



Legislative Council Staff

Nonpartisan Services for Colorado's Legislature

Revised Fiscal Note

(replaces fiscal note dated April 12, 2024)

Table with 2 columns: Field (Drafting Number, Prime Sponsors, Date, Bill Status, Fiscal Analyst) and Value.

Bill Topic: MINIMUM PARKING REQUIREMENTS

Table with 2 columns: Summary of Fiscal Impact and list of categories with checkboxes (State Revenue, State Expenditure, State Transfer, TABOR Refund, Local Government, Statutory Public Entity).

The bill creates rules concerning minimum parking requirements for cities and counties in metropolitan planning organizations, 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.

Appropriation Summary: No appropriation is required.

Fiscal Note Status: This revised fiscal note reflects the reengrossed bill.

Summary of Legislation

The bill creates various rules and requirements concerning minimum parking requirements for local governments that are members of a metropolitan planning organization.

Prohibition of minimum parking requirements. On or after June 30, 2025, the bill prohibits affected local governments from enacting or enforcing minimum parking requirements. 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. Correspondingly, the bill prohibits a local government from qualifying for a state gift, grant, or award on the basis of reducing a parking requirement or eliminating a minimum parking requirement.

Reporting requirements. On or before December 31, 2025, the bill requires local governments to submit a report to the Department of Local Affairs (DOLA) demonstrating the local government's compliance with the bill. DOLA, in consultation with the Department of Transportation (CDOT) and the Colorado Energy Office (CEO) may develop policies and procedures to implement these requirements. The bill requires these agencies to perform this work within existing resources.

Parking supply and management materials. By December 31, 2024, the bill requires DOLA to coordinate with CDOT and the 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.

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. The bill also increases workload for DOLA to determine a procedure for local governments to submit the reports, and DOLA resources will be used to host the reports. 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. 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 takes effect 90 days following adjournment of the General Assembly sine die, assuming no referendum petition is filed.

State and Local Government Contacts

Counties	Energy Office	Local Affairs
Municipalities	Transportation	

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](#).