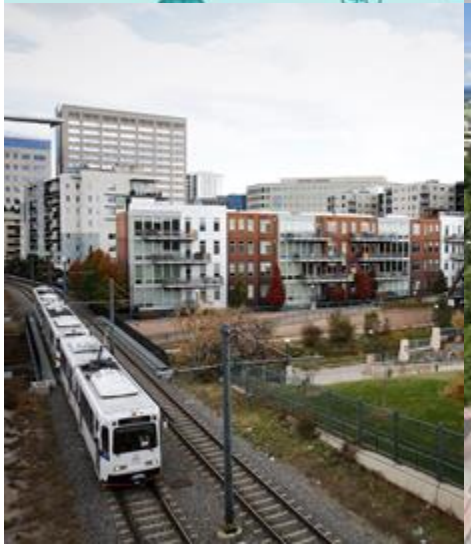
Integrating Transportation and Land Use in Colorado









How state land use laws, big transit projects and new funding are delivering transit-oriented places

NASEO Conference - October 29, 2026

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SWEEP
SOUTHWEST ENERGY EFFICIENCY PROJECT

Housing Forward
COLORADO

Land use, transit and state funding align to support affordable, sustainable, and livable communities

Land use reform

State legislation encouraging housing near transit and smart growth

Transit investment

Rail, BRT, Bustang and operating funding give people real alternatives to driving.

State funding

Grants, TIF and tax credits reward communities that support more housing development and transit.







SWEEP
SOUTHWEST ENERGY EFFICIENCY PROJECT

1. Land Use Laws supporting TOD

- **Transit-Oriented Communities (HB24-1313):** Requires local governments to allow more zoning capacity near transit, streamline permitting, adopt affordable housing strategies
- **Parking Reform (HB24-1304):** Prevents cities from enforcing minimum parking mandates for housing near transit
- **Single-Stair Building (HB25-1273):** Colorado cities of 100,000 or more must allow apartment buildings up to at least 5 stories with a single staircase.
- **HOME Act (HB26-1001):** Allows by-right multifamily development on land owned by school districts, transit agencies, and nonprofits that build affordable housing.

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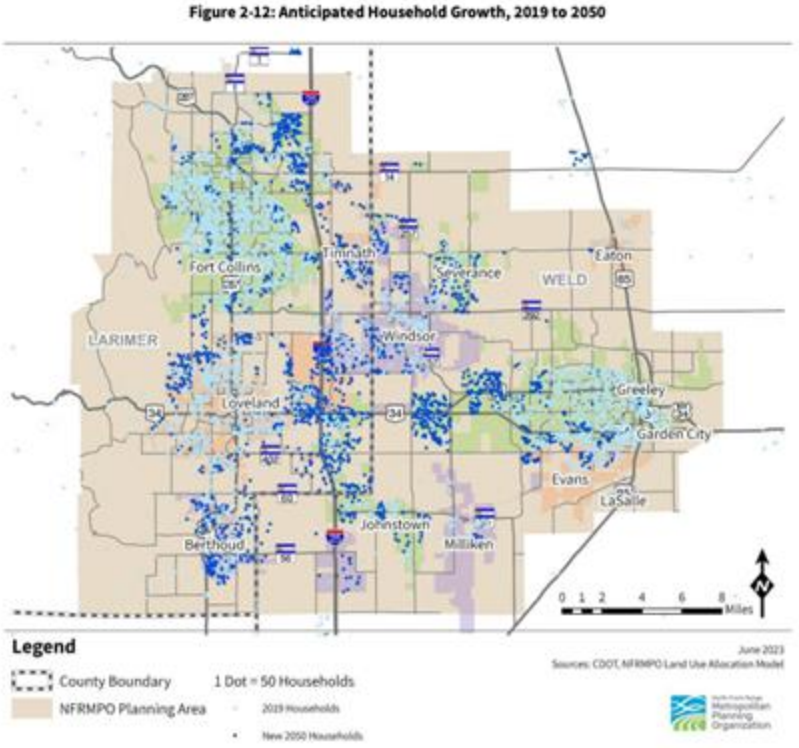


...to this



1. Land Use: Strategic Growth (SB24-174)

- Requires cities to complete **Housing Needs Assessments** and **Housing Action Plans**
- Local governments must also include a **Strategic Growth Element** in their Comprehensive Plans with:
    - **Analysis of vacant and underutilized land** near transit and jobs for potential infill development
    - **Analysis of undeveloped land** (greenfield) that's under consideration for future development and consider infrastructure and service needs, and long-term fiscal impacts.
    - **Describe policies that support strategic growth** (e.g. Urban Service Areas, adequate public facilities, annexation policy, fees, etc)



2. Major transit projects – Bus Rapid Transit (BRT)

- **Bus Rapid Transit aka "train without tracks":** High frequency bus service, dedicated bus lanes, transit signal priority, enhanced stations, etc.
- **East Colfax BRT**: Center-running BRT in Denver & Aurora. First segment opened in September, 2026. Over 1,000 new homes recently completed or under construction around BRT.
- **SH-119 (Diagonal Highway)** BRT between Longmont and Boulder opening in 2027.
- **Federal Blvd and Colorado Blvd BRT** planned for late 2020s/early 2030s - partially funded by CDOT to meet climate goals under GHG Planning Standard.
- **Another 8 BRT projects** in the Regional Transportation Plan for 2030-2050 but currently unfunded.



2. Major transit projects – Rail

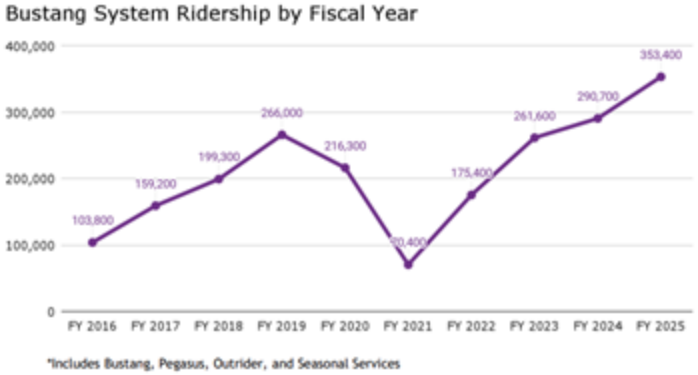
- **Front Range Passenger aka Colorado Connector (CoCo):**
  - Connects 12 communities across the Front Range from Fort Collins to Pueblo.
  - Starter service by 2029 with full build-out in the late 2030s pending a November 2026 ballot measure
  - Funded by combination of recent transportation funding legislation (SB24-184) and potential ballot measure.
- **Mountain Rail:**
  - Improved Amtrak service from Denver to Winter Park, Steamboat Springs and beyond
  - Funded by recent transportation funding bills
- **Finishing RTD's FasTracks:** N Line to Thornton.



2. Major transit projects – Transit Service

- **Clean Transit Enterprise: Local Transit Funding**
  - Funded by SB24-230 Oil & Gas Production Fee. Moved **Colorado from 42nd to 23rd** in state funding for local transit.
  - **53 eligible transit agencies, ~$80M/year available.**
  - Includes **$44M grant for RTD** to boost service 12% and grow ridership 10% by 2030.
- **Bustang:** CDOT's intercity bus service
  - Over the past several years, CDOT doubled Bustang service on I-25 and tripled it on I-70. **Ridership increased 5x from 2021 to 2025.**
  - Bustang buses have access to **Managed Lanes, Center-loading stations, and mobility hubs** to make travel times competitive with driving.





3. State funding for Transit-Oriented Places

- **TOC Affordable Housing Tax Credits: $120M** - only for communities in compliance with HB24-1313
- **Another $350M in tax credits from 2027-2032** for affordable housing near transit (not tied to HB24-1313 compliance) + $200M/year from Prop 123 for affordable rental housing.
- **TOC Infrastructure Grants: $35M** - only for communities in compliance with HB24-1313. First round awarded to early adopters: Fort Collins, Longmont, Denver, and Wheat Ridge.
- **Strategic Growth Executive Order & Compliance Framework:**
    - Prioritizes discretionary state grants for jurisdictions that comply with the state's land use laws.
    - Amounts to $233M in grants and applies to grant programs from the CO Energy Office, CDOT, and the Dept of Local Affairs.





3. State funding for Transit-Oriented Places

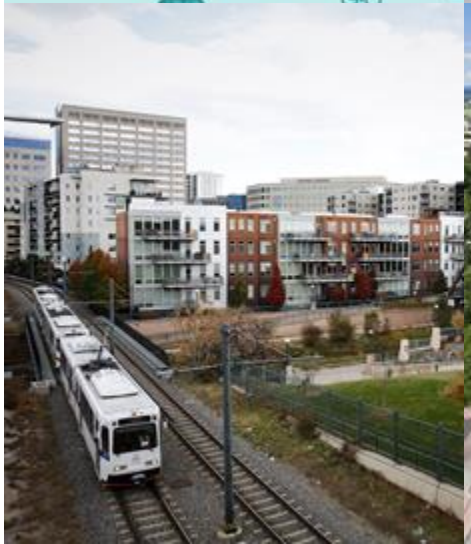
- **Transit & Housing Investment Zones (HB26-1065) - “TIF for TOD”**
    - New financing tool allows local governments to designate TOD districts and keep a portion of the growth in state sales tax to pay for infrastructure upgrades to enable TOD.
- **Front Range Passenger Rail “local return”**
    - $40M/year for the 12 cities with CoCo stations to fund the planning and infrastructure around their new stations
    - Pending November 2026 ballot measure



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