Legislative Theme: Air Quality</p>	<p>On or before December 31, 2028, the bill requires the air quality control commission (AQCC) in the department of public health and environment (department) to adopt by rule certain emission standards and requirements for in-use, off-road, diesel-fueled fleets.</p> <p>On or before December 31, 2025, the 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 (indirect source) within the 8-hour ozone Denver metro/north front range nonattainment area (covered nonattainment area). The rules must include emission reduction targets for indirect sources to achieve and a process for the division of administration (division) in the department to review alternative approaches proposed by an owner or operator of an indirect source. The commission may establish a fee for indirect sources within the covered nonattainment area to cover the division's costs in implementing the rules.</p> <p>The bill also defines "ozone season" as the period beginning May 1 and ending September 30 of each year (ozone season). Beginning in the 2025 ozone season, and in each ozone season thereafter, any oil and gas preproduction activity within the covered nonattainment area must pause for the duration of the ozone season.</p> <p>On or before June 30, 2024, and on or before each June 30 thereafter, an oil and gas operator in the state is required to submit an oil and natural gas annual emission inventory report (inventory report) to the division that includes, for the previous calendar year, the emissions of certain air pollutants from oil and gas operations under the control of the oil and gas operator.</p>	<p>House: Rutinel-D Garcia-D</p> <p>Senate: Priola-D Cutter-D</p>	<p>Moved out of Senate Transportation & Energy on March 20 on 5-2 vote amended, referred to Senate Finance</p>

		<p>On or before October 1, 2024, and on or before each October 1 thereafter, the division, in coordination with the energy and carbon management commission (ECMC), must prepare a report regarding the inventory reports received by the division for the previous calendar year and certain other information.</p> <p>On or before November 30, 2024, and on or before each November 30 thereafter, for the ozone season of the subsequent year, an oil and gas operator that controls oil and gas operations in the covered nonattainment area must submit a report to the division estimating emissions of nitrogen oxides from the oil and gas operator's operations in the covered nonattainment area (estimates).</p> <p>For the 2025 ozone season, and for each ozone season thereafter, the ECMC, in consultation with the division, must develop an ozone season nitrogen oxides emission budget (budget) for the emissions of nitrogen oxides by oil and gas operations in the covered nonattainment area, which budget must set certain maximum average emission levels of nitrogen oxides by oil and gas operations.</p> <p>On or before February 1, 2025, and on or before each February 1 thereafter, the division must prepare a nitrogen oxides report regarding the estimates received by the division for use by the ECMC in determining if the total estimates received exceed the budget for the ozone season of the current year.</p> <p>Beginning in February 2025, and in each February thereafter, the ECMC, in consultation with the division, must act to limit emissions of nitrogen oxides from oil and gas operations in the covered nonattainment area in a manner that prevents an exceedance of the current year's budget.</p> <p>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.</p>		
<p>HB24-1246</p>	<p>Electric Grid Resilience Temporary Carbon Dioxide Regulation PPACG Legislative Theme: Air Quality</p>	<p>Postponed Indefinitely by House Energy & Environment on March 13 on 9-4 vote</p>		
<p>SB24-036</p>	<p>Vulnerable Road User Protection Enterprise PPACG Legislative Theme: Transportation</p>	<p>Postponed Indefinitely by Senate Finance on March 19 on 7-0 vote</p>		
<p>SB24-063</p>	<p>Confidentiality of Group Peer Support Services PPACG Legislative Theme: Aging</p>	<p>Signed by the Governor on March 22</p>		



Pikes Peak Area Council of Governments

Communities Working Together

Federal updates compiled by Pikes Peak Area Council of Governments

March 29, 2024

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Updates from National Association of Regional Councils

CONGRESS

Congress is in Easter recess. The Senate will return Monday, April 8 and the House will return Tuesday, April 9.

EPA Tailpipe Emissions Rule Adds Urgency for Gas Tax Overhaul

On March 20, the U.S. Environmental Protection Agency announced final national pollution standards for passenger cars, light-duty trucks, and medium-duty vehicles for model years 2027 through 2032 and beyond. These standards will avoid more than 7 billion tons of carbon emissions and provide nearly \$100 billion of annual net benefits to society, including \$13 billion of annual public health benefits due to improved air quality, and \$62 billion in reduced annual fuel costs, and maintenance and repair costs for drivers. The final standards deliver on the significant pollution reductions outlined in the proposed rule, while accelerating the adoption of cleaner vehicle technologies.

Reporting at CQ Roll Call calls attention to fact that these new, stricter standards aimed at fostering the adoption of electric vehicles will further complicate an already crisis-level problem of federally funding roads and bridges through gasoline taxes. Congress and the Transportation Department so far have made little headway on national solutions to address increasing shortfalls in the Highway Trust Fund. Congress has kept the rate flat at 18.4 cents per gallon since 1993. That, combined with the drive for more fuel-efficient vehicles, will leave the balances of the fund's highway and transit accounts exhausted by 2028, the Congressional Budget Office estimated. The EPA has projected that the new rule would result in a 50 percent reduction in fleet average greenhouse gas emissions for light-duty vehicles, and a 44 percent reduction for medium-duty vehicles by 2032.

The bipartisan infrastructure law included language to kickstart a national user-pay model with a requirement that the Transportation Department form an advisory board to look for a national solution for Highway Trust Fund financing. The results would then guide a national pilot program on the per-mile user fee. But despite a 90-day deadline when the law passed in 2021, the department hasn't formed the board.

\$1.2 Trillion Spending Package Signed into Law

After months of negotiations and back and forth, the [final spending package](#) was signed into law over the weekend bringing a long awaited close to the FY2024 appropriations process. The Senate advanced the legislation early Saturday morning in a 74-24 vote, sending it to the president's desk to be signed. The package includes funding for the Department of Defense (DOD), Department of Homeland Security (DHS), Department of Labor (DOL), Department of State (DOS), Department of Education (ED), and Department of Health and Human Services (HHS) through September 30, 2024.

The Department of Labor (DOL) was funded at \$13.7 billion, which is roughly \$145 million below FY23 levels. While most Workforce Innovation and Opportunity Act (WIOA) programs were funded at FY23 levels, the Vocational Rehabilitation State Grants program saw a slight increase. Overall funding allocation to WIOA programs increased by 1.46% from previous FY levels. A notable decrease occurred under Congressionally Directed Spending (earmarks), which saw a 50% reduction in the number that members had secured in the prior year. Similar to WIOA, the Older Americans Act (OAA) was also funded level to FY23.

Price-Anderson Act Extension Secured under the Appropriations Package – Section 107

U.S. Senator Tom Carper (D-DE) and Senator Shelley Moore Capito (R-WV) released a statement that the inclusion of an extension of the Price-Anderson Act made it into the package of the above-mentioned final spending package. The Price-Anderson Act (PAA), originally set to expire on December 31, 2025, will now be extended until December 31, 2065. The PAA provides a system of financial protection for those who may be liable and persons who may be injured by a nuclear incident. According to the statement, PAA provides stability and predictability to deploy reliable, emissions-free advanced nuclear reactors in the United States. PAA is also necessary to deploy new nuclear technologies because its federal backstop helps advanced reactors to secure insurance in the private marketplace.

The full appropriations bill can be found [here](#), with the Price-Anderson extension language found on page 1007.

[Hearing to Examine PFAS as Hazardous Substances](#)

Last week, the Senate Environment and Public Works (EPW) Committee held a hearing to examine per- and polyfluoroalkyl substance (PFAS) as hazardous substances and the importance of regulating them. The hearing specifically discussed regulating PFAS under the [Comprehensive Environmental Response, Compensation, and Liability Act \(CERCLA\)](#), commonly known as Superfund. CERCLA was enacted by Congress on December 11, 1980, and created a tax on the chemical and petroleum industries and provided broad federal authority to respond to releases or threatened releases of hazardous substances that may endanger public health or the environment. Chairman Tom Carper's (D-DE) mentioned in his opening statement the [Environmental Protection Agency \(EPA\) proposal](#) to address the impacts of PFAS by designating two of these chemicals as hazardous substances. Many are concerned about the potential unintended impacts of this designation, specifically on entities like municipalities and water treatment plants being liable as passive recipients of PFAS contamination.

Senator Carper asked the panel of witnesses if they could come to a consensus on the issue of regulating PFAS. Witness Michael D. Witt, General Counsel of Passaic Valley Sewerage Commission, emphasized that the panel can all acknowledge and recognize the issue. They all recognize the importance of the water sector's role in being a part of the solution. The differences between the witnesses take place on how to solve this issue, specifically regarding exemptions under CERCLA. Witness Robert Fox, Partner at the Manko Gold Katcher Fax, Limited Liability Partnership remarked that listing perfluorooctanoic acid (PFOA) or perfluorooctanesulfonic acid (PFOS) before it's regulated or designated under other statutes is out of sequence.

Senator Shelley Moore Capito (R-WV) asked the witnesses what implementing a standard for drinking water would mean in this discussion. In response, The Honorable James Kenney, Secretary of the New Mexico Department of Environment, stated that setting a standard would spur innovation for the technology needed for entities to meet the standard. Witness Kate R. Bowers, Legislative Attorney at the American Law Division, emphasized that if EPA finalizes the standard, it could potentially be incorporated as a standard for cleanup under CERCLA.

Both the panel of witnesses and members of Congress agreed that while there has been significant progress surrounding the issues of PFAS, there is still a lot of work to be done.

To view the hearing and the witnesses' testimonies, click [here](#).

ADMINISTRATION

[\\$20 Million from Bipartisan Infrastructure Law Announced to Modernize 20 Small and Regional Airport Traffic Control Towers Across the U.S.](#)

The Federal Aviation Administration (FAA) is awarding \$20 million to 20 airport-owned airport traffic control towers in 17 states. Funds will be awarded to smaller and regional airports to improve safety and support critical aviation operations such as commercial passenger flights, cargo flights, emergency services, agricultural aviation, and flight training. The funding is through the FAA's Airport Infrastructure Grants (AIG) [Federal Contract Tower Competitive Grant program](#). It follows nearly \$1 billion in funding given to 114 airports across the nation through the Airport Terminals Program. These grant programs continue efforts to improve safety by upgrading and building control towers in small towns and at regional airports to sustain, construct, repair, improve, modernize, replace or relocate airport-owned towers and install communications equipment.

To view a data visualization of the airports receiving funding, click [here](#).

[Biden-Harris Administration Announces New Milestone in First-of-its-Kind Supply Chain Initiative](#)

To mark the second anniversary of the launch of the [Freight Logistics Optimizations Works \(FLOW\) initiative](#), the U.S. Department of Transportation (DOT) announced the launch of the FLOW platform. The platform has begun to publish data on inland freight hubs, including rail terminal and warehouse end destination data. The data provided through the platform will help enable members to have an enhanced view of future container import volumes and

traffic. It will also help inform capacity decisions and avoid supply chain challenges for FLOW participants to ultimately lower costs for consumers. FLOW is a private-public partnership led by DOT that creates a more complete, shared picture of the U.S. supply chain. Through the FLOW initiative, DOT collects, aggregates, and anonymizes key information shared on inbound containerized freight, starting with importer purchase orders, and aligns future demand volumes against current regional capacity to move ocean containers. Participants of FLOW utilize data as an input into existing company processes to inform their supply chain planning.

[Applications Open for More Than \\$5B in Funding for National Infrastructure Projects](#)

U.S. Transportation Secretary Pete Buttigieg announced the Department of Transportation (DOT) is accepting applications for \$5.1 billion in funding for projects of regional or national significance for three major discretionary programs. The application process will be streamlined into a single [Multimodal Project Discretionary Grant Program \(MPDG\)](#) opportunity. Available funding includes:

- \$1.7 billion for the [National Infrastructure Project Assistance \(Mega\) program](#) – The Mega program invests in large, complex projects that are difficult to fund by other means and will generate national or regional economic, mobility, or safety benefits.
- \$2.7 billion for the [Infrastructure for Rebuilding America \(INFRA\) program](#) – The INFRA program awards competitive grants to multimodal freight and highway projects of national or regional significance to improve safety, accessibility, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
- \$780 million for the [Rural Surface Transportation Grant \(Rural\) program](#) – The Rural program provides grants for transportation projects specifically in rural areas.

The deadline for applications is May 6, 2024, the Notice of Funding Opportunity (NOFO), Frequently Asked Questions, and other helpful resources can be found [here](#).

FRA Submits NOFO for CRISI Program

The Federal Railroad Administration (FRA) submitted to the Federal Register a notice of funding opportunity (NOFO) for the [Consolidated Rail Infrastructure and Safety Improvements \(CRISI\) Program](#). The total funding available for awards is approximately \$2.5 billion, made available by the 2023 Appropriation, 2024 Appropriation, 2023 and 2024 advance appropriations provided in the Infrastructure Investment and Jobs Act (IIJA), and remaining unawarded 2022 CRISI balances. Total funding also includes \$2 million in FY 2021 funding for the [Magnetic Levitation Deployment \(Maglev\) Grant Program](#). The purpose of the CRISI Program is to invest in a wide range of projects to improve railroad safety, efficiency, and reliability; mitigate congestion at both intercity passenger rail and freight rail chokepoints to support more efficient travel and goods movement; enhance multi-modal connections; and lead to new or substantially improved intercity passenger rail transportation corridors.

The text of the NOFO is available on [Public Inspection](#) and will be formally published in the Federal Register on Friday, March 29, 2024.

Following the publication of the NOFO, FRA will accept applications for 60 days.

[FCC Increases Broadband Speed Benchmark](#)

The Federal Communications Commission (FCC) adopted its annual assessment of whether advanced telecommunications are being deployed across the U.S. in a timely manner. The assessment considers broadband affordability, adoption, availability, and equitable access when evaluating and determining whether broadband is being deployed efficiently. [FCC's report](#) raises the benchmark for high-speed fixed broadband to download speeds of 100 megabits per second (Mbps) and upload speeds of 20 Mbps. This increase represents four times the 25/3 Mbps benchmark that FCC set in 2015. The increase reflects the standards used in many federal and state programs, including the National Telecommunications and Information Administration (NTIA) [Broadband Equity Access and Deployment \(BEAD\) program](#). FCC's report concludes that advanced telecommunications capability is not currently being deployed in a reasonable and timely fashion. This is due to the fact that many people in rural

areas and people living on Tribal lands still lack access to the capability. Additionally, the report sets a 1 Gbps/500 Mbps long-term goal for broadband speeds to give stakeholders a collective goal to strive for.

DOL Unveils Competitive Integrated Employment Transformation Hub

The U.S. Department of Labor (DOL) released a new resource to help increase competitive integrated employment for people with disabilities. The [Competitive Integrated Employment Transformation Hub](#) brings together resources from across the federal government to provide practical guidance, policy information, and evidence-based best practices for people with disabilities, their families, employers, employment service providers, and state agencies. Competitive integrated employment ensures that people with disabilities are paid a competitive wage and work in an environment where most employees do not have a disability. The resource hub is supporting transformative change in competitive integrated employment (CIE) opportunities for people with disabilities.

To view featured resources that are a part of the CIE hub, click [here](#).

[DOE Announces \\$18M Towards Clean Energy and Economic Development](#)

The U.S. Department of Energy (DOE) announced the second cohort of communities selected as part of the [Communities Local Energy Action Program \(Communities LEAP\)](#). The program contains a unique technical assistance initiative designed to help disadvantaged communities and those with historical ties to fossil fuel industries take control of their clean energy future. A total of 30 communities were selected to receive \$18 million worth of technical assistance to create community-wide action plans that aim to reduce local air pollution, increase energy resilience, lower utility costs and energy burdens, and create good paying jobs. Those selected will work with DOE and its network of providers as well as local coalition partners such as local and tribal governments, community-based organizations, utilities, environmental justice, economic development, and equitable investment organizations to develop roadmaps that utilize clean energy as a tool for economic development.

[EPA Partners with 10 Communities to Foster Equitable Development Strategies to Reach Environmental Goals](#)

The U.S. Environmental Protection Agency (EPA) announced that ten communities will receive technical assistance through the [Building Blocks for Sustainable Communities program](#). EPA and the local communities selected will pursue development strategies that expand upon existing Brownfields efforts and advance clean air, clean water, equitable development, and other local goals. The technical assistance will help communities ensure their development decisions address environmental justice concerns in underserved and overburdened communities, preserve their natural resources and community character while also allowing for economic growth, and create vibrant, walkable, and revitalized neighborhoods. EPA staff will lead projects in the ten communities, including convening federal, state, regional, and local partners, and contractor support, for two-day in-person workshops. Projects will address development-oriented and equity issues on two topics, planning for equitable development and sustainable strategies for small cities and rural communities.

[NTIA Launches Permitting and Environmental Mapping Tool](#)

The Department of Commerce's National Telecommunications and Information Administration (NTIA) launched a new mapping tool, the [NTIA Permitting and Environmental Information Application](#), to help grant recipients and others deploying infrastructure identify permit requirements and avoid potential environmental impacts when connecting a particular location to high-speed internet service. The tool is designed to help federal broadband recipients and subgrantees identify and understand the types of permits needed and plan routes for their broadband deployments. The mapping tool combines public federal maps from the Federal Emergency Management Administration (FEMA), Environmental Protection Agency (EPA), U.S. Fish and Wildlife, U.S. Army Corps of Engineers, National Park Service, National Oceanic and Atmospheric Administration, U.S. Forest Service, Bureau of Indian Affairs, and other federal sources.

A tutorial on how to use the map is available on the [NTIA YouTube channel](#).

OTHER FEDERAL NEWS

Baltimore Bridge Collapses After Being Struck by Cargo Ship

Early Tuesday morning, a cargo ship sailing down the Patapsco River crashed into Baltimore's Francis Scott Key Bridge, causing the entire bridge to collapse. The container ship, named Dail, suffered a total power failure and all its lights went out. Shortly after, the ship struck one of the main concrete piers of the bridge, which caused nearly the entire structure to collapse into the water. The bridge, running through Interstate 695, had been open since 1977 and carried tens of thousands of vehicles each day. According to a White House [press release](#), ship traffic in the Port of Baltimore has been suspended until further notice and the channel must be cleared before ship traffic can resume. The Port of Baltimore is one of the nation's largest shipping hubs, handling a record amount of cargo each year. [The Hill](#) reported Transportation Secretary Buttigieg's concerns about the local economic impact of the port closure. Buttigieg noted that 8,000 jobs are associated with port activities, and more than \$100 million in cargo moves in and out each day. There is currently no timeline for when the port will be reopened, but efforts are underway to clear the bridge debris.

The National Transportation Safety Board (NTSB) is investigating the Baltimore Bridge's collapse and is currently collecting information on both the structural reasoning for the bridge's crumple and the container ship that struck the bridge. [Politico Pro](#) reported on NTSB Chair Jennifer Homendy's press conference, where she stated that the ship was carrying hazardous, flammable, and corrosive materials, including lithium-ion batteries, and that containers may have been breached. Despite these claims, the Environmental Protection Agency (EPA) said the ship collision doesn't appear to have caused fuel or other hazardous materials the ship was carrying to be discharged into Chesapeake Bay. Investigators are still looking to collect more information from the engine room in the ship, to try and conclude what caused the blackout.

As stated by [Politico](#), President Biden indicated federal authorities should move quickly to aid in reconstructing the bridge, suggesting they pay the entire cost of rebuilding in efforts to reopen the bridge as soon as possible. Despite Biden's remarks that federal authorities should fund the bridge's reconstruction, congressional leaders are divided over who should pay for the immediate repair of the bridge. Since lawmakers are currently in recess, it makes it difficult for swift decision-making to take place, especially since leaders are divided over the issue. Once members return, they will need to assess if existing money in the Fiscal Year 2024 legislation will provide sufficient funding for rebuilding. According to lawmakers, it could [cost at least \\$2 billion](#) to rebuild Baltimore's Francis Scott Key Bridge.

[U.S. DMV Facilities Experience Nationwide Network Outage](#)

Last Thursday, multiple states across the country reported disrupted service at their department of motor vehicles (DMV) offices. The American Association of Motor Vehicle Administrators (AAMVA), an organization that provides software to DMV offices across the U.S., said DMVs were unable to conduct driver's license or motor vehicle title transactions during an hours-long loss in cloud connectivity. [AAMVA said it is working internally with cloud providers](#) to determine the root cause of the outage. The outage lasted from approximately 9:50am to 12:30pm ET on Thursday. Due to the outages, many in states such as Colorado, Illinois, New York, and Virginia were unable to receive certain in-person and online DMV services.

[This Electric Aircraft CEO Wants You to Fly For The Price of An Uber](#)

JoeBen Bevirt, founder and CEO of electric air taxi developer Joby Aviation Inc., said he wants to make the electric air taxis accessible to everyone. Bevirt hopes to make his company's taxis as cheap as hailing a rideshare. The California-based company is among the startups making electric vertical takeoff and landing aircraft (eVTOLs). The company, founded in 2009, set a goal to be at a run rate of an aircraft a month by the end of 2024. Joby Aviation began partnering with Delta Airlines in October 2022, Delta said it would invest up to \$200 million into the company. Joby Aviation also unveiled a partnership last year with Nomura's real estate group. Bevirt envisions a future where people can get off a Delta flight and go straight into one of Joby's air taxis.

[23M Low-Income Households Appear Set to Lose Internet Subsidies](#)

Congressional leaders chose not to include funding for the Affordable Connectivity Program (ACP) in the final six appropriation bills passed over the weekend. This means that about 23 million low-income households will be on the threshold of losing a \$30-a-month subsidy for internet service as the program nears the end of its funding.

Funding for the program will run out at the end of April, with an estimated 17 million households projected to lose access to the internet or face disruptions in their service. Despite significant support for the continuing of the ACP, it is uncertain whether an extension for the program will occur in the future.

To learn more about the ACP, [read NARC's blog](#) on the future of the program.

[California Signs Deal with Stellantis to Uphold Vehicle Emissions Rules](#)

California Governor Gavin Newsom announced that top automaker Stellantis has agreed to abide by California's emissions rules, regardless of decisions made by a future federal administration. Stellantis, the parent corporation for Chrysler, Dodge, Jeep, Ram, and others has pledged to comply with the state's zero-emissions light-duty vehicle sales requirements through 2030 and make significant investments in charging infrastructure. Stellantis said it would invest \$4 million in deploying public charging infrastructure in California's rural areas and in federal, state, and county parks, as well as \$6 million in other states that have adopted California's emissions standards. The states that fall under that agreement are Colorado, Connecticut, Delaware, Maine, Maryland, Massachusetts, Minnesota, Nevada, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont, and Washington. In August 2022, California approved the most ambitious electric vehicle (EV) targets when the California Air Resources Board (CARB) [voted to ban the sale of gas-powered vehicles by 2035](#). California's goals reach beyond federal targets as the state awaits approval of a special waiver from the Environmental Protection Agency (EPA) as mandated by the Clean Air Act.

[The Manufacturing Boom Set off By Clean Energy Tax Credits](#)

Nearly \$11 billion in new clean energy investment has occurred in Michigan since the Inflation Reduction Act (IRA) passed. The IRA offers both governments and private companies tax credits to help pay for clean energy projects. The large investment seen in Michigan has also been seen across the nation as an estimated 292 major new projects have been announced since the IRA was enacted in 2022. More than half of the law's \$400 billion in support for clean energy, over 10 years, will come in the form of tax credits for companies that invest in clean energy, including manufacturing, clean fuel, electric vehicles, and power generation and storage. The law also provides bonuses for companies located in lower-income communities. To help spur development and get ready to take advantage of grant opportunities, Michigan officials created an infrastructure office that coordinates with various agencies to ensure preparedness. However, even states that lack any formal climate plan are also landing major deals.

Updates from federal delegation

SENATOR BENNET

[Bennet, Senate Colleagues Urge President Biden to Streamline Legal Pathways for Undocumented Immigrants and Dreamers](#)

Washington, D.C. — Colorado U.S. Senator Michael Bennet joined 18 of his Senate colleagues in a letter calling on President Biden to provide protection and pathways to residency or citizenship for undocumented immigrants and Deferred Action for Childhood Arrivals (DACA) recipients holders in the United States.

“[S]tremlining pathways for undocumented immigrants with no criminal history and deep ties to the United States to obtain parole or a lawful immigration status would provide stability to their families, require them to pay taxes, and to check in with the U.S. government regularly,” wrote the senators.

In 2019 alone, undocumented immigrants contributed an estimated \$9.7 billion in federal and state taxes and over \$11 billion in social security contributions. Over 1.1 million U.S. citizens are married to an undocumented immigrant, and roughly 4.9 million U.S. citizen children have at least one undocumented parent.

In the letter, the senators outline recommendations for executive actions to streamline immigration relief. Specifically, the letter:

- Recommends that the U.S. Department of Homeland Security create a process to protect and unify American families;
- Calls for executive action to permit spouses of Americans to work while their green card cases are pending;
- Encourages action to streamline the process for DACA recipients to change to a nonimmigrant status; and
- Recommends that the Biden administration modernize cancellation of removal rules to keep family caregivers together.

Bennet has long fought for common-sense immigration reform that is consistent with American values and respects the rule of law. In 2013, Bennet was a part of the “Gang of Eight,” a bipartisan group of senators that drafted the Border Security, Economic Opportunity and Immigration Modernization Act that passed the Senate. Bennet has also long supported offering a path to citizenship for DACA and Temporary Protected Status (TPS) recipients. Last week, Bennet and Colorado lawmakers called on the United States Citizenship and Immigration Services (USCIS) to investigate delays in employment authorization renewals for DACA recipients and swiftly implement reforms.

In addition to Bennet, U.S. Senators Dick Durbin (D-Ill.), Alex Padilla (D-Calif.), Catherine Cortez Masto (D-Nev.), Ben Ray Luján (D-N.M.), Bob Menendez (D-N.J.), Cory Booker (D-N.J.), Laphonza Butler (D-Calif.), Ben Cardin (D-Md.), Tammy Duckworth (D-Ill.), John Fetterman (D-Pa.), Mazie Hirono (D-Hawaii), Ed Markey (D-Mass.), Jeff Merkley (D-Ore.), Jacky Rosen (D-Nev.), Bernie Sanders (I-Vt.), Chris Van Hollen (D-Md.), Raphael Warnock (D-Ga.), and Ron Wyden (D-Ore.) also signed the letter.

The text of the letter is available [HERE](#) and below.

Dear Mr. President:

We urge your Administration to take all available actions to streamline pathways to lawful status for undocumented immigrants, providing certainty to the American businesses, communities, and families who rely on them.

In 2019 alone, undocumented immigrants contributed an estimated \$9.7 billion in federal and state taxes and over \$11 billion in social security contributions. Over 1.1 million U.S. citizens are married to an undocumented immigrant, and roughly 4.9 million U.S. citizen children have at least one undocumented parent.

Deporting all such individuals—as former President Donald Trump has threatened to do if Reelected — would devastate the American economy and destroy American families.

Alternatively, streamlining pathways for undocumented immigrants with no criminal history and deep ties to the United States to obtain parole or a lawful immigration status would provide stability to their families, require them to pay taxes, and to check in with the U.S. government regularly. To implement such streamlining, we urge you to consider the following recommendations.

Protect and Unify American Families. The more than 1.1 million undocumented spouses married to a U.S. citizen have lived in the U.S. on average 16 years, and many have been married to their U.S. citizen spouses for at least a decade. Yet, these families live in fear that they may be separated from their loved one due to deportation, and often forgo much needed health care and decline to report crimes due to their immigration status. The fear of deportation has also been associated with psychological stress linked to an increased risk of chronic disease for children with an undocumented family member.

While U.S. citizens can normally sponsor their spouses for lawful status, our outdated immigration system includes many categorical bars that prevent spouses from obtaining status. As a result of these categorical bars, immigration officers and judges have no discretion to grant relief even in urgent cases. We urge your Administration to return some of this discretion to immigration officials, and create a process to allow undocumented immigrants married to U.S. citizens to seek parole, on a case-by-case basis, if doing so would be warranted for urgent humanitarian reasons or to advance a significant public benefit.

Permit Spouses of Americans to Work While Their Green Card Cases are Pending. Today, some spouses of U.S. citizens applying for a green card must be processed at a U.S. consulate abroad. However, they face significant processing delays, due in large part to backlogs in the provisional waiver program. The provisional waiver process allows individuals who are statutorily eligible for a green card, but need a waiver of inadmissibility, to apply for the waiver in the United States before they depart for their immigrant visa interview at a U.S. consulate. This has allowed many families to achieve stability by streamlining the family-based green card process for eligible individuals.

However, the process has recently been plagued by processing delays, with applications taking a median of 42.4 months to complete. We urge your Administration to take all available steps to reduce processing times for these applications. Please also consider all available options to assist these families and give applicants stability and a chance to work while they wait for an approval, similar to applicants seeking adjustment from within the United States.

Streamline the Process to Change to a Nonimmigrant Status. The Deferred Action for Childhood Arrivals (DACA) program has offered many young undocumented immigrants an opportunity to pursue higher education and meaningful careers. American employers have recognized the benefits of hiring these skilled individuals, and often have sought to sponsor them for a nonimmigrant status that would provide both the DACA holder and the employer with more stability in light of pending litigation to end the DACA program. However, many applicants face processing hurdles when they seek to change status. For example, they often must travel to a consulate to change status and struggle to obtain an appointment during the period of advanced parole granted by United States Citizenship and Immigration Services (USCIS). We urge you to take steps to streamline the process by which DACA holders may obtain another status, such as increasing coordination between the Department of State and USCIS to ensure timely scheduling of appointments for DACA holders seeking to change status.

Modernizing Cancellation of Removal Rules so America's Family Caregivers Can Stay Together. Last year, we requested that the Department of Homeland Security (DHS) and the Department of Justice (DOJ) issue a regulation to specify that certain nonpermanent residents may be eligible to apply for cancellation of removal without first being placed in removal proceedings under section 240 of the Immigration and Nationality Act. We were pleased to see this proposal on the Unified Regulatory Agenda, and urge DHS and DOJ to issue this regulation. Such a process would help to streamline cancellation of removal cases and increase access to lawful permanent resident status for

immigrants who are vital contributors to their American families—often as caregivers to children with acute needs—and our communities.

We appreciate your careful consideration of these recommendations and all available options to provide much needed relief for undocumented immigrants and the American businesses, families, and communities that rely upon them.

Sincerely,

[Ahead of Cesar Chavez Day, Bennet, Stabenow, Senate Colleagues Reintroduce Bill to Support Farm Workers, Address Agricultural Labor Crisis](#)

Legislation Would Reform H-2A Visa Program, Create Wage Certainty for Farmers, Provide Pathway to Legal Status for Undocumented Farm Workers

Washington, D.C. — U.S. Senators Michael Bennet (D-Colo.) and Debbie Stabenow (D-Mich.), members of the U.S. Senate Committee on Agriculture, Nutrition & Forestry, alongside U.S. Senators Kirsten Gillibrand (D-N.Y.), Dick Durbin (D-Ill.), Amy Klobuchar (D-Minn.), Richard Blumenthal (D-Conn.), John Fetterman (D-Pa.), Peter Welch (D-Vt.), John Hickenlooper (D-Colo.) reintroduced the Affordable and Secure Food Act. This legislation would reform America’s temporary agricultural worker program, provide farm workers with certainty and a pathway to legal status after ten years, and provide relief to farmers and ranchers facing a labor workforce crisis.

In anticipation of Cesar Chavez Day on March 31 – a holiday celebrated in Colorado and nationally recognized since 2014 – the senators took a significant step by introducing this legislation. This day commemorates the legacy of labor leader and civil rights activist Cesar Chavez.

“The Affordable and Secure Food Act is our common-sense proposal to address America’s agricultural labor crisis, bring certainty to hundreds of thousands of farm workers living in the shadows, and lower food costs for Coloradans,” said Bennet. “If we don’t get this done, more family farms and ranches will go out of business, more farm workers will continue to live with fear and uncertainty, and more families will continue to feel the squeeze of high food prices.”

“Michigan is one of the most agriculturally diverse states in the country, and I hear farmers across my state loudly and clearly. Labor shortages and high costs are threatening their family farms. If Congress does not fix the flaws in our broken ag labor system, we will continue to fail our farms and farmworkers. This bill provides both with long overdue and much-needed certainty, and I look forward to working with my colleagues on both sides of the aisle to get this done,” said Stabenow.

“Farm worker shortages drive costs up for American families and threaten our nation’s food supply,” said Gillibrand. “The Affordable and Secure Food Act would create critical protections for farm workers, support our dairy farmers and specialty crop growers, lower food costs, and help make sure American farms and ranches stay in business. I’ll always fight for our agricultural workers and I’m committed to working with my colleagues to get this passed.”

“Today, our nation’s broken immigration system makes it difficult for America’s farms and factories to recruit and retain the workers they need,” said Durbin. “Congress must put partisanship aside and come together to modernize our nation’s immigration system so that our nation has a secure, affordable, and steady food supply. We must also ensure that millions of undocumented farm workers have a path to citizenship and all those who put food on our tables have the labor protections they deserve. Enacting the Affordable and Secure Food Act should be part of the solution.”

“Farmers in Vermont have a long and proud tradition of producing fresh, nutritious foods for communities across the country. But ongoing labor shortages exacerbated by our broken immigration system put that tradition, and the millions of people who rely on local farms to feed their families, at risk. Our farmers have called for reforms to agricultural worker programs to address labor shortages and provide stability in our supply chains, and it’s time for

us to answer that call. The Affordable and Secure Food Act will help build a reliable workforce for our farmers by expanding opportunities for folks who want to contribute to our rural economies, and provide stability for our farmers, families, and food supply,” said Welch.

“The shortage in skilled farm workers means less food for Americans and more sticker shock at the grocery store,” said Hickenlooper. “Providing an earned path to citizenship for farm workers keeps farmers in business, food on our tables, and is a common-sense reform to our broken immigration system.”

The Affordable and Secure Food Act reflects years of close input from farmers and ranchers, agricultural workers, and labor organizations. The legislation reforms the H-2A Temporary Agricultural Worker program by expanding H-2A visas to year-round jobs for the first time, modernizing the application process, creating more wage certainty, and ensuring critical protections for farm workers.

Specifically, the bill would:

- Reform the H-2A Temporary Agricultural Worker program by providing H-2A visas for year-round jobs for the first time, modernizing the application process, creating more wage certainty, and ensuring critical protections for H-2A farm workers;
- Establish a program for agriculture workers, along with their spouses and minor children, to earn legal status. Farm workers in the program may earn a path to a green card after 10 years of agriculture work; and
- Establish a mandatory, nationwide electronic verification system for all agricultural employment, with high standards for privacy and accuracy.

The text of the bill is available [HERE](#). A summary of the bill is available [HERE](#). A ‘myths vs. facts’ sheet is available [HERE](#).

[Bennet, Crapo, Baldwin, Moran Introduce Bill to Voluntarily Reduce Methane Emissions from Livestock](#)

Washington, D.C. — U.S. Senators Michael Bennet (D-Colo.), Mike Crapo (R-Idaho), Tammy Baldwin (D-Wis.), and Jerry Moran (R-Kan.) introduced the Enteric Methane Innovation Tools for Lower Emissions and Sustainable Stock (EMIT LESS) Act to voluntarily reduce methane emissions from dairy and beef cattle across America’s family farms and ranches.

“Colorado has led the nation by taking important steps to limit greenhouse gas emissions, including methane – and our state’s family farmers and ranchers play a crucial role in that effort,” said Bennet. “This bill will help Colorado’s cattlemen and livestock producers access every available tool to voluntarily reduce methane emissions, expand research into this field, and improve the sustainability of their farms and ranches.”

“Farmers and ranchers are the backbone of Idaho’s economy. I proudly support this legislation that advances agricultural technology, invests in local ecology and provides hands-on training for the most up-to-date practices in the field,” said Crapo.

“Wisconsin’s farmers and ranchers work hard day in and day out to feed our families and we need to give them all the tools they need to succeed, including supporting the innovative practices for farmers that want to reduce their emissions,” said Baldwin. “I’m proud to work with Republicans and Democrats to unlock new tools for farmers to cut down their methane emissions and create sustainable farming operations for the next generation.”

“New research and ranching practices are showing promising results to reduce methane emissions and keep our farms and ranches thriving,” said Moran. “This legislation will invest in further research and provide our producers with tools to improve their farms and ranches.”

Enteric methane is naturally emitted during the digestive process of most livestock species. Methane is a powerful greenhouse gas many times more potent than carbon dioxide. The agricultural sector accounts for 10 percent of all greenhouse gas emissions in the United States, and enteric methane is the single largest source of agricultural

methane emissions. Enteric methane is also the second largest source of all methane emissions in the nation, second only to the oil and gas industry.

The EMIT LESS Act aims to address enteric methane by expanding research at the U.S. Department of Agriculture (USDA) for products (e.g. feed additives) and practices that reduce these emissions and creating voluntary incentives through conservation programs to help get those products into the hands of farmers and ranchers.

"It's promising to see support and legislation poised to provide critical access to funds and infrastructure to better understand and research enteric emissions in the U.S. This opportunity has the potential to help close knowledge gaps that still exist in enteric methane research in production environments and offers on-farm support to farmers and ranchers to implement proven reduction strategies on a broader scale," said Dr. Kim Stackhouse-Lawson, Director, Colorado State University's AgNext Program.

"We applaud Senator Bennet's leadership in addressing the need for foundational research that has been prioritized by stakeholders to provide enhanced baseline measurements and reporting efforts related to enteric methane emissions. CSU is proud to be a leader in this space," said Cass Moseley, Vice President of Research, Colorado State University.

"Colorado Farm Bureau fully supports this leadership effort by Senators Bennet and Crapo to elevate our industry's ever-boldesting commitment to environmental stewardship. The expansion in research dollars for feed additives and practices that reduce enteric methane will pay real dividends for farmers and ranchers. Even better, our members will be able capitalize on these important options through conservation programs already familiar to them at USDA. This is a pro-active, common sense, voluntary solution to improving efficiency across our ranching businesses and cherished agricultural landscapes," said James Henderson, Vice President of the Board of Directors, Colorado Farm Bureau.

"Our livestock industry is taking steps every day to lessen greenhouse gas emissions by improving efficiency and utilizing climate-smart practices. This bill will provide important resources to incentivize these practices and to develop additional tools in this effort," said Chad Franke, President, Rocky Mountain Farmers Union. "We thank Senator Bennet for bringing forward solutions that will empower family farmers and ranchers to reduce enteric methane emissions."

"Innovative feed ingredients are poised to help U.S. dairy farmers augment their ongoing voluntary, producer-led stewardship efforts. Once enteric methane-reducing feed additives are approved, dairy producers will need resources and support as they begin uptake. To that end, we commend Senators Michael Bennet (D-CO), Mike Crapo (R-ID), Tammy Baldwin (D-WI), and Jerry Moran (R-KS) for their bipartisan legislation to better target USDA conservation programs to assist farmers as they begin to use these important feed ingredients on a voluntary basis," said Gregg Doud, President and CEO, National Milk Producers Federation.

"We applaud Senators Michael Bennet (D-CO) and Mike Crapo (R-ID) for introducing the EMIT LESS Act. This bill recognizes and supports the environmental efforts of dairy farmers and will ensure that the necessary research and assistance is available to farmers committed to reducing emissions. It will also align existing conservation programs with the important work already taking place in the dairy sector, said Jackie Klippenstein, Senior Vice President and Chief Government and Industry Relations Officer, Dairy Farmers of America.

"The Food and Agriculture Climate Alliance (FACA) commends Senators Bennet and Crapo for supporting farmers and ranchers' voluntary efforts to reduce methane emissions from ruminant livestock. The bipartisan EMIT LESS Act will bolster ongoing, farmer-led efforts to address enteric methane emissions and support research on the efficiency and environmental benefits associated with novel feed additives," said the Food and Agriculture Climate Alliance (FACA).

“We thank Senators Bennet and Crapo for introducing a bill that strengthens our country’s research and conservation programs while recognizing the unique role that animal nutrition and feed ingredients play in reducing on-farm enteric methane emissions. The EMIT LESS Act shows that right alongside animal food innovators, our country is willing to invest in a more sustainable future,” said Constance Cullman, President and Chief Executive, American Feed Industry Association.

“This bill will allow our nation’s livestock producers to be better positioned to compete in the global climate economy. This bill empowers USDA to direct resources to voluntary livestock practices that have incredible potential to reduce GHG emissions and increase profitability for our nation’s livestock producers. I commend Senator Bennet and Crapo for their bipartisan leadership on this bill,” said Chuck Conner, President & CEO, National Council of Farmer Cooperatives.

“New enteric methane-mitigating products and practices hold promise for U.S. beef and dairy producers to both reduce emissions and increase the productivity of their operations,” said David Hong, Federal Policy Director for Food & Agriculture, the Breakthrough Institute. “We applaud Senators Bennet and Crapo’s vision for scaling up the testing capacity, training opportunities, and on-farm trials needed to ensure solutions prove their effectiveness at reducing enteric methane, without compromising animal health or safety. The EMIT LESS Act will provide much-needed support for enteric methane research and cost-sharing to enable on-farm emissions reductions, bolstering the long-term sustainability and profitability of animal agriculture.”

“Danone is taking action to reduce methane emissions in our fresh milk supply by 30% by 2030. We are investing in farming partners to support and increase implementation of regenerative agriculture practices and innovative technologies that address methane from enteric fermentation. Reducing livestock methane emissions is vital for mitigating climate change, alongside efforts in decreasing carbon dioxide emissions. We thank Senator Bennet and the co-sponsors of this important bi-partisan legislation for prioritizing funding and training necessary to help U.S. agricultural producers accelerate the deployment of new tools necessary to mitigating methane,” said Chris Adamo, Vice President of Public Affairs and Regenerative Agriculture, Danone North America.

This bill is supported by the American Feed Industry Association (AFIA), Bipartisan Policy Center (BPC) Action, Breakthrough Institute, Clean Air Task Force (CATF), Colorado Farm Bureau, Colorado State University and Colorado State University’s AgNext Program, Dairy Farmers of America (DFA), Danone North America, Environmental Defense Fund (EDF), Environmental Working Group (EWG), Food and Agriculture Climate Alliance (FACA), Idaho Dairymen’s Association, International Dairy Foods Association (IDFA), McDonald’s, National Cattlemen’s Beef Association (NCBA), National Council of Farmer Cooperatives (NCFC), National Milk Producers Federation (NMPF), and Rocky Mountain Farmers Union (RMFU).

As Chair of the U.S. Senate Agriculture Committee’s Subcommittee on Conservation, Climate, Forestry, and Natural Resources, Bennet helped secure nearly \$20 billion in working lands conservation measures in the Inflation Reduction Act, and has consistently worked to help farmers access new tools to reduce emissions. He has also pushed for strong federal policies to cut methane emissions from oil and gas operations, following Colorado’s lead.

The text of the bill is available [HERE](#). A summary of the bill is available [HERE](#).

[Bennet Statement on Appropriations Package Vote](#)

Washington, D.C. — Colorado U.S. Senator Michael Bennet released the following statement after voting against a government funding bill that did not include aid for Ukraine:

“I voted against tonight’s appropriations legislation because it failed to include any financial support for Ukraine. Since Putin’s invasion two years ago, the Ukrainian people have fought on the front lines for freedom and democracy. Tonight, they are running out of bullets and artillery.

“Over a month ago, the Senate passed a national security package with 70 votes. Speaker Johnson has refused to bring this legislation to the House floor for a vote even though it has bipartisan support.

“Speaker Johnson claims he will hold a vote on the national security assistance after the Easter recess. House Republicans who care about maintaining our national security, defending democracy, and defeating tyranny must hold Speaker Johnson to his word and fulfill our obligation to Ukraine.

“I have worked hard in the Senate to pass bipartisan support for Ukraine, and we must continue to fight until Speaker Johnson allows a vote in the House. If the Speaker puts Ukraine funding on the Floor, it will pass with a bipartisan vote; if he does not, he will have to explain why he lost Ukraine.”

SENATOR HICKENLOOPER

Hickenlooper Secures Over \$111 Million of \$157 Million Total for Colorado in Annual Funding Bills

Hickenlooper helped secure \$27 million for 40 Colorado projects in the second round of funding bills that passed today. Added to the [projects secured](#) in the first round of annual funding bills that passed earlier this month, Colorado secured a final total of \$157 million

WASHINGTON – Today, U.S. Senator John Hickenlooper celebrated Senate passage of the second and final set of federal funding bills for fiscal year 2024 (FY2024), including over \$27 million in congressionally directed spending (CDS) for 40 Colorado projects. [Between the two rafts](#) of federal funding for FY2024, the Colorado congressional delegation secured over \$157 million for 160 CDS projects. The funding bills were passed as two packages, with CDS projects split between the two. In total, Hickenlooper secured over \$111 Million for 114 projects this year of the 160 projects Colorado secured as a whole.

The legislation already passed the House and will now become law.

“Another round of home-grown Colorado projects are getting make-or-break funding! Together they address our state’s biggest needs, from fixing roads to beefing up rural health care and workforce training,” said Hickenlooper.

Of the second package’s over \$27 million in total funding for 40 Colorado CDS projects, Hickenlooper specifically secured over \$23 million in funding for 36 projects. A full list of the fiscal year 2024 projects Hickenlooper secured in the second package is available below:

Location	Name of Project	Requester	Funded Amount
Aurora	Rural Nurse Training Program	Children’s Hospital of Colorado	\$421,000
Boulder	Access to Protective Factors and Programming	Out Boulder County	\$223,000
Boulder	Blue Sky Bridge Mental Health Services and Community Safety	Blue Sky Bridge	\$807,000
Broomfield	Building Apprenticeship Pathways	A Precious Child, Inc.	\$400,000
Broomfield	Youth Fentanyl Prevention Campaign	Colorado Meth Project Inc./DBA Rise Above Colorado	\$500,000
Castle Rock	Universal Basic Food	Colorado Food Cluster Inc.	\$903,000
Colorado Springs	Space ISAC Watch Center & CyberSpace Data Fusion Cell	Space Information Sharing and Analysis Center	\$590,000
Colorado Springs	UCCS Hybrid Physical Therapy Program	University of Colorado Colorado Springs	\$374,000
Colorado Springs	STEM Education Outreach	Western Museum Of Mining & Industry	\$87,000
Colorado Springs	Pikes Peak State College Dental Center	Pikes Peak State College	\$1,000,000
Delta	Delta Health Clinic Space Remodel	Delta Health	\$158,000

Denver	Kitchen Network Westwood	West Community Economic Development Corporation	\$261,000
Denver	Growing Colorado's Construction and Service Workforce	Western States College of Construction	\$1,018,000
Denver	Cook-To-Work Employment Training	So All May Eat, Inc.	\$157,000
Denver	Turing Launch Program	Turing School of Software & Design	\$575,000
Denver	Community Navigation and Supportive Services for Newcomers	International Rescue Committee in Denver	\$93,000
Denver	Family Connects Colorado	Illuminate Colorado	\$670,000
Durango	Community Healthcare Campus Service Expansion	Axis Health System	\$1,107,000
Eads	Sand Creek Massacre Records Preservation Project	Sand Creek Massacre Foundation	\$200,000
Florence	Fremont MultiDistrict Initiative	Fremont MultiDistrict Initiative	\$450,000
Glenwood Springs	Bilingual Workforce Development	Colorado Mountain College	\$300,000
Glenwood Springs	Oral Health Care Clinic & Regional Dental Hygiene Workforce Development	Colorado Mountain College	\$3,000,000
Golden	Bachman Farms Park/Flood Attenuation Facility	City of Golden	\$1,383,069
Greeley	Empowering Sex Trafficking Survivors	University of Northern Colorado	\$109,000
Hinsdale	Hinsdale County Emergency Operations Center	Hinsdale County	\$2,000,000
Lakewood	Arc University Mobile Computer Lab	Arc Thrift Stores	\$51,000
Meeker	Pioneers Medical Center Cybersecurity	Pioneers Medical Center	\$371,000
Montrose	Career Collaborative Expansion	Western Slope Schools Career Collaborative	\$600,000
Oak Creek	South Routt Medical Center Expansion	South Routt Medical Center	\$2,300,000
Ouray	Corbett Creek Bridge Installation	Ouray County	\$1,034,000
Pueblo	Transportation Technology Workforce Development	Colorado State University - Pueblo	\$949,000
Snowmass Village	Challenge Aspen Mountain Access Project	Challenge Aspen	\$94,000
Springfield	Southeast Colorado Hospital Cybersecurity Improvements	Southeast Colorado Hospital District	\$205,000
Steamboat Springs	Assisted Living Cooling System	Northwest Colorado Visiting Nurse Association Northwest Colorado Health	\$105,000
Walsenburg	Da Vinci Xi Single Console Surgical System Acquisition	Spanish Peaks Regional Health Center	\$1,100,000
Wheat Ridge	Clear Creek Makerspace Program Development-Phase II	City of Wheat Ridge	\$200,000

Earlier this month, Congress passed an [initial round of annual funding bills](#) that included \$129 million in total funding for 120 Colorado CDS projects, of which Hickenlooper specifically secured \$88 million in funding for 78 projects. A list of those projects is available below:

Location	Name of Project	Requester	Funded Amount
Alamosa	San Luis Valley Health Workforce Housing	Lutheran Hospital Association of the San Luis Valley DBA San Luis Valley Health	\$2,000,000
Aurora	Rural eConsult Expansion	University of Colorado Anschutz Medical Campus	\$402,785
Aurora	Water System Improvements	City of Aurora	\$2,000,000
Aurora	Pressure Regulating Valve Improvements Project	City of Aurora	\$900,000
Aurora	Nine Mile Pedestrian/Bicycle Bridge over SH-83	Colorado Department of Transportation	\$850,000
Aurora	Central Public Library – Renovation	City of Aurora	\$3,000,000
Aurora	Asian American Pacific Islander Social Fabric (Community Center and Marketplace)	Colorado Asian Culture and Education Network	\$500,000
Aurora	Workforce Training and Education Space	Community College of Aurora	\$850,000
Bayfield	U.S. Highway 160/East Bayfield Parkway New Signalized Intersection	Colorado Department of Transportation	\$1,547,000
Berthoud	Berthoud Area Transportation System (BATS) Microtransit Program	Town of Berthoud	\$864,000
Black Hawk	Fire Station	Timberline Fire Protection District	\$908,279
Castle Rock	Homeless Engagement Assistance and Resource Team (HEART)	Douglas County	\$963,000
Colorado Springs	Food Bank Distribution Center Renovations	Care and Share Food Bank for Southern Colorado	\$800,000
Commerce City	Chambers Avenue Widening	Colorado Department of Transportation	\$4,116,279
Commerce City	PFAS Drinking Water Treatment Plant Project	South Adams County Water and Sanitation District	\$959,752
Cortez	Securing Southwest Colorado Police and Emergency	Montezuma County	\$50,000
Cortez	Puwagaan Kaan Supportive Housing	The Pinon Project	\$621,000
Craig	Craig Business and Industrial Park	City of Craig	\$2,500,000
Crested Butte	Ecological Prediction Lab: Airborn Coverage to Inform Water and Forest Health Management	Rocky Mountain Biological Laboratory	\$975,000
Denver	Breakthrough Program Expansion	Breakthrough	\$353,000
Denver	Denver International Airport Electrification Plan	Denver International Airport (DEN)	\$300,000
Denver	Central Corridor	Regional Transportation District	\$850,000
Denver	211 Colorado Upgrade	Mile High United Way, Inc.	\$500,000
Denver	Park Avenue Inn	Colorado Coalition of the Homeless	\$4,116,279

Denver	Westwood Community Recreation Center	City and County of Denver	\$1,000,000
Denver	Denver Fire Station 40	City and County of Denver	\$850,000
Denver	Former DPS Bus Barn Remediation	City and County of Denver	\$500,000
Denver	3rd and Knox Affordable Housing Project	Habitat for Humanity of Metro Denver, Inc.	\$750,000
Denver	Auraria Early Learning Center and Mixed-Use Development	Auraria Higher Education Center	\$2,000,000
Denver	Residences on Acoma	Second Chance Center	\$1,500,000
Dolores	Water Distribution System Replacement Phase 2	Town of Dolores	\$750,000
Durango	Southwest Housing Solutions	Southwest Colorado Education Collaborative	\$1,000,000
Eagle	Eagle County Regional Airport Federal Inspection Station	Eagle County Regional Airport	\$500,000
Eagle	Cottonwood Pass Blue Hill project	Colorado Department of Transportation	\$1,500,000
Evans	Waterline Replacement Project	City of Evans	\$677,000
Fairplay	County Roadways to Colorado State Parks Infrastructure Improvements - Phase 1	Colorado Department of Transportation	\$850,000
Fort Collins	Open Soil Water Sensor Architecture	Colorado State University	\$1,450,000
Fort Collins	Colorado State University Multiuse UAS Airfield Project	Colorado State University	\$500,000
Fort Collins	Fort Collins Affordable Housing Preservation	Neighbor to Neighbor	\$1,000,000
Fort Garland	Fort Garland Geothermal & Weatherization Project	History Colorado	\$164,000
Fruita	Maple Street Bridge Replacement	Colorado Department of Transportation	\$1,750,000
Golden	High Temperature Fuel Cells	Colorado School of Mines	\$3,000,000
Golden	Forest Health Youth Corps	Jefferson County Open Space	\$80,000
Golden	Tar Lined Pipe Replacement	Lookout Mountain Water District	\$959,752
Golden	TDMA Radio Interoperability Upgrades	Jefferson County Sheriff's Office	\$963,000
Golden	Compactor/Roller Attachments for Road Safety	Colorado Department of Transportation	\$396,000
Grand Junction	I-70 Interchange at 29 Road	Colorado Department of Transportation	\$2,000,000
Grand Junction	Riverside Educational Center Renovations	Riverside Educational Center	\$168,000
Grand Lake	Septic-to-Sewer Conversion Program	Three Lakes Water & Sanitation District	\$1,000,000
Greeley	High Plains Boulevard I-25 Arterial Road	Colorado Department of Transportation	\$1,000,000
Greeley	Greeley Neighborhood Safety Program	Colorado Department of Transportation	\$500,000
Greeley	Greeley Teen Center	Boys & Girls Club of Weld County	\$850,000
Greenwood Village	Water Meter Replacement	Deer Creek Water District	\$80,000

Gunnison	Water Treatment Plant Infrastructure	City of Gunnison	\$1,750,000
Gypsum	Wastewater Treatment Infrastructure Project	Town of Gypsum	\$959,752
Holyoke	Child Care Center Construction	Holyoke Community Child Care Initiative	\$1,000,000
Idledale	Water Infrastructure Upgrades	City of Idledale	\$959,752
Ignacio	Rock Creek Affordable Housing & Associated Infrastructure	Southern Ute Indian Tribe	\$3,000,000
Kiowa	Kiowa County Hospital Replacement Facility	Kiowa County Hospital District	\$1,917,000
Kremmling	Water Tank Repair	Town of Kremmling	\$96,000
Lamar	Wastewater Treatment Plant Improvements Project	City of Lamar	\$1,800,000
Leadville	Lake County Community Housing	Leadville Lake County Regional Housing Authority	\$850,000
Longmont	City of Longmont Micro Transit System	City of Longmont	\$1,000,000
Loveland	KidsPak Capital Improvements and Equipment	KidsPak	\$118,000
Lyons	St. Vrain Multimodal Trail	Colorado Department of Transportation	\$800,000
Pagosa	Regional Workforce Career and Technical Training Center	Build Pagosa	\$1,000,000
Colorado Springs	Pikes Peak United Way Family Success Center	Pikes Peak United Way	\$1,000,000
Salida	Jane's Place Multi-family Affordable Housing Solar Arrays	Chaffee County Government	\$300,000
Silt	Water Plant Renovations	Town of Silt	\$2,503,000
Steamboat Springs	Steamboat Springs Workforce Housing Pedestrian and Bicycle Connection Project	City of Steamboat Springs	\$1,000,000
Thornton	Quebec Street - 136th Avenue to north of 138th Avenue Widening Design	Colorado Department of Transportation	\$850,000
Thornton	Thornton Community Center Reconstruction Project	City of Thornton	\$1,000,000
Towaoc	Moguan Aftercare Housing Facility	Ute Mountain Ute Tribe	\$2,000,000
Vail	Vail Valley Affordable Home Ownership Development	Habitat for Humanity Vail Valley	\$1,500,000
Walsenburg	Wastewater System Improvements	Huerfano County	\$500,000
Westminster	New Water Treatment Facility	City of Westminster	\$959,752
Wheat Ridge	Naturally Occurring Affordable Housing Program - Wheat Ridge	City of Wheat Ridge	\$2,000,000
Woodland Park	Radium Mitigation	Teller County Water & Sanitation District	\$959,752

Senators are required to publicly list all CDS requests received and certify they do not have financial interests in any of the requests they submit for inclusion in the funding bills. For more information on CDS requests, [CLICK HERE](#).

SENATORS BENNET / HICKENLOOPER

[Hickenlooper, Bennet Cheer Final Rule to Curb Harmful Methane Leaks from Public Lands](#)

Final rule established after Hickenlooper and Bennet pushed federal government to follow Colorado's lead

WASHINGTON – Today, U.S. Senators John Hickenlooper and Michael Bennet applauded the [announcement](#) of a final rule from the Bureau of Land Management (BLM) that will reduce methane emissions from the production of oil and gas on federal and Tribal lands, conserving billions of cubic feet of gas that might otherwise have been vented, flared, or leaked.

“Colorado has led the way in reducing methane emissions. Taking basic steps to cut harmful emissions will go a long way to slowing climate change and keep pollutants out of our atmosphere. Now, the rest of the country will follow Colorado’s lead so we can meet our climate goals,” said Hickenlooper.

“Colorado has led the nation in limiting methane emissions from the oil and gas industry, and has long recognized the harm caused by routine venting and flaring. These practices waste valuable natural resources, risk the health of surrounding communities, and pollute the environment,” said Bennet. “I’m glad BLM followed our state’s example and is taking steps to cut down on these wasteful practices on our public and Tribal lands.”

The final rule comes after Hickenlooper and Bennet [urged the agency](#) last year to follow Colorado’s lead by eliminating routine venting and flaring from oil and gas operations on public and Tribal lands. This final rule will conserve billions of cubic feet of gas and keep harmful methane emissions from entering our atmosphere, while generating more than \$50 million in additional natural gas royalty payments each year. This conserved gas will be available to power American homes and industries.

Routine flaring is the practice of regularly burning off excess gas during oil and gas production and processing as a waste product; venting allows excess gas to escape directly into the atmosphere without burning it. Methane, a harmful climate pollutant many more times more potent than carbon dioxide, can be released into the atmosphere in pollution from flaring and venting. Human-caused methane emissions are responsible for at least 25 percent of the climate warming we are experiencing today.

As governor, Hickenlooper brought together environmentalists and the oil industry to create the world’s first methane regulations. Those regulations were used by President Obama as a model for national standards which in turn were used as a basis for the international methane pledge in 2021.

Hickenlooper and Bennet have consistently worked to cut methane emissions and strengthen federal oil and gas methane rules, modeled on Colorado’s. In 2021, Hickenlooper and Bennet [led](#) members of the Colorado congressional delegation to push the EPA for stronger methane regulations for the oil and gas sector. Last year, the senators [urged](#) the EPA to use data from innovative monitoring technologies like satellite imaging, and tighten restrictions on routine flaring to strengthen methane emission standards. In November, the senators [urged](#) the EPA to more accurately track methane emissions. In January, Hickenlooper celebrated the [announcement](#) of a conditional commitment from the Department of Energy for up to \$189 million in loan guarantees from the Inflation Reduction Act to support the fabrication and installation of a real time methane emissions monitoring network across Texas, Oklahoma, Kansas, Colorado, North Dakota, and New Mexico.

[Hickenlooper, Bennet Welcome Tens of Millions for Colorado to Reduce Emissions, Boost Manufacturing](#)

Funding from Inflation Reduction Act and Bipartisan Infrastructure Law will help meet our carbon emission goals, create more good-paying jobs

WASHINGTON – Today, U.S. Senators John Hickenlooper and Michael Bennet welcomed \$22 million from the Department of Energy (DOE)’s [Industrial Demonstrations Program](#) to Fort Lupton-based Golden Aluminum Inc., an industry leader in sustainable approaches to aluminum production. The grant will enable upgrades to boost efficiency, to increase production of clean energy technologies, and to enhance workforce training.

“Golden Aluminum’s Colorado-grown, game-changing technology is a perfect example of how we’re putting our climate dollars to good use — helping America slash our emissions and strengthen our manufacturing sector,” said Hickenlooper.

“Colorado continues to lead the nation in developing solutions to reduce emissions and safeguard our climate. I’m glad that Golden Aluminum will be able to use this funding to upgrade their facilities to reduce fuel consumption, improve efficiency, and recycle more materials for use in clean energy technologies,” said Bennet.

Golden Aluminum Inc was one of 33 projects across more than 20 states selected by DOE from difficult-to-decarbonize industries. The selected projects will help create and maintain tens of thousands of high-quality jobs and help accelerate the commercial-scale demonstration of emerging industrial decarbonization technologies. The selected projects are expected to cut the equivalent of annual emissions from 3 million gas-powered cars, working to meet the nation’s ambitious goal of a net-zero emissions economy by 2050.

These investments are funded by the Inflation Reduction Act and Bipartisan Infrastructure Law. Hickenlooper was part of a bipartisan group of [22 senators](#) who negotiated and wrote the \$1.2 trillion infrastructure bill and was [instrumental in passing](#) the Inflation Reduction Act.

REPRESENTATIVE PETTERSEN

President Signs Pettersen Projects into Law, Delivering Nearly \$14 Million to Increase Clean Water, Affordable Housing, and Improve Quality of Life in Colorado’s 7th

WASHINGTON—President Joe Biden signed the second of two bipartisan government funding packages into law, including the last of Representative Brittany Pettersen’s (CO-07) 15 community projects which will bring \$13,985,515 in federal funding to the area and impact communities across Colorado’s 7th Congressional District. Pettersen’s projects include efforts to protect communities from flooding, expand access to affordable housing, improve town centers and health care facilities, increase clean and safe drinking water, and more.

“Investments in our community spaces, affordable housing, clean drinking water, and public safety are critical for the continued growth and prosperity of our community. We put politics aside to pass these bills and invest in the American people,” said Pettersen. “From Golden to Silver Cliff and everywhere in between, these projects address critical needs in my district and represent transformational investments in families, students, seniors, and more. I look forward to seeing how these projects will create tangible progress in Colorado’s 7th District.”

The Community Project Funding process allows members of Congress to submit projects based in their districts for critical initiatives in their communities. The project signed into law in this most recent funding package:

- City of Golden: [\\$1,383,069](#) to bolster flood prevention efforts by creating a flood attenuation facility with a park and recreation facility along Lena Gulch. This would give Golden the ability to better disperse flood water, reducing the risks and impacts of flooding on residents and to protect low and moderate-income homes.

The other 14 projects championed by the Office of Representative Pettersen are as follows, in no particular order:

- Chaffee County: [\\$300,000](#) to install a solar array on top of Jane's Place, a 17-unit multi-family affordable housing and community program project being constructed in Salida to help meet the needs of the local workforce and families experiencing homelessness or housing insecurity. These funds will support the development of renewable energy for the complex and will ensure that after installation, Jane’s place will run off of affordable, clean energy.
- City of Westminster: [\\$959,752](#) to replace a deteriorating drinking water treatment facility. The current infrastructure is nearing the end of its useful life and ongoing threats such as wildfire in the watershed strains Westminster's ability to provide safe, clean, and affordable water to its residents and businesses.
- City of Wheat Ridge: [\\$2,000,000](#) for improvements to aging rental units in exchange for maintaining affordable rents. The project is a part of the Developing a Naturally Occurring Affordable Housing (NOAH)

program, and is one of four opportunities identified in the City's recently adopted Affordable Housing Strategy and Action Plan.

- Colorado State University: [\\$300,000](#) to provide rural job and skills training in Custer and Fremont counties through Colorado State University's [GROW](#) Institute to help support job growth and economic development. These funds will help leverage distance learning to address workforce shortages in the food and agriculture sectors.
- Idledale Water and Sanitation: [\\$959,752](#) to improve drinking water and increase the quantity available to residents. The funding would be used for to help Idledale Water and Sanitation District provide safe drinking water to its residents by decreasing radionuclide levels and increasing the quantity and quality of water available to resident drinking water, as well as bringing the water system into compliance with existing state and federal regulations.
- Jefferson County Sheriff's Office: [\\$963,000](#) for radio technology to improve communication between jurisdictions. The funding would be used for upgrades to all radios within Patrol, Investigations, and Command staff to more effectively provide public safety while also keeping officer safety a core tenant of technology advancements.
- Leadville Housing Authority: [\\$850,000](#) for building affordable housing on three parcels in Leadville. These three parcels are walkable to downtown, stores, schools and the library. These funds are critical as accessible and affordable housing is increasingly sparse in Colorado and too often, residents either cannot access or cannot burden the cost of living in our communities.
- Lookout Mountain Water District: [\\$959,752](#) to replace tar-lined pipes and improve drinking water. The funding will help replace miles of tar-lined pipe, including new gate valves, fire hydrants, and air release valves and vaults. Aging infrastructure in the area has resulted in unsafe chemical (Total Trihalomethanes) levels in the drinking water.
- Park County: [\\$850,000](#) to improve unsafe county roadways that lead to Colorado state parks. It will provide for a new chip seal surface for County Roads 90 and 92. These two roads were last chip-sealed over 20 years ago and are beyond their designed life. Due to extreme safety concerns, 20.23 miles of paved roads must be completely redone. Good road infrastructure is crucial, especially on popular routes people are utilizing to access parks, and these funds are essential to keep Coloradans safe.
- St. Vincent Hospital: [\\$579,159](#) for new outpatient specialists and service lines at St. Vincent Health including Urology and Spinal Care. This funding is critical to increase access to specialty care that patients would otherwise need to travel long distances for.
- Teller County Water & Sanitation: [\\$959,752](#) to be used for equipment in a new water treatment facility which will reduce the level of combined radium in drinking water. There is nothing more important than keeping our water sources safe and clean and these funds are essential to protect our communities.
- Town of Buena Vista: [\\$1,286,279](#) to create 60 housing units and 5,000 square feet of childcare space. The Town of Buena Vista will use the funds to pay for manufacturing costs associated with housing units as well as the capital costs of the childcare building. These funds are critical as accessible child care and affordable housing are increasingly sparse in Colorado and too often, residents either cannot access or cannot burden the cost of living in our communities.
- Town of Silver Cliff: [\\$1,380,000](#) for the acquisition and development of land in an undeveloped area to be used as a town plaza. This will help the town designate a location for more economic growth as well as residential growth. This project will help the Town of Silver Cliff invest in and build their community, as well as begin developing new open spaces, recreation, and community development.
- Upper Arkansas Area: [\\$255,000](#) for the purchase of six lots for the construction of new affordable family homes. The homes would be built through program participants in USDA's Mutual Self-Help housing program, with technical assistance in construction provided by the Upper Arkansas Council of Governments. These funds are critical in expanding access to affordable housing in Fremont County.

Find more information about Pettersen's projects by [clicking here](#).