



## Legislative Council Staff

Nonpartisan Services for Colorado's Legislature

# Final Fiscal Note

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<b>Drafting Number:</b>	LLS 24-0469	<b>Date:</b>	June 24, 2024
<b>Prime Sponsors:</b>	Rep. Vigil; Woodrow Sen. Priola; Hinrichsen	<b>Bill Status:</b>	Signed into Law
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**Bill Topic:**                    **MINIMUM PARKING REQUIREMENTS**

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<b>Summary of</b>	<input type="checkbox"/> State Revenue	<input type="checkbox"/> State Transfer	<input checked="" type="checkbox"/> Local Government
<b>Fiscal Impact:</b>	<input checked="" type="checkbox"/> State Expenditure	<input type="checkbox"/> TABOR Refund	<input type="checkbox"/> Statutory Public Entity

The bill creates rules concerning minimum parking requirements and requires a study on parking space usage conducted by the Department of Local Affairs. It increases state and local expenditures and may decrease local revenue on an ongoing basis.

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**Appropriation Summary:**            No appropriation is required.

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**Fiscal Note Status:**                    This final fiscal note reflects the enacted bill.

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## Summary of Legislation

The bill creates various rules and requirements concerning minimum parking requirements for local governments.

**Prohibition of minimum parking requirements.** On or after June 30, 2025, the bill prohibits affected local governments from enacting or enforcing minimum parking requirements on certain property developments. The prohibition does not apply to protections for individuals with disabilities; maximum parking requirements; minimum parking for bicycles; funding for affordable housing that requires a ratio of a certain number of parking spaces; or parking spaces voluntarily provided in connection with a land use approval, with certain conditions.

In addition, a local government, with proper justification, may impose or enforce a minimum parking requirement of no more than one parking space per dwelling unit for a housing development project with 20 units or more and no regulated affordable housing. By December 31, 2026, and every year thereafter, local governments must submit certain information to the Department of Local Affairs (DOLA) regarding any imposed or enforced parking requirements.

**Parking supply and management materials.** By December 31, 2024, the bill requires DOLA to coordinate with Department of Transportation (CDOT) and the Colorado Energy Office (CEO), as well as to consult with stakeholders outlined in the bill, to develop and publish best practices and technical assistance materials on optimal parking supply and management. The materials should include sample language to replace existing parking minimum requirements with other incentives to support affordable housing, and transportation demand management, and other planning goals. The bill requires these agencies to perform this work within existing resources. DOLA must present these materials and best practices to the General Assembly during the 2025 regular session.

**Transit service areas map.** On or before September 30, 2024, the DOLA must collaborate with CDOT, the CEO, metropolitan planning organizations, and certain transit agencies to publish a map that designates applicable transit service areas to be used by local governments.

## Background

**Metropolitan Planning Organizations.** A metropolitan planning organization (MPO) is a federally mandated policy board that facilitates the metropolitan transportation planning process in urbanized areas with a population over 50,000. Colorado has five MPOs: the Denver Regional Council of Governments, the North Front Range MPO, the Pikes Peak Area Council of Governments, the Pueblo Area Council of Governments, and the Grand Valley Metropolitan Council.

## State Expenditures

The bill increases state workload in CDOT, DOLA, and the CEO.

**Department of Local Affairs.** The bill creates new requirements for DOLA that increase workload starting in FY 2024-25. The bill increases workload in DOLA to develop and publish best practices and technical assistance materials for local governments, in collaboration with CDOT and the CEO by December 31, 2024; determine a procedure for local governments to submit information on any enforced parking requirements; and collaborate with other agencies on the required transit service areas map. No change in appropriations is required.

**Department of Transportation and Colorado Energy Office.** CDOT and the Energy Office will have an increase in workload to consult on the study and transit service areas map. No change in appropriations is required.

## Local Government

The bill increases local government workload in the state's five MPOs by requiring local governments to submit new reports every three years and modify or update codes to comply with the bill's requirements. Some local governments without sufficient staff may need to hire consultants to assist in these duties. In addition, there may be a reduction in revenue for local governments that no longer qualify for a state gift, grant, or award on the basis of reducing a parking requirement or eliminating a minimum parking requirement.

**Effective Date**

The bill was signed into law by the Governor on May 10, 2024, and takes effect on August 7, 2024, assuming no referendum petition is filed.

**State and Local Government Contacts**

Counties	Energy Office	Local Affairs
Municipalities	Transportation	

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The revenue and expenditure impacts in this fiscal note represent changes from current law under the bill for each fiscal year. For additional information about fiscal notes, please visit the [General Assembly website](#).