

**First Regular Session
Seventy-fifth General Assembly
STATE OF COLORADO**

REENGROSSED

*This Version Includes All Amendments
Adopted in the House of Introduction*

LLS NO. 25-0231.02 Rebecca Bayetti x4348

SENATE BILL 25-030

SENATE SPONSORSHIP

Winter F. and Hinrichsen, Ball, Cutter, Danielson, Exum, Jodeh, Kipp, Kolker, Marchman, Michaelson Jenet, Sullivan, Wallace

HOUSE SPONSORSHIP

Froelich, Lindsay

Senate Committees

Transportation & Energy
Appropriations

House Committees

A BILL FOR AN ACT

101 **CONCERNING MEASURES TO INCREASE TRANSPORTATION MODE**
102 **CHOICE TO REDUCE EMISSIONS.**

Bill Summary

(Note: This summary applies to this bill as introduced and does not reflect any amendments that may be subsequently adopted. If this bill passes third reading in the house of introduction, a bill summary that applies to the reengrossed version of this bill will be available at <http://leg.colorado.gov/>.)

Transportation Legislation Review Committee. The bill requires the department of transportation (department), no later than October 31, 2025, to present a statewide mode choice assessment to the transportation legislation review committee, the transportation commission, and the Colorado energy office, which assessment must include recommendations for targets for 2030, 2035, 2040, 2045, and

Shading denotes HOUSE amendment. Double underlining denotes SENATE amendment.
Capital letters or bold & italic numbers indicate new material to be added to existing law.
Dashes through the words or numbers indicate deletions from existing law.

SENATE
3rd Reading Unamended
April 22, 2025

SENATE
Amended 2nd Reading
April 21, 2025

2050 for the department, metropolitan planning organizations, and transit providers that provide public transit to a population of 100,000 individuals or more (subject transit provider) for the share of total trips within a specified geographic area completed using certain transportation methods (mode choice targets).

No later than June 1, 2026, using certain criteria, the department must adopt rules establishing mode choice targets. The department must reassess the mode choice targets before each statewide plan development cycle.

No later than October 31, 2026, and every 3 years thereafter, the department, in coordination with the metropolitan planning organizations, must present a report to the transportation legislation review committee that provides certain information about the mode choice targets and the entities' plans to implement the mode choice targets (mode choice implementation plans).

No later than December 31, 2026, and every 5 years thereafter, the department, metropolitan planning organizations, subject transit providers, and local governments with a population of 25,000 individuals or more must each prepare a mode choice implementation plan, which must include certain information about the mode choice targets, a multimodal transportation gaps summary, and an analysis of certain projected greenhouse gas emissions.

The bill also allows:

- The nonattainment area air pollution mitigation enterprise to award grants for the development of mode choice implementation plans; and
- The multimodal transportation options fund to be used for the development of mode choice implementation plans.

1 *Be it enacted by the General Assembly of the State of Colorado:*

2 **SECTION 1.** In Colorado Revised Statutes, **add 43-1-138 as**
3 **follows:**

4 **43-1-138. Transit and active transportation project inventory**
5 **- transportation planning - mode choice targets - report - definitions.**

6 **(1) AS USED IN THIS SECTION, UNLESS THE CONTEXT OTHERWISE**
7 **REQUIRES:**

8 **(a) "METROPOLITAN PLANNING ORGANIZATION" MEANS A**
9 **METROPOLITAN PLANNING ORGANIZATION UNDER THE "FEDERAL TRANSIT**

1 ACT", 49 U.S.C. SEC. 5301 ET SEQ.

2 (b) "MODE CHOICE TARGET" MEANS A GOAL ESTABLISHED FOR THE
3 SHARE OF TOTAL TRIPS WITHIN A SPECIFIED GEOGRAPHIC AREA COMPLETED
4 USING BIKING, CARPOOLING, PUBLIC TRANSIT, SINGLE-OCCUPANCY
5 VEHICLES, OR WALKING.

6 (c) "STATE HIGHWAY" MEANS ANY HIGHWAY OWNED,
7 CONTROLLED, OR MAINTAINED BY THE STATE, INCLUDING FEDERAL-AID
8 PRIMARY OR SECONDARY SYSTEMS OR THE INTERSTATE SYSTEM. "STATE
9 HIGHWAY" DOES NOT INCLUDE A PUBLIC HIGHWAY OPERATED BY A PUBLIC
10 HIGHWAY AUTHORITY IN ACCORDANCE WITH THE "PUBLIC HIGHWAY
11 AUTHORITY LAW", PART 5 OF ARTICLE 4 OF THIS TITLE 43.

12 (d) "SUBJECT LOCAL GOVERNMENT" MEANS A HOME RULE OR
13 STATUTORY CITY, TOWN, COUNTY, OR CITY AND COUNTY WITH A
14 POPULATION OF FIVE THOUSAND OR MORE THAT IS WITHIN THE
15 JURISDICTION OF A METROPOLITAN PLANNING ORGANIZATION.

16 (2) (a) (I) ON OR BEFORE JULY 1, 2026, IN COORDINATION WITH
17 LOCAL GOVERNMENTS AND TRANSIT AGENCIES, THE DEPARTMENT SHALL
18 CREATE A TRANSIT AND ACTIVE TRANSPORTATION PROJECT INVENTORY
19 THAT IDENTIFIES GAPS IN TRANSIT, BICYCLE, AND PEDESTRIAN
20 INFRASTRUCTURE AND ACCESS ON STATE HIGHWAYS AND RIGHTS-OF-WAY
21 THAT ARE CONTROLLED AND MAINTAINED BY THE DEPARTMENT AND FOR
22 WHICH THERE IS A REASONABLE EXPECTATION OF USER DEMAND FOR
23 THOSE TRANSPORTATION MODES. THE INVENTORY MUST IDENTIFY
24 PROJECTS THAT WOULD SIGNIFICANTLY INCREASE TRANSIT, BIKING, AND
25 WALKING BY IMPROVING CONNECTIVITY AND SAFETY, AND MUST INCLUDE
26 COST ESTIMATES OF SUCH PROJECTS WHERE AVAILABLE.

27 (II) ON OR BEFORE JULY 1, 2026, IN COORDINATION WITH LOCAL

1 GOVERNMENTS AND TRANSIT AGENCIES, A METROPOLITAN PLANNING
2 ORGANIZATION SHALL CREATE A TRANSIT AND ACTIVE TRANSPORTATION
3 PROJECT INVENTORY THAT IDENTIFIES GAPS IN TRANSIT, BICYCLE, AND
4 PEDESTRIAN INFRASTRUCTURE AND ACCESS WITHIN THE NETWORK OF
5 REGIONALLY SIGNIFICANT ROADWAYS AND RIGHTS-OF-WAY THAT ARE
6 TYPICALLY SUBJECT TO PLANNING AND PROGRAMMING BY THE
7 METROPOLITAN PLANNING ORGANIZATION AND FOR WHICH THERE IS A
8 REASONABLE EXPECTATION OF USER DEMAND FOR THOSE
9 TRANSPORTATION MODES. THE INVENTORY MUST IDENTIFY PROJECTS THAT
10 WOULD SIGNIFICANTLY INCREASE TRANSIT, BIKING, AND WALKING BY
11 IMPROVING CONNECTIVITY AND SAFETY, AND MUST INCLUDE COST
12 ESTIMATES FOR SUCH PROJECTS IF AVAILABLE.

13 (b) ON OR BEFORE OCTOBER 31, 2026, THE DEPARTMENT AND
14 EACH METROPOLITAN PLANNING ORGANIZATIONS SHALL REPORT TO THE
15 TRANSPORTATION LEGISLATION REVIEW COMMITTEE CREATED IN SECTION
16 43-2-145 (1)(a) ON THE INVENTORIES CREATED PURSUANT TO SUBSECTION
17 (2)(a) OF THIS SECTION, INCLUDING AN ASSESSMENT OF EXISTING AND
18 POTENTIAL FUNDING SOURCES FOR THE PROJECTS LISTED IN THE
19 INVENTORIES.

20 (c) THE DEPARTMENT AND METROPOLITAN PLANNING
21 ORGANIZATIONS SHALL USE THE INVENTORIES CREATED PURSUANT TO
22 SUBSECTION (2)(a) OF THIS SECTION TO INFORM THE REGIONAL AND
23 STATEWIDE TRANSPORTATION PLANS REQUIRED BY SECTION 43-1-1103,
24 TRANSPORTATION IMPROVEMENT PROGRAMS, AND TRANSIT SERVICE
25 PLANS.

26 (d) THE DEPARTMENT AND METROPOLITAN PLANNING
27 ORGANIZATIONS SHALL UPDATE THE INVENTORIES CREATED PURSUANT TO

1 SUBSECTION (2)(a) OF THIS SECTION AS PART OF THE PLANNING PROCESSES
2 FOR THE REGIONAL AND STATEWIDE TRANSPORTATION PLANS REQUIRED
3 BY SECTION 43-1-1103.

4 (3) ON OR BEFORE JULY 1, 2026, THE DEPARTMENT SHALL
5 DEVELOP CLEAR DEFINITIONS FOR ROADWAY CAPACITY INVESTMENTS AND
6 STATE-OF-GOOD-REPAIR INVESTMENTS. THE DEPARTMENT AND
7 METROPOLITAN PLANNING ORGANIZATIONS SHALL SEPARATELY
8 CATEGORIZE THESE INVESTMENT COSTS IN THEIR REGIONAL AND
9 STATEWIDE TRANSPORTATION PLANS AND ANY PUBLISHED DASHBOARDS.

10 (4) (a) ON OR BEFORE DECEMBER 31, 2025, A SUBJECT LOCAL
11 GOVERNMENT SHALL SUBMIT ALL PLANNED TRANSIT, BICYCLE, AND
12 PEDESTRIAN PROJECTS INCLUDED IN ANY TRANSPORTATION, CAPITAL, OR
13 OTHER PLAN TO ITS METROPOLITAN PLANNING ORGANIZATION.

14 (b) A SUBJECT LOCAL GOVERNMENT MAY ALSO:

15 (I) ADOPT MODE CHOICE TARGETS IN COLLABORATION WITH THE
16 DEPARTMENT, ITS METROPOLITAN PLANNING ORGANIZATION, AND TRANSIT
17 AGENCIES THAT OPERATE WITHIN ITS BOUNDARIES;

18 (II) SUBMIT LOCAL TRANSPORTATION DEMAND MANAGEMENT
19 STRATEGIES TO ITS METROPOLITAN ORGANIZATION; AND

20 (III) IN COORDINATION WITH THE DEPARTMENT, ITS
21 METROPOLITAN PLANNING ORGANIZATION, AND TRANSIT AGENCIES,
22 IDENTIFY UNFINISHED TRANSIT, BICYCLE, AND PEDESTRIAN PROJECTS IN
23 TRANSIT AREAS, AS DEFINED IN SECTION 29-35-202 (8), AND
24 NEIGHBORHOOD CENTERS, AS DEFINED IN SECTION 29-35-202 (5), AND
25 PRIORITIZE SUCH PROJECTS BASED ON EACH PROJECT'S POTENTIAL TO
26 INCREASE TRANSPORTATION MODE CHOICE, PROTECT VULNERABLE ROAD
27 USERS, REDUCE VEHICLE MILES TRAVELED AND GREENHOUSE GAS

1 EMISSIONS, AND IMPROVE ACCESS TO NONDRIVING TRANSPORTATION
2 OPTIONS IN DISPROPORTIONATELY IMPACTED COMMUNITIES, AS DEFINED
3 IN SECTION 24-4-109 (2)(b)(II).

4 (c) NOTHING IN THIS SUBSECTION (4) REQUIRES A LOCAL
5 GOVERNMENT TO DEVELOP PLANS IN ADDITION TO THOSE THAT IT IS
6 OTHERWISE REQUIRED TO DEVELOP.

7 **SECTION 2.** In Colorado Revised Statutes, 32-8-101.5, amend
8 the introductory portion and (3) as follows:

9 **32-8-101.5. Definitions.** As used in this ~~article~~ ARTICLE 8, unless
10 the context otherwise requires:

11 (3) "Department" means the department of ~~local affairs~~
12 TRANSPORTATION created in ~~section 24-1-125, C.R.S~~ SECTION 43-1-103.

13 **SECTION 3. Act subject to petition - effective date.** This act
14 takes effect at 12:01 a.m. on the day following the expiration of the
15 ninety-day period after final adjournment of the general assembly; except
16 that, if a referendum petition is filed pursuant to section 1 (3) of article V
17 of the state constitution against this act or an item, section, or part of this
18 act within such period, then the act, item, section, or part will not take
19 effect unless approved by the people at the general election to be held in
20 November 2026 and, in such case, will take effect on the date of the
21 official declaration of the vote thereon by the governor.