

**Second Regular Session  
Seventy-fourth General Assembly  
STATE OF COLORADO**

**INTRODUCED**

LLS NO. 24-0469.03 Pierce Lively x2059

**HOUSE BILL 24-1304**

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**HOUSE SPONSORSHIP**

**Vigil and Woodrow,**

**SENATE SPONSORSHIP**

**Priola and Hinrichsen,**

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**House Committees**  
Transportation, Housing & Local Government

**Senate Committees**

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**A BILL FOR AN ACT**

101     **CONCERNING PARKING REQUIREMENTS WITHIN METROPOLITAN**  
102     **PLANNING ORGANIZATIONS.**

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**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>.)*

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:

- Lowering the protections provided for persons with disabilities;

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.

- 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.

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:

- 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.

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.

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

2 **SECTION 1.** In Colorado Revised Statutes, **add** article 35 to title  
3 29 as follows:

4 **ARTICLE 35**

5 **Strategic Growth**

6 **29-35-101. Legislative declaration.** (1) THE GENERAL ASSEMBLY  
7 FINDS, DETERMINES, AND DECLARES THAT:

8 (a) THERE IS AN EXTRATERRITORIAL IMPACT WHEN LOCAL  
9 GOVERNMENTS ENACT LAND USE DECISIONS THAT REQUIRE A MINIMUM  
10 AMOUNT OF PARKING SPACES;

11 (b) RESIDENTIAL DEVELOPMENTS FREQUENTLY HAVE MORE  
12 PARKING THAN IS UTILIZED, WHICH ADDS TO HOUSING COSTS AND  
13 ENCOURAGES ADDITIONAL VEHICLE OWNERSHIP AND VEHICLE MILES  
14 TRAVELED. ACCORDING TO THE REGIONAL TRANSPORTATION DISTRICT  
15 STUDY TITLED "RESIDENTIAL PARKING IN STATION AREAS: A STUDY OF  
16 METRO DENVER", UNSUBSIDIZED HOUSING DEVELOPMENTS NEAR

1 REGIONAL TRANSPORTATION DISTRICT STATIONS PROVIDE FORTY PERCENT  
2 MORE PARKING THAN RESIDENTS UTILIZE AT PEAK TIMES, AND  
3 INCOME-RESTRICTED HOUSING DEVELOPMENTS PROVIDE FIFTY PERCENT  
4 MORE PARKING THAN IS USED.

5 (c) THE 2021 STUDY "PARKING & AFFORDABLE HOUSING" OF  
6 PARKING UTILIZATION AT AFFORDABLE HOUSING DEVELOPMENTS ALONG  
7 THE FRONT RANGE FOUND THAT HALF OF PARKING SPACES BUILT ON  
8 AVERAGE GO UNUSED, AND THAT REQUIREMENTS CAN BE UP TO FIVE TIMES  
9 THE NEED ESPECIALLY FOR BUILDINGS SERVING LOWER AREA MEDIAN  
10 INCOMES;

11 (d) LOCAL GOVERNMENT LAND USE DECISIONS THAT REQUIRE A  
12 MINIMUM AMOUNT OF PARKING SPACES BEYOND WHAT IS NECESSARY TO  
13 MEET MARKET DEMAND INCREASE VEHICLE MILES TRAVELED AND  
14 ASSOCIATED GREENHOUSE GAS EMISSIONS. ACCORDING TO A UNIVERSITY  
15 OF CALIFORNIA INSTITUTE OF TRANSPORTATION STUDIES ARTICLE TITLED  
16 "WHAT DO RESIDENTIAL LOTTERIES SHOW US ABOUT TRANSPORTATION  
17 CHOICES?", HIGHER AMOUNTS OF FREE PARKING PROVIDED IN RESIDENTIAL  
18 DEVELOPMENTS CAUSE HIGHER RATES OF VEHICLE OWNERSHIP, HIGHER  
19 RATES OF VEHICLE MILES TRAVELED, AND LESS FREQUENT TRANSIT USE.

20 (e) ACCORDING TO THE STUDY "EFFECTS OF PARKING PROVISION  
21 ON AUTOMOBILE USE IN U.S. CITIES: INFERRING CAUSALITY" IN THE  
22 JOURNAL TRANSPORTATION RESEARCH RECORD, AN INCREASE IN PARKING  
23 PROVISIONS FROM ONE-TENTH TO ONE-HALF PARKING SPACE PER PERSON  
24 IS ASSOCIATED WITH AN INCREASE IN AUTOMOBILE MODE SHARE OF  
25 ROUGHLY THIRTY PERCENT;

26 (f) ACCORDING TO THE ARTICLE "HOUSEHOLDS WITH  
27 CONSTRAINED OFF-STREET PARKING DRIVE FEWER MILES" IN THE

1 JOURNAL TRANSPORTATION, VEHICLE OWNERSHIP RATES ARE FOURTEEN  
2 PERCENT HIGHER FOR HOUSEHOLDS WITH MORE THAN ONE AVAILABLE  
3 PARKING SPACE PER UNIT COMPARED TO THOSE WITH ONE OR FEWER, AND  
4 FOR EVERY ADDITIONAL VEHICLE PER HOUSEHOLD, THE HOUSEHOLD  
5 TRAVELS ON AVERAGE SEVENTEEN MORE MILES OF TOTAL VEHICLE MILES  
6 TRAVELED PER DAY;

7 (g) COLORADANS DRIVE MORE MILES PER PERSON THAN THEY USED  
8 TO, WHICH PUTS STRESS ON TRANSPORTATION INFRASTRUCTURE AND  
9 INCREASING HOUSEHOLD COSTS. SINCE 1981, PER CAPITA VEHICLE MILES  
10 TRAVELED IN COLORADO HAVE RISEN BY OVER TWENTY PERCENT  
11 ACCORDING TO DATA FROM THE FEDERAL HIGHWAY ADMINISTRATION.

12 (h) INCREASED VEHICLE OWNERSHIP AND THE RESULTING VEHICLE  
13 MILES TRAVELED IMPACT NEIGHBORING JURISDICTIONS BY INCREASING  
14 CONGESTION, ROADWAY INFRASTRUCTURE MAINTENANCE COSTS, AIR  
15 POLLUTION, NOISE, AND GREENHOUSE GAS EMISSIONS;

16 (i) GIVEN THE CLOSE PROXIMITY AND INTERCONNECTED NATURE  
17 OF JURISDICTIONS WITHIN COLORADO'S METROPOLITAN REGIONS, MANY  
18 RESIDENTS TRAVEL FREQUENTLY BETWEEN JURISDICTIONS FOR WORK,  
19 SHOPPING, RECREATION, AND OTHER TRIPS;

20 (j) IN COLORADO'S MAJOR CITIES, A SIGNIFICANT SHARE OF  
21 EMPLOYEES COMMUTE TO JOBS IN THE CITY BUT LIVE ELSEWHERE,  
22 INCLUDING SEVENTY PERCENT OF EMPLOYEES IN DENVER, FORTY-FIVE  
23 PERCENT IN COLORADO SPRINGS, SIXTY PERCENT IN FORT COLLINS, FIFTY  
24 PERCENT IN PUEBLO, AND SIXTY-FIVE PERCENT IN GRAND JUNCTION,  
25 ACCORDING TO 2021 DATA FROM THE FEDERAL CENSUS;

26 (k) EXCESSIVE PARKING REQUIREMENTS LIMIT COMPACT,  
27 WALKABLE DEVELOPMENT BY MANDATING ADDITIONAL SPACE BETWEEN

1 USES, WHICH THEN NECESSITATES DRIVING TO REACH MOST DESTINATIONS;

2 (l) A STUDY BY THE PARKING REFORM NETWORK FOUND THAT  
3 SEVENTEEN PERCENT OF THE SPACE IN DOWNTOWN DENVER IS DEVOTED  
4 TO PARKING;

5 (m) LOWER DENSITY DEVELOPMENT HAS LOWERED REVENUE AND  
6 INCREASED CAPITAL AND MAINTENANCE COSTS COMPARED TO MORE  
7 COMPACT DEVELOPMENT. NATIONAL STUDIES, SUCH AS THE ARTICLE  
8 "RELATIONSHIPS BETWEEN DENSITY AND PER CAPITA MUNICIPAL  
9 SPENDING IN THE UNITED STATES", PUBLISHED IN URBAN SCIENCE, HAVE  
10 FOUND THAT LOWER DENSITY COMMUNITIES HAVE HIGHER GOVERNMENT  
11 CAPITAL AND MAINTENANCE COSTS FOR WATER, SEWER, AND  
12 TRANSPORTATION INFRASTRUCTURE AND LOWER PROPERTY AND SALES  
13 TAX REVENUE. THESE INCREASED COSTS ARE OFTEN BORNE BY BOTH  
14 STATE AND LOCAL GOVERNMENTS.

15 (n) VEHICLE TRAFFIC, WHICH INCREASES WHEN LAND USE  
16 PATTERNS ARE MORE DISPERSED, CONTRIBUTES TWENTY PERCENT OF  
17 NITROGEN OXIDE EMISSIONS, A KEY OZONE PRECURSOR, ACCORDING TO  
18 THE EXECUTIVE SUMMARY OF THE MODERATE AREA OZONE STATE  
19 IMPLEMENTATION PLAN FOR THE 2015 OZONE NATIONAL AMBIENT AIR  
20 QUALITY STANDARDS BY THE REGIONAL AIR QUALITY COUNCIL;

21 (o) THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
22 HAS CLASSIFIED THE DENVER METRO AREA AND THE NORTH FRONT RANGE  
23 AREA AS BEING IN SEVERE NONATTAINMENT FOR OZONE AND GROUND  
24 LEVEL OZONE, WHICH HAS SERIOUS IMPACTS ON HUMAN HEALTH,  
25 PARTICULARLY FOR VULNERABLE POPULATIONS;

26 (p) ACCORDING TO THE GREENHOUSE GAS POLLUTION REDUCTION  
27 ROADMAP, PUBLISHED BY THE COLORADO ENERGY OFFICE AND DATED

1 JANUARY 14, 2021, THE TRANSPORTATION SECTOR IS THE SINGLE LARGEST  
2 SOURCE OF GREENHOUSE GAS POLLUTION IN COLORADO;

3 (q) NEARLY SIXTY PERCENT OF THE GREENHOUSE GAS EMISSIONS  
4 FROM THE TRANSPORTATION SECTOR COME FROM LIGHT-DUTY VEHICLES,  
5 THE MAJORITY OF CARS AND TRUCKS THAT COLORADANS DRIVE EVERY  
6 DAY;

7 (r) LOCAL GOVERNMENT LAND USE DECISIONS THAT REQUIRE A  
8 MINIMUM AMOUNT OF PARKING SPACES INCREASE THE COST OF NEW  
9 RESIDENTIAL PROJECTS, WHICH INCREASES HOUSING COSTS. ACCORDING  
10 TO THE REGIONAL TRANSPORTATION DISTRICT STUDY TITLED  
11 "RESIDENTIAL PARKING IN STATION AREAS: A STUDY OF METRO  
12 DENVER", STRUCTURED PARKING SPACES IN THE DENVER METROPOLITAN  
13 AREA COST TWENTY-FIVE THOUSAND DOLLARS EACH TO BUILD IN 2020  
14 AND USE SPACE THAT WOULD OTHERWISE BE USED FOR REVENUE  
15 GENERATING RESIDENTIAL UNITS, DECREASING THE PROFITABILITY OF  
16 RESIDENTIAL DEVELOPMENT. AS A RESULT, PARKING REQUIREMENTS THAT  
17 NECESSITATE THE CONSTRUCTION OF STRUCTURED PARKING SPACES MAY  
18 DISCOURAGE DEVELOPERS FROM BUILDING NEW RESIDENTIAL PROJECTS,  
19 OR, IF THEY DO MOVE FORWARD WITH PROJECTS, FORCE THEM TO RECOUP  
20 THE COSTS OF BUILDING EXCESSIVE PARKING BY INCREASING HOUSING  
21 PRICES.

22 (s) OFF-STREET SURFACE PARKING COSTS UP TO TEN THOUSAND  
23 DOLLARS PER SPACE, AND EACH SPACE REQUIRES UP TO TWO AND  
24 ONE-HALF TIMES ITS SQUARE FOOTAGE TO ACCOMMODATE. AS A RESULT,  
25 OFF-STREET SURFACE PARKING REQUIREMENTS ALSO MAY DISCOURAGE  
26 DEVELOPERS FROM BUILDING NEW RESIDENTIAL PROJECTS, OR, IF THEY DO  
27 MOVE FORWARD WITH PROJECTS, FORCE THEM TO BUILD FEWER UNITS

1 THAN THEY OTHERWISE COULD AND RECOUP THE EXCESSIVE COST BY  
2 INCREASING HOME PRICES AND RENTS. AN ANALYSIS CONDUCTED BY THE  
3 PARKING REFORM NETWORK FOUND THAT AN OFF-STREET PARKING SPACE  
4 CAN ADD BETWEEN TWO HUNDRED AND FIVE HUNDRED DOLLARS PER  
5 MONTH IN RENT. WHETHER THESE COSTS ARE NECESSARY VARIES FROM  
6 ONE BUILDING PROJECT TO THE NEXT, AND THOSE VARIABLES ARE NOT  
7 ACCOUNTED FOR IN MANDATED PARKING MINIMUMS.

8 (t) MINIMUM PARKING REQUIREMENTS PUT SMALL BUSINESSES AT  
9 A DISADVANTAGE RELATIVE TO LARGE CORPORATIONS. LARGE  
10 CORPORATIONS HAVE MORE CAPITAL AT THEIR DISPOSAL TO FULFILL  
11 COSTLY PARKING REQUIREMENTS AND ARE LESS RELIANT ON FOOT  
12 TRAFFIC, HUMAN-SCALE VISIBILITY, AND A SENSE OF PLACE TO ATTRACT  
13 CUSTOMERS.

14 (u) IMPERVIOUS SURFACES SUCH AS THOSE BUILT FOR VEHICLE  
15 PARKING CREATE AN URBAN HEAT ISLAND EFFECT, CONTRIBUTING TO  
16 RISING TEMPERATURES, INCREASING ENERGY COSTS FOR AIR  
17 CONDITIONING, AND WORSENING GROUND LEVEL AIR QUALITY. EXCESSIVE  
18 LAND COVERAGE OF THIS KIND MAKES STORMWATER MANAGEMENT  
19 DIFFICULT AND EXPENSIVE, AND CONTRIBUTES TO FLASH FLOODING AND  
20 EROSION, CAUSING INTERJURISDICTIONAL CONFLICTS AND LEGAL  
21 DISPUTES.

22 (2) THEREFORE, THE GENERAL ASSEMBLY DECLARES THAT THE  
23 REQUIRED MINIMUM AMOUNT OF PARKING SPACES FOR A REAL PROPERTY  
24 IS A MATTER OF MIXED STATEWIDE AND LOCAL CONCERN.

25 **29-35-102. Definitions.** AS USED IN THIS ARTICLE 35, UNLESS THE  
26 CONTEXT OTHERWISE REQUIRES:

27 (1) "COUNTY" MEANS A COUNTY, INCLUDING A HOME RULE

1 COUNTY BUT EXCLUDING A CITY AND COUNTY.

2 (2) "LAND USE APPROVAL" MEANS ANY FINAL ACTION OF A LOCAL  
3 GOVERNMENT THAT HAS THE EFFECT OF AUTHORIZING THE USE OR  
4 DEVELOPMENT OF A PARTICULAR PARCEL OF REAL PROPERTY.

5 (3) "LOCAL GOVERNMENT" MEANS A MUNICIPALITY THAT IS  
6 WITHIN A METROPOLITAN PLANNING ORGANIZATION OR A COUNTY THAT  
7 HAS UNINCORPORATED AREAS WITHIN A METROPOLITAN PLANNING  
8 ORGANIZATION.

9 (4) "LOCAL LAW" MEANS ANY CODE, LAW, ORDINANCE, POLICY,  
10 REGULATION, OR RULE ENACTED BY A LOCAL GOVERNMENT THAT  
11 GOVERNS THE DEVELOPMENT AND USE OF LAND, INCLUDING LAND USE  
12 CODES, ZONING CODES, AND SUBDIVISION CODES.

13 (5) "MAXIMUM PARKING REQUIREMENT" MEANS A REQUIREMENT  
14 ESTABLISHED IN LOCAL LAW THAT LIMITS THE NUMBER OF OFF-STREET  
15 PARKING SPACES FOR MOTOR VEHICLES THAT MAY BE MADE AVAILABLE IN  
16 CONNECTION WITH A REAL PROPERTY.

17 (6) "METROPOLITAN PLANNING ORGANIZATION" MEANS A  
18 METROPOLITAN PLANNING ORGANIZATION UNDER THE "FEDERAL TRANSIT  
19 ACT OF 1998", 49 U.S.C. SEC. 5301 ET SEQ., AS AMENDED.

20 (7) "MINIMUM PARKING REQUIREMENT" MEANS A REQUIREMENT  
21 ESTABLISHED IN LOCAL LAW THAT A NUMBER OF OFF-STREET PARKING  
22 SPACES FOR MOTOR VEHICLES BE MADE AVAILABLE IN CONNECTION WITH  
23 A REAL PROPERTY.

24 (8) "MUNICIPALITY" MEANS A HOME RULE OR STATUTORY CITY OR  
25 TOWN, TERRITORIAL CHARTER CITY OR TOWN, OR CITY AND COUNTY.

26 **29-35-103. Limitations on minimum parking requirements.**

27 (1) ON OR AFTER JANUARY 1, 2025, A MUNICIPALITY SHALL NEITHER



1 ENACT NOR ENFORCE LOCAL LAWS THAT ESTABLISH A MINIMUM PARKING  
2 REQUIREMENT THAT APPLIES TO REAL PROPERTY THAT IS BOTH WITHIN THE  
3 MUNICIPALITY AND A METROPOLITAN PLANNING ORGANIZATION.

4 (2) ON OR AFTER JANUARY 1, 2025, A COUNTY SHALL NEITHER  
5 ENACT NOR ENFORCE LOCAL LAWS THAT ESTABLISH A MINIMUM PARKING  
6 REQUIREMENT THAT APPLIES TO REAL PROPERTY THAT IS WITHIN BOTH THE  
7 UNINCORPORATED AREA OF THE COUNTY AND A METROPOLITAN PLANNING  
8 ORGANIZATION.

9 (3) NOTHING IN THIS SECTION:

10 (a) LOWERS THE PROTECTIONS PROVIDED FOR PERSONS WITH  
11 DISABILITIES, INCLUDING THE NUMBER OF PARKING SPACES FOR PERSONS  
12 WHO ARE MOBILITY IMPAIRED, UNDER THE FEDERAL "AMERICANS WITH  
13 DISABILITIES ACT OF 1990", 42 U.S.C. SEC. 12101 ET SEQ., AND PARTS 6  
14 AND 8 OF ARTICLE 34 OF TITLE 24;

15 (b) PREVENTS A LOCAL GOVERNMENT FROM ENACTING OR  
16 ENFORCING LOCAL LAWS THAT ESTABLISH A MAXIMUM PARKING  
17 REQUIREMENT;

18 (c) PREVENTS A LOCAL GOVERNMENT FROM ENACTING OR  
19 ENFORCING LOCAL LAWS THAT ESTABLISH A MINIMUM PARKING  
20 REQUIREMENT FOR BICYCLES; OR

21 (d) PREVENTS A LOCAL GOVERNMENT FROM IMPOSING THE  
22 FOLLOWING REQUIREMENTS ON A MOTOR VEHICLE PARKING SPACE THAT  
23 IS VOLUNTARILY PROVIDED IN CONNECTION WITH A LAND USE APPROVAL:

24 (I) THAT THE OWNERS OF SUCH A MOTOR VEHICLE PARKING SPACE  
25 CHARGE FOR THE USE OF THE SPACE; AND

26 (II) THAT SUCH A MOTOR VEHICLE PARKING SPACE ALLOWS FOR  
27 VEHICLE CHARGING STATIONS IN ACCORDANCE WITH EXISTING LAW.

1           **29-35-104. Minimum parking requirements reporting.**

2           (1) (a) ON OR BEFORE JUNE 30, 2025, AND EVERY THREE YEARS  
3           THEREAFTER, A LOCAL GOVERNMENT SHALL SUBMIT TO THE DEPARTMENT  
4           OF LOCAL AFFAIRS, IN A FORM AND MANNER DETERMINED BY THE  
5           DEPARTMENT, A REPORT DEMONSTRATING EVIDENCE OF THE LOCAL  
6           GOVERNMENT'S COMPLIANCE WITH THE REQUIREMENTS OF THIS ARTICLE  
7           35.

8           (b) NOTWITHSTANDING SUBSECTION (1)(a) OF THIS SECTION, THE  
9           DEPARTMENT OF LOCAL AFFAIRS MAY ALLOW A LOCAL GOVERNMENT TO  
10          SUBMIT THE REPORT DESCRIBED IN SUBSECTION (1) OF THIS SECTION NO  
11          MORE THAN SIX MONTHS AFTER JUNE 30, 2025, IF THE LOCAL  
12          GOVERNMENT DEMONSTRATES, IN A FORM AND MANNER DETERMINED BY  
13          THE DEPARTMENT, THAT THE LOCAL GOVERNMENT HAS:

- 14          (I) A PLAN AND TIMELINE TO UPDATE ITS LOCAL LAWS AS
- 15          NECESSARY TO COMPLY WITH THE REQUIREMENTS OF THIS ARTICLE 35;
- 16          (II) INITIATED THE PLAN DESCRIBED IN SUBSECTION (1)(b)(I) OF
- 17          THIS SECTION; AND
- 18          (III) PROVIDED AN EXPLANATION FOR NOT BEING ABLE TO MEET
- 19          THE DEADLINES DESCRIBED IN SUBSECTION (1)(a) OF THIS SECTION.

20          (2) (a) WITHIN NINETY DAYS OF RECEIVING A LOCAL  
21          GOVERNMENT'S REPORT SUBMITTED PURSUANT TO SUBSECTION (1) OF THIS  
22          SECTION, THE DEPARTMENT OF LOCAL AFFAIRS SHALL REVIEW THE REPORT,  
23          EITHER APPROVE OR REJECT THE REPORT, AND PROVIDE FEEDBACK TO THE  
24          LOCAL GOVERNMENT ON THE REPORT.

25          (b) IF THE DEPARTMENT OF LOCAL AFFAIRS REJECTS A LOCAL  
26          GOVERNMENT'S REPORT, THE DEPARTMENT MAY GRANT THE LOCAL  
27          GOVERNMENT AN ADDITIONAL NINETY DAYS TO CORRECT ANY

1 DEFICIENCIES IDENTIFIED IN THE REPORT AND RESUBMIT AN AMENDED  
2 REPORT. WITHIN NINETY DAYS OF RECEIVING AN AMENDED REPORT, THE  
3 DEPARTMENT SHALL REVIEW THE AMENDED REPORT, EITHER APPROVE OR  
4 REJECT THE AMENDED REPORT, AND PROVIDE FEEDBACK TO THE LOCAL  
5 GOVERNMENT ON THE AMENDED REPORT.

6 (3) IF A LOCAL GOVERNMENT NEITHER COMPLIES WITH THE  
7 REQUIREMENTS OF THIS SECTION NOR SUBMITS A REPORT TO THE  
8 DEPARTMENT OF LOCAL AFFAIRS THAT THE DEPARTMENT APPROVES  
9 PURSUANT TO SUBSECTION (2) OF THIS SECTION, THE LOCAL GOVERNMENT  
10 IS DEEMED TO BE IN NONCOMPLIANCE WITH THIS ARTICLE 35.

11 (4) THE DEPARTMENT OF LOCAL AFFAIRS, IN CONSULTATION WITH  
12 THE DEPARTMENT OF TRANSPORTATION AND THE COLORADO ENERGY  
13 OFFICE, MAY DEVELOP POLICIES AND PROCEDURES AS NECESSARY TO  
14 IMPLEMENT THIS SECTION.

15 **29-35-105. Parking use and needs studies.** (1) ON OR BEFORE  
16 JUNE 30, 2025, THE DEPARTMENT OF TRANSPORTATION SHALL EITHER  
17 CONDUCT, CONTRACT WITH A RESEARCH AND CONSULTING ENTITY TO  
18 CONDUCT, OR CONTRACT WITH A COLORADO INSTITUTION OF HIGHER  
19 EDUCATION TO CONDUCT A STUDY WITH DATA FOR EACH METROPOLITAN  
20 PLANNING ORGANIZATION THAT USES QUANTIFIED PARKING SPACE USAGE  
21 DATA, COST BENEFIT ANALYSES, AND OTHER RELEVANT DATA AND  
22 PROCEDURES TO ASSIST IN THE DETERMINATION OF OPTIMAL PARKING  
23 SUPPLY AND MANAGEMENT DECISIONS FOR PROPERTY WITHIN THE  
24 METROPOLITAN PLANNING ORGANIZATION.

25 (2) UPON COMPLETING THE STUDY DESCRIBED IN SUBSECTION (1)  
26 OF THIS SECTION, THE DEPARTMENT OF TRANSPORTATION SHALL PRESENT  
27 THE STUDY TO THE SENATE LOCAL GOVERNMENT AND HOUSING

1 COMMITTEE AND THE HOUSE OF REPRESENTATIVES TRANSPORTATION,  
2 HOUSING, AND LOCAL GOVERNMENT COMMITTEE, OR THEIR SUCCESSOR  
3 COMMITTEES.

4 **SECTION 2.** In Colorado Revised Statutes, 29-20-104, **amend**  
5 (1) introductory portion as follows:

6 **29-20-104. Powers of local governments - definition.**

7 (1) Except as expressly provided in section 29-20-104.2, ~~or~~ SECTION  
8 29-20-104.5, AND ARTICLE 35 OF THIS TITLE 29, the power and authority  
9 granted by this section does not limit any power or authority presently  
10 exercised or previously granted. Except as provided in section  
11 29-20-104.2, each local government within its respective jurisdiction has  
12 the authority to plan for and regulate the use of land by:

13 **SECTION 3.** In Colorado Revised Statutes, 30-15-401, **amend**  
14 (1)(h)(I)(B) as follows:

15 **30-15-401. General regulations - definitions.** (1) In addition to  
16 those powers granted by sections 30-11-101 and 30-11-107 and by parts  
17 1, 2, and 3 of this article 15, the board of county commissioners may  
18 adopt ordinances for control or licensing of those matters of purely local  
19 concern that are described in the following enumerated powers:

20 (h) (I) To control and regulate the movement and parking of  
21 vehicles and motor vehicles on public property; except that:

22 (B) For the purposes of any minimum parking requirement a  
23 board of county commissioners imposes, the board of county  
24 commissioners is subject to ~~section 30-28-140~~ ARTICLE 35 OF TITLE 29  
25 AND SECTION 30-28-140; and

26 **SECTION 4. Act subject to petition - effective date.** This act  
27 takes effect at 12:01 a.m. on the day following the expiration of the

1 ninety-day period after final adjournment of the general assembly; except  
2 that, if a referendum petition is filed pursuant to section 1 (3) of article V  
3 of the state constitution against this act or an item, section, or part of this  
4 act within such period, then the act, item, section, or part will not take  
5 effect unless approved by the people at the general election to be held in  
6 November 2024 and, in such case, will take effect on the date of the  
7 official declaration of the vote thereon by the governor.