

Roadmap to Colorado's Future: 2026 >>





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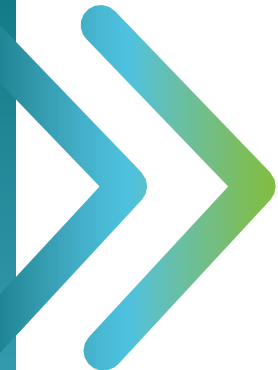
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A Colorado that is livable, sustainable and affordable.

In 2026, we will celebrate our Centennial State's 150th birthday. As we approach this milestone, we ask ourselves, "Who do we want to be in our 150th year?" Over the past few months, the Governor, his Cabinet, and Staff have traveled the State hearing from Coloradans about what they love most about living here, the challenges they are facing, and the changes they want to see when Colorado turns 150. All across the State, we heard much the same thing Coloradans believe in a Colorado for All. We stand united in our shared desire to make Colorado more affordable and to better protect our precious resources for current and future generations.

What follows is a roadmap informed by our many conversations with Coloradans all across our great State. It outlines the Governor's ambitious vision for 2026 - one in which Coloradans enjoy a high quality of life at a cost that everyone can afford. This roadmap, coordinated with other statewide planning efforts, including the Greenhouse Gas Pollution Reduction roadmap and Colorado Climate Preparedness Roadmap, provides a practical plan to ensure our state has more housing so that people can afford to live where they want to live, and that more Coloradans can live nearer to where they work. We deserve an affordable and accessible multi-modal transportation system that works for everyone; a thriving economy with vibrant urban suburban, and rural communities; clean air to

breathe, fresh water to drink and the natural beauty of an accessible parks system and open space.

In 2019, the Polis Administration established the long-term goal of a 90% reduction in greenhouse gas pollution by 2050. In partnership with the legislature, we updated that goal this past year to achieve net-zero emissions by 2050. Our efforts on housing, transit, climate and equity will help us to make good on this critical goal while protecting our air and water.

This roadmap focuses on a common vision and plan for how Colorado communities can evolve and grow in a way that enables affordability, a high quality of life, and protects Colorado's beautiful places and resources. Our work together over the next few years can make this Colorado possible - for 2026 and for Colorado's 200th anniversary in 2076. The Governor is committed to accomplishing this vision. We know that housing, transit, and affordability are all linked together, and that we need to make progress on them together to meet our ambitious goals, including our climate goals. Our roadmap outlines six key lines of effort:





Saving people money on housing and increasing supply



Streamlining processes to save everyone time and money



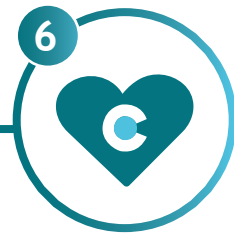
Increasing access to trains, buses and bikes and saving money and time on your commute



Strategic planning that improves air quality and reduces traffic



Enhancing our Colorado way of life: water, open spaces, and thriving neighborhoods



Supporting local businesses, creatives, and community revitalization



The Challenges Colorado Faces.

The State Demography Office estimates that Colorado will add 1.72 million people by 2050 bringing Colorado's population to nearly 7.5 million. Unless we direct this growth in thoughtful ways, and build enough housing in existing communities and near job centers, this reality will drive up the cost of housing and put additional pressure on open space, our quality of life, affordability, and our environment. With rising temperatures, a hotter and more arid climate in Colorado is more and more likely, which means more demand on our water and more pressure on our natural systems, vulnerable populations and agricultural lands. The climate is warming and the world needs to collectively reduce our emissions to avoid catastrophic climate change, and [better prepare](#) for the impacts that are already beginning to take place. At the same time, the lack of housing supply and housing choices connected to efficient multimodal transportation and services is driving up the cost of living. If people can afford to buy a home, it's increasingly further away from where they work, meaning longer commutes, more pressure on our infrastructure, land and water, and increased greenhouse gas emissions. The dream of homeownership sadly isn't realistic anymore for many Coloradans, and rent costs are pricing people out of many communities. Coloradans know that housing will continue to be a problem well into the future if we do not take action.

These aren't unique challenges, but different regions of our state - from mountain towns to rural communities, growing suburbs to urban corridors - will require unique and tailored solutions. Colorado's challenges don't stop at city or county borders, especially when it comes to housing, our environment, transportation systems, roads and transit, water and sewer infrastructure, and our economic prosperity. Coloradans understand that the state lacks enough housing, especially lower cost "starter homes," and that we are not doing enough to plan for a better future.

We have the opportunity to choose strategic growth that saves Coloradans money, supports our economy, and protects our environment instead of more traffic, longer drives, and sprawling developments that bleed into our rural communities, put pressure on our agricultural and natural resources, and further impact our climate. Every Coloradan deserves to have a roof over their head and live in communities close to work, family, schools, and recreation.

- » Colorado is the 6th most expensive state to buy a house¹, and 12th most expensive state to rent².



- » On average people commute over 50 minutes to and from work³, and drive over 9,500 miles per year.⁴ According to the Federal Highway Administration, per capita vehicle miles traveled in Colorado have risen by over 20% since 1981. At 20 Miles Per Gallon and with gas at \$3.80 per gallon, that’s over \$1,800 on average gasoline costs alone not to mention maintenance and depreciation costs
- » Emissions from passenger cars contribute over 60% of greenhouse gas emissions from transportation, which is now the highest emitting sector in the state.⁵
- » Colorado’s housing supply has not kept pace with population growth and even now the state is short tens of thousands of units.
- » Between 2023 and 2030, the State Demography Office estimates the state will add an average of 35,000 households per year, and between 2030 and 2040, an additional 29,600 households per year.
- » 83% of parents in Colorado are worried their children cannot afford to live in Colorado in the future.¹⁰
- » Between 2010 and 2021, the percent of Coloradans making less than \$75,000 who were paying greater than 30% of their income on housing rose from 54% to 61%, and for renters of the same income, 59% to 73%.⁶
- » Between 1982 and 2017, Colorado lost over 25% of its agricultural cropland. In the same time period, the size of urban and built-up areas grew faster than population.⁷
- » From 2001 to 2019, the total developed area of the Denver region increased 22% percent. If this rate of growth continues, developed land within the Denver metro would increase an additional 41% by 2050.⁸
- » Between 2012 and 2017, the number of people living in the wildland-urban interface grew from 2 million to 2.9 million people.⁹
- » From January 2023-September 2023, street outreach teams across Colorado reported providing more than 6,000 services to persons experiencing homelessness compared to just over 3,500 in all of 2020.
- » 78% of Latino Coloradans agree with the statement that “politicians talk about creating more affordable housing, but I have not seen any real change in access to affordable housing where I live.”¹¹
- » 90% of Black Coloradans, 89% of Latino Coloradans, 98% of Native American, and 82% of white Coloradans believe that housing is a serious issue facing Colorado.¹²

“There are not enough resources to meet the needs of the unhoused citizens here. There are not enough housing units that are accessible and affordable. We have the avenues that people can go to to try to get housed but literally not enough physical housing.”

- Pueblo listening session attendee, 9/19/23



Colorado's Innovative Solutions Delivering Results.

We have made some progress already toward our future vision. The administration, especially throughout the pandemic, has long recognized the need for coordinated efforts to encourage the creation, preservation, and overall production of affordable and attainable housing and the critical connection between housing, transportation, climate, and our economic prosperity. Since 2019, we have invested over \$2.5 billion into housing. This includes supporting efforts to build more housing options, including mixed-use and mixed-income, and measures to keep people in their homes via Emergency Rental & Mortgage Assistance. We created a more dedicated state funding source for affordable housing through H.B. 19-1245. In 2021, the federal American Rescue Plan Act provided Colorado with an opportunity to make historic housing investments. Through funding allocated by the General Assembly to programs like the Innovative Affordable Housing Strategies program in H.B. 21-1271, Creation of the Affordable Housing and Homeownership Cash Fund in H.B. 21-1329, and the Transformational Affordable Housing Grant and Strong Communities program in H.B. 22-1304, Colorado has also embraced innovative approaches, such as modular and 3D printed housing and worked directly with businesses and supported local governments to provide resources and funding. In 2022, Colorado voters approved Proposition 123, dedicating an estimated \$300 million in funding per year to affordable housing, homeownership, and addressing homelessness through the state's

budget. State government is directly financing and building housing: the Department of Local Affairs (DOLA) financed the creation of more than 20,000 units of affordable housing over the last two years, and the Office of Economic Development and International Trade (OEDIT) has a goal to finance at least 2,000 units in fiscal year 2023-24. But money alone can't solve the housing crisis.

The legislature took extraordinary action when they passed SB21-260 that provided ongoing funding for transportation. The Colorado Department of Transportation has coupled that influx of funding with a first in the nation greenhouse gas reduction rule for transportation projects, combined with record investments with core infrastructure like the condition of rural roads. We are investing more than \$5 billion into the transportation system by 2031. But more transit alone, if it isn't coupled with smart growth and transit planned communities, can't solve the housing crisis. We know that there is much more that needs to be done, but these programs and investments have created new opportunities for action and laid the foundation for us to continue our work toward a Colorado for all.

A full timeline of these successes can be found in [Appendix A](#).



Saving people money on housing and increasing supply:

The number one issue facing Coloradans is the cost and availability of housing. Coloradans believe that even if the housing crisis is not affecting them today, it could be tomorrow or will in the future – they worry about their kids being able to afford housing or their aging parents being able to downsize. Many Coloradans are being priced out of the places they would like to live with no hope of ever living closer to where they work, which means more congestion on our roads, more money spent on commuting, more pollution, time away from priceless family events like soccer games and school plays, and increased economic challenges. Coloradans are being pushed out of the neighborhoods they grew up in or where they have lived for many decades. Older Coloradans who want to downsize, young people living on their own, and first-time homebuyers can't find homes to buy because there isn't enough diverse inventory and the available homes are too expensive. Many Colorado employers struggle to fill positions and retain workers because of a lack of available

and affordable housing. According to the Bureau of Labor Statistics, housing is the highest cost that Coloradans face, spending more than the national average while other costs – such as transportation and food – are more aligned with average spending across the country. Nearly a third of Colorado households spend more than 30% of their income on housing, making Colorado the eighth most unaffordable state in the country. We clearly need to change course.

We were able to buy our own homes in Ft. Collins a long time ago, but our children are not in a place to be able to do the same.

- Ft. Collins listening session attendee, 9/28/23



While commercial debt and equity are the main funding sources for housing nationally, the federal government traditionally has also been a funder of housing efforts nationwide. While federal tax credits continue to make up most of the limited government role in building more housing now, state and local governments have played an increasing role in these efforts, especially in a high interest rate environment.

Neither the federal government, local governments nor the state can solve our housing crisis alone and the Governor is committed to working with the legislature so we can solve the housing crisis together. Colorado should encourage the availability and production of housing that is attainable to everyone in our state:

- » **Promote a balanced mix of housing types that is responsive to current and future needs, including innovative solutions such as commercial to residential conversions, prefabricated/modular housing, and creative placemaking.**
 - » **Maintain and expand access to affordable and attainable housing by removing barriers to and expediting new housing opportunities for every community, especially near transit.**
 - » **Build pathways to attainable homeownership opportunities for more Coloradans.**
 - » **Empower Coloradans to build Accessory Dwelling Units on their property and develop and expand financing tools to make that more attainable.**
 - » **Build on the success of HB21-1271 by supporting and accelerating local strategic growth planning and regulatory work as well as funding housing development near transit, jobs, and other amenities.**
- » **Promote and grow innovative housing technology like prefabrication, modular, 3-D, and other emerging opportunities.**
- Provide simple access to local and statewide resources to quickly and effectively get people experiencing homelessness housed and provide access to critical supportive services.**
- » **Overcome historical and systemic disparities by eliminating exclusionary housing practices.**

In addition to Proposition 123 implementation, the Governor’s budget includes an \$18M investment for Accessory Dwelling Unit construction and innovative financing. Accessory Dwelling Units (ADUs) are an important component in creating new housing options for every generation, especially in communities that largely consist of single-family homes. They also provide an opportunity to increase our housing stock of small, infill units that lessen environmental impacts and can help create more opportunities to build intergenerational wealth as well as helping owners in communities facing displacement stay in their homes and keep up with rising costs. The Governor’s budget item, together with legislation, will help local governments subsidize fees associated with ADU construction at no cost to local governments, and will provide new financing for start-up and construction costs for communities across Colorado to participate in scaling opportunities.



Breckenridge's Stables Village Carbon Neutral For-Sale Homes for Workers.

Stables Village is an innovative, for sale workforce housing development of 61 single-family and multi-family units. With funding from the State's Incentives Grant Program (IHOI), Breckenridge will ensure the triplex units are priced between 80-110% of the area median income.

This project aims to be the first carbon-neutral and net zero affordable housing project in Colorado. These sustainability efforts will not only have a positive impact on the environment but will also enable the units to stay affordable. The project is expected to be completed by early 2025.





Streamlining processes to save everyone time and money:

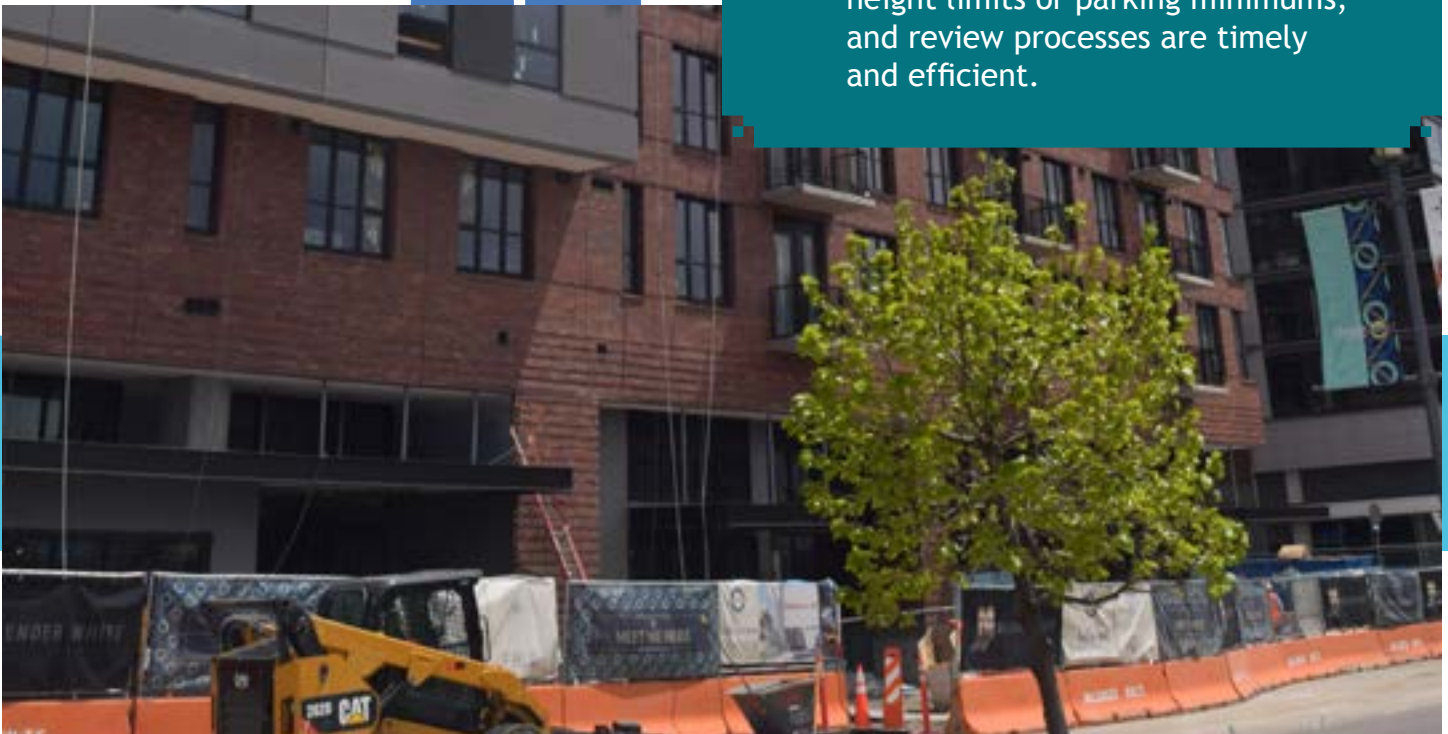
Excessive red tape and lengthy approval processes adds barriers to breaking ground on projects and leads to time delays, increased costs, and a lack of diversity of housing types. This is why Governor Polis' Strategic Growth Executive Order directs the Division of Housing within the Department of Local Affairs to execute grants and loans in an efficient and timely manner. As part of the Executive Order, the state is reviewing and reforming state agency processes. We can do more to expedite breaking ground on new projects that increase the affordability and attainability of housing and transit:

- » Update housing regulations and processes to enable a variety of affordable and attainable housing types and living situations.
- » Implement Executive Order D 2023 014 to examine state programs and processes to identify efficiencies and improvements.
- » Support expedited local government permitting and best practices.
- » Support local governments that are opting into Proposition 123.
- » Ease approval and construction of housing.
- » Enable communities to adapt over time to new market, economic and climate conditions.
- » Support regional strategies that ensure every community is doing its part to reduce barriers and build more housing.
- » Support efforts to reduce parking requirements for new housing and discriminatory practices like occupancy restrictions.



Local successes we can scale:

- » In 2021, Greeley City Council streamlined their development codes and zoning so that more affordable types of housing (duplexes, apartment buildings, and townhomes) could be built in more areas of the community. The changes reduced the minimum lot size from 6,000 square feet to 4,500 square feet in low-density zoning districts and allowed for even smaller lots in medium and high density areas.
- » In June, 2023, the City of Craig streamlined development review process through land use code amendments.
- » The City of Colorado Springs has implemented a market-based downtown zoning code that has been successful in attracting development and revitalization to the downtown. Much of the downtown form-based code has no height limits or parking minimums, and review processes are timely and efficient.





Strategic planning that improves air quality and reduces traffic:

Our vision for 2026 requires us to build a framework now that not only creates and preserves affordability in our state but also protects our climate, environment and rural spaces, all while considering the unique context of Colorado's different regions and demographic trends. The transition to renewable energy and electrification will be the major strategies to achieve Colorado's greenhouse gas emission goals including a 50% reduction of emissions from 2005 levels in 2030 and net-zero emissions by 2050. However, the design of both buildings and transit systems over the coming years will have pollution, traffic, and cost of living implications for decades, further emphasizing the importance of expanded transit and smart building design. As a result, this roadmap complements the Administration's upcoming Colorado Greenhouse Gas Pollution Reduction Roadmap update, which will be released in Q1 2024.

We need to proactively plan for the future and establish a structure and framework for efficient development. Strategic growth

requires state and local leadership, we must recognize unique local and regional conditions, challenges, efforts, and opportunities. Informed by data and stakeholder engagement, we will continue to work on strategies that support affordable housing in close proximity to jobs, transit, and key services. Planning strategically will help Colorado meet our evolving needs as a state:

- » **Create a framework for planning at the state, regional, and local levels that prioritizes locating housing near everyday needs and is responsive to differing regional needs and demographic patterns.**
- » **Build on Executive Order D 2023 014 to align state and local funding to shared priorities and goals for a thriving Colorado and ensure equitable access to state funding.**
- » **Ensure that local, regional and statewide planning acknowledges the intersection of climate, affordability, conservation, water supply, health, and displacement.**



- » **Promote development patterns that make efficient use of infrastructure and support the fiscal health of local and state agencies.**
- » **Promote development patterns that will protect Coloradans from the growing impacts of climate driven disasters including wildfire and floods.**
- » **Modernize regulatory and zoning policy to ensure future growth meets needs and limits environmental impact and cost.**
- » **Build housing near transit - especially expanded and accessible transit - to meet Colorado's Greenhouse Gas goals.**

The Governor's budget proposal includes \$10M for resources to support efforts that will incentivize smart housing development, address water challenges, discourage sprawl, and expand transit options. With legislation, the funding will provide resources for local governments for their future strategic growth planning and will provide opportunities for more collaboration and cooperation through local and regional housing needs assessments and plans and comprehensive plan reform.

Local successes we can scale:

- » The federal RAISE program awarded \$25M to CDOT's MOVE grant. This helped fund innovative partnership with the municipalities of Grand Junction, Rifle, and Glenwood Springs. The project will build mobility hubs in each area that connect downtown vitality with Bustang and regional transit systems.
- » Partnerships between CDOT, RTD, DRCOG, and several municipalities are working together to deliver a network of Bus Rapid Transit (BRT) around the Denver metro region.
- » Regions around the state like Summit County, Eagle County, Douglas County, Archuleta County, and the Roaring Fork Valley are developing regional partnerships on housing through regional housing authorities or City/County partnerships.





Increasing access to trains, buses and bikes and saving money and time on your commute:

We have made historic investments in modernizing Colorado's transportation infrastructure, but Colorado lacks robust, reliable transit options and we can do more to save Coloradans time and money on their commutes. Delivering more frequent, reliable, connected and affordable transit options will help make this a reality. According to the 2023 Colorado Pulse poll, 70% of Coloradans support making it easier to build more housing close to job and transportation hubs. We can do more to increase transit options, modernize our multi-modal systems across the state and innovate so that people can commute easily to work and help meet our long term climate goals at the same time.

The legislature took extraordinary action when they passed SB21-260 that provided ongoing funding for our transportation system. The Colorado Department of Transportation has coupled that influx of funding with a first in the nation greenhouse gas reduction rule for transportation projects, combined with record investments with core infrastructure like the condition of rural roads.

“Lack of access to transit prevents people from maintaining jobs or obtaining them.”

- Pueblo listening session attendee, 9/19/23

Looking to the future, front range passenger rail from Ft. Collins to Pueblo – and eventually Cheyenne, WY to Albuquerque, NM – can serve as a spine for transit along the front range, anchoring transit oriented development and connecting to other local and regional transit systems. In the federal Infrastructure Investment and Jobs Act (IIJA), Congress took the unprecedented step of approving over \$100 billion to support rail expansion, safety improvements, and transitioning to zero-emissions trains. Included in IIJA are resources to support all forms of transportation to net zero emissions by 2050 and Amtrak has pledged to reach that milestone by 2045, putting passenger rail expansion in alignment with our



climate goals. Colorado can ensure we benefit by accessing these unprecedented federal funds, beginning with our successful award from the Corridor Identification and Development Program to begin the planning process for Front Range Rail. Governor Polis has long supported Front Range Rail that saves Coloradans time and money, supports our thriving economy, and connects our communities and people faster and more efficiently. Colorado should be on the forefront of rail infrastructure in the United States.

Excitingly, front range passenger rail is not the only rail opportunity in the state, as freight demand evolves and other existing rail lines become viable for the addition of passenger rail. This includes but is not limited to expanding the Winter Park Express service further to Steamboat Springs, Hayden and Craig. Creating daily passenger rail service on this northwest, mountain line not only will be a part of the solution to alleviate mountain traffic as transportation trips across the state expand, but it's an important strategy for a just transition for these coal-dependent communities. This, of course, must be coupled with continuing to build frequency, choice, and future vision for state bus service line Bustang as well as transit-oriented development where people can live affordability and access convenient and low cost transit easily.

In addition to these rail lines, expansion of bus rapid transit that is interconnected to more communities, along with better pedestrian and bike options to help finish the last mile, will mean that more Coloradans will be able to enjoy our outdoors, commute to work, school and even the grocery store easily, affordably and without an increased impact on our climate. These connections have to reach our most underserved and neglected communities in order to support mobility and opportunity for all Coloradans. CDOT, working with peer agencies including RTD and DRCOG, has already made significant progress advancing key bus rapid transit (BRT) projects on major arterial roads like Colorado and Federal Blvds in the Denver area.





This line of effort works hand in hand with planning strategically, saving people money on housing, reducing traffic congestion, enhancing our Colorado way of life, and community revitalization. More housing near transit will help make our systems more sustainable because we will not only be creating communities that have easy access to transit that works, but ridership will increase and build out the sustainability of a modern transit system.

- » **Promote a complete and connected transportation system: integrate passenger rail, vehicles, transit, pedestrian, and bicycle infrastructure in a safe street network that enhances surrounding land uses.**
- » **Increase transit options.**
- » **Improve existing and future transit networks and plan for new frequent high quality transit services, including bus rapid transit.**
- » **Increased investment, efficiency, and reform of the Regional Transportation District to drive better outcomes including increased reliability and ridership, decreased costs, and improved customer service.**
- » **Encourage local communities and regional partnerships for new Regional Transportation Authorities to expand transit options for local needs.**
- » **Incentivize housing near transit corridors and commercial centers in order to create vibrant urban centers and livable communities.**

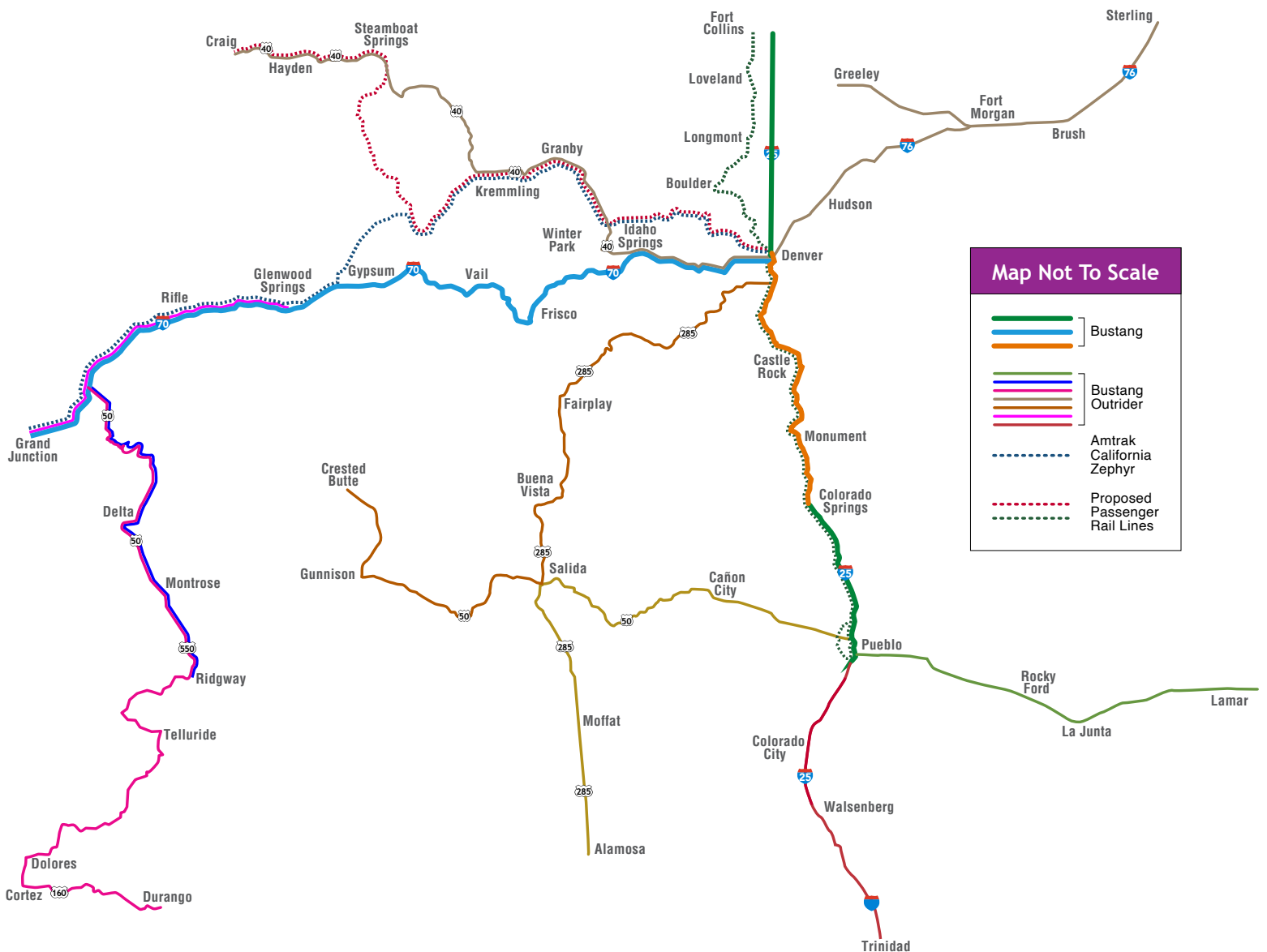
In order to ensure we are building more housing near transit corridors, job centers, downtown, and mainstreets, the Governor’s budget proposal includes \$35M to help overcome pre construction hurdles including water access, sewer, stormwater and multimodal infrastructure,

and other infrastructure costs as it relates to transit oriented development. With legislation, this will build off efforts of CDOT’s revitalizing Main Streets and DOLA’s Strong Communities Infrastructure Grant program to create a new Transit-Oriented Communities Infrastructure Fund to assist local governments with these up-front costs. This will support more multifamily residential developments that are an important opportunity to provide much-needed housing to low and moderate-income residents.

Local successes we can scale:

- » In 2022, communities in Eagle County voted to create a new Regional Transportation Authority (RTA) that will invest in transit for years to come, connecting communities with jobs and housing throughout the valley.
- » Fort Collins is the home of the state’s only currently operating urban Bus Rapid Transit service, the MAX, operated by TransFort. It connects downtown Fort Collins with Colorado State University and other core areas of the community.
- » Denver’s Alameda Station located on the edges of the Baker and Washington Park neighborhoods, a transit-oriented development project known as Denizen was built on a former Park-n-Ride lot and bus turnaround at Alameda Station. It includes 275 apartment units, a new transit plaza, retail and a reconnected street grid between Dakota and Cherokee streets that enhance multimodal connections and station access.

Existing and potential future statewide transit service lines.





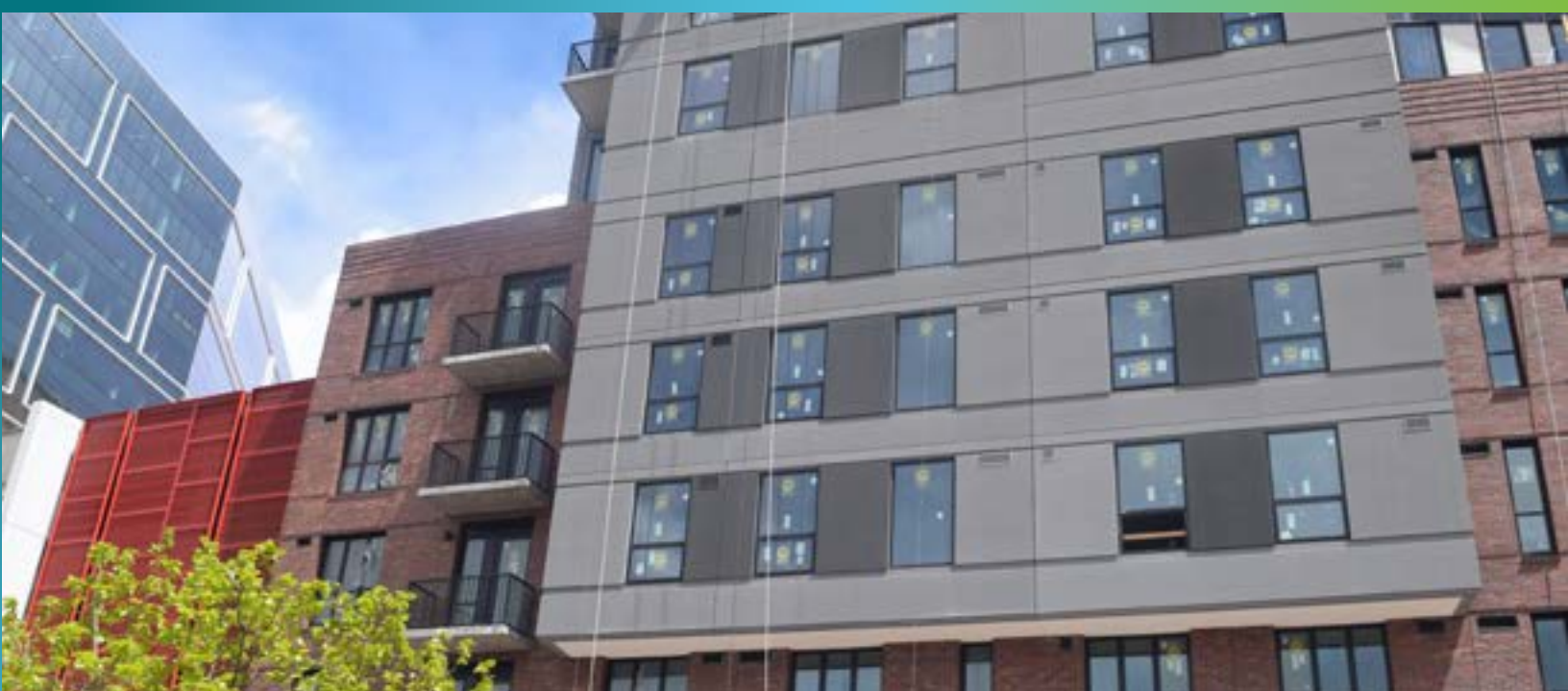
Enhancing our Colorado way of life: water, open spaces and thriving neighborhoods:

We all want to protect the things we love about Colorado: our beautiful open spaces, our majestic wildlife, our rural and agricultural history, and our precious air and water. Creating thriving communities where people can meet their needs without adding more congestion to our roads, where we aren't just building exurban developments far from jobs that sprawl into our agricultural lands and where we are lessening our impact on our climate will help enhance our Colorado way of life:

- » **Focus on actions that create more livable neighborhoods where residents can meet many of their daily needs within walking distance.**
- » **Build upon the success of the Department of Natural Resource's Regional Partnership Initiative, and subsequent partnership with Great Outdoors Colorado (GOCO), which aims to ensure that Colorado's land, water, and wildlife thrive while also providing for equitable and quality outdoor recreation experiences.**
- » **Support development that conserves water, agricultural lands, and open space and lessens climate impact.**
- » **Encourage planning that limits exposure to climate hazards such as wildfires, flooding, and extreme heat.**

Local successes we can scale:

- » Highwater Farm in Silt is a non-profit youth engagement Community Supported Agriculture project. It operates on land conserved by the Aspen Valley Land Trust, and is a great example of land preservation, local agriculture, regional partnership, and community participation.
- » The City of Boulder launched the [Cool Boulder campaign](#) to create partnerships between local governments, non-profit organizations and residents to expand tree cover and vegetation to reduce temperatures and create pollinator habitats.



Supporting local businesses, creatives, and community revitalization:

Many Colorado communities have vibrant places to gather and do business, including main streets and downtowns that support small businesses, the arts, and community events. Yet many Colorado residents lack easy access to these areas due to the way we have developed over time, which causes more emissions, challenges for local businesses, and threatens community vitality. We can work to ensure we develop great places where our daily and weekly needs can be met close to home and our local businesses can thrive. We can empower communities to activate their city cores while honoring historic assets and uniqueness. These cores can be surrounded by livable, walkable communities with housing for all budgets.

- » **Provide communities with the resources to capitalize on their unique assets to create community hubs and support vitality.**

- » **Support historic preservation, reutilization of historic buildings, blighted areas or vacant lots for new community needs, supporting creative industries and innovative housing models that incorporate affordable housing with community gathering spaces.**
- » **Build great places for people that improve quality of life, economic vitality, health and wellness, and community inclusivity.**
- » **Work to integrate community benefits, such as child care and access to food.**



Building on the success of the Community Revitalization program created by SB21-252 and HB22-1409, the Governor’s budget includes \$16M for incentive programs to foster construction for affordable housing units supporting the creative sector in Colorado communities, as well as bolstering placemaking, revitalization projects, and community planning in non-urban communities. Two additional tax incentives will support the creation of new units through adaptive reuse. \$5M of funding will expand the existing Historic Preservation Tax Credit to support new housing in historic buildings, including making more of the credit for redeveloping historic buildings refundable, while also reducing some of the historic eligibility requirements for adaptive reuse projects.

In addition to historic buildings, the COVID-19 pandemic has led to nearly every industry reevaluating the right balance between in-person and remote work. As more workers choose to work from home, many cities have vacancies in commercial space. The conversion of commercial to residential space shows promise for addressing our housing needs through collaboration with local and federal partners, especially taking advantage of recent federal resources like the Inflation Reduction Act. The Governor’s budget includes \$5M for an adaptive reuse pilot to incentivize office to residential conversions.

Coupled with the right policy reforms that remove barriers to housing, especially the most naturally affordable kinds of housing, these investments can change the course of Colorado for the better and make our state more affordable, rather than less affordable, for our 150th Anniversary.

Local successes we can scale:

- » The Trinidad Space to Create affordable housing project created 41 apartment units supporting creative workers and revitalizing historic downtown Trinidad.
- » The Main Street Open for Business program, managed by DOLA, has invested \$6.7 million in 16 communities to support 95 businesses for energy efficiency and aesthetics improvements in small downtown businesses. As a result of overall, reporting businesses indicated sales increases of 25.4%, sales tax increased 47%, and jobs increased 20.3% as compared to 2019. Outside of direct impacts, an additional 30 buildings were renovated across 11 communities and an investment of \$1.9 million inspired an additional \$7.7 of private investment.
- » The City of Alamosa’s Downtown Master Plan won the 2020 Governor’s Award for Planning. A short-term action step was to partner with CDOT on Alamosa’s Main Street (Highway 160) to create space for outdoor dining and pedestrian areas in front of businesses.
- » The Sun Valley neighborhood of Denver worked with CDOT, the Colfax Business Improvement District, and a coalition of community partners to revitalize the area underneath the Colfax viaduct. With the help of a CDOT Revitalizing Main Street grant, the partnership created a space where the “Sun Valley Rising Night Markets” are held, supporting local chefs and entrepreneurs and bringing the community together to celebrate the area’s cultural richness and diversity.



- » The Grand Junction Downtown Master Plan has taken bold steps to create the infrastructure and amenities that will attract new businesses and housing in a walkable and bikeable environment, a goal that is key to the City's vision of becoming a premier destination on the Western Slope. Public and private investment is focused on the area between Main Street and the Colorado River, where major park and trail amenities have been created.
- » The Artspace Feed & Grain project in Loveland, CO completes the Artspace Loveland Arts campus by redeveloping the historic Feed & Grain into affordable live/work housing for creatives and 6,000 square feet of sustainable commercial space for artists. This will include 39 units of live/work space for artists and creative sector workers and builds on the Artspace Loveland Lofts, completed in 2015.





Appendix A:

Colorado's Innovative Solutions Delivering Results.

2019

HB19-1245: Affordable Housing Funding From Vendor Fee Changes

Reformed the vendor fee and to-date has provided over \$100 million for affordable housing grants and loans without raising taxes.

Executive Order D-2019-011, Conserving Colorado's Big Game Winter Range and Migration Corridors

Wildlife connectivity is a crucial element of the health of the state's ecosystems, and this Executive Order along with a related MOU between Colorado Parks and Wildlife and the Colorado Department of Transportation initiated a statewide connectivity effort to identify areas where key species require movement between ecosystems and advance transportation and development solutions, like wildlife crossings, to support that connectivity. Subsequent legislation has secured the full matching funds needed for the full ten year buildout of CDOT wildlife crossings.

Colorado Downtown Streets

The Colorado Department of Public Health and Environment (CDPHE), the Department of Local Affairs (DOLA), and the Colorado Department of Transportation (CDOT) co-created "Colorado Downtown Streets, A Tool for Communities, Planners, and Engineers" as a resource to help Colorado's smaller communities plan and redesign downtown streets to strengthen the connection between people and the places where they walk, bike, connect with community members, and support local businesses.

● Built Environment

CDPHE works collaboratively with state agencies and community partners across multiple sectors to advance evidence-based built environment policies and strategies designed to reduce the overall prevalence of chronic diseases and improve the health of all Coloradans.

● Emergency Rental Assistance through Property Owner Preservation Program (created by DOLA) with General Fund; continued with CARES Act funding until American Rescue Plan Act

Paired with 16 Executive Orders in 2020 to keep Coloradans housed; 6 Executive Orders in 2021.

● Executive Order B 2020-008 establishing the Outdoor Regional Partnerships Initiative and by extension the Colorado's Outdoors Strategy Initiative

The Outdoor Regional Partnerships Initiative has established 16 regional planning partnerships with more under-development. The partnerships bring conservation, recreation, land management agencies, and local government interests together to advance innovative approaches for stewarding Colorado's outdoors. In partnership with Great Outdoors Colorado (GOCO), and \$5 million in funding resources, through the Colorado's Outdoors Strategy - the initiatives' efforts will be further informed by leading science and climate and biodiversity north-star metrics to unify their work across regions, and amongst the Statewide Habitat Conservation and Connectivity Plan and Statewide Conservation and Recreation Plan (SCORP) updates.

● CDOT releases 10 year infrastructure plan

CDOT's Ten Year Plan provides a statewide list of priority transportation projects compiled through the most expansive and inclusive planning and outreach effort ever undertaken. It fixes roads and bridges, making the largest investment in rural roads in modern Colorado history, and advances multimodal investments that expand choice for Coloradans. CDOT updated the plan in 2022.

● HB21-1117: Local Government Authority Promote Affordable Housing Units

Legalized inclusionary zoning by clarifying that local governments may regulate the development and use of land within their jurisdictions in order to promote the new development or redevelopment of affordable housing units.

● HB21-1271: Innovative Affordable Housing Strategies

Created Innovative Housing Planning Grant Program (IHOP), the Innovative Affordable Housing Development Incentives Grant Program (IHOI) within the Department of Local Affairs. Identifying a funding gap, created the Preliminary Planning and Analysis Program to fund commonly ineligible activities such as site analysis necessary to obtain financing.

Through IHOP, 24 local governments have adopted 79 new strategies to incentivize or reduce barriers to affordable housing. 100 communities are still considering 310 strategies.

Through IHOI, DOLA has awarded nearly \$40 million resulting in more than 2,000 units of affordable housing in 29 communities.

● SB21-260: Sustainability Of The Transportation System

Investing more than \$5 billion into the transportation system by 2031.

● Transportation Commission adopts Greenhouse Gas Rule

This reduces pollution and greenhouse gas (GHG) emissions from the transportation sector, improves air quality and reduces smog, and provides more travel options for Coloradans.

● Revitalizing Main Streets

The Revitalizing Main Streets grant program has made over \$70 million worth of investments across more than 200 local projects in order to enhance active transportation safety and strengthen the connection of people to main streets and central economic hubs. The program encourages physical activity and enhances local economic vitality in towns and cities across Colorado through funding infrastructure improvements to make walking and biking easy, yielding long-term benefits that bolster community connections.

● Opportunities to Improve Sensitive Habitat and Movement Routes Connectivity for Colorado's Big Game Species Report

In September 2021, in response to Governor Polis' Executive Order D 2019 011, the state released the Opportunities to Improve Sensitive Habitat and Movement Routes Connectivity for Colorado's Big Game Species Report. As recommended in that report, CPW is working to develop a Statewide Habitat Conservation and Connectivity Plan that will serve as a foundation for conservation efforts on high-priority landscapes, such as winter ranges and migration corridors.

● Colorado Greenhouse Gas (GHG) Pollution Reduction Roadmap

This Roadmap laid out an achievable pathway to meet the state's science-based climate targets of 26% by 2025, 50% by 2030 and 90% by 2050 from 2005 levels. Colorado tracked the implementation of an identified list of Near Term Actions, and by December 2022 was underway or completed with over 90% of the identified actions.

● Strategic Housing Working Group releases Strategic Housing Working Report

In response to the 2019 stakeholder engagement process hosted by the Division of Housing (DOH), Housing Colorado and the Colorado Housing and Finance Authority (CHFA) DOH has formed a Strategic Housing Working Group to advance and meet Colorado's diverse affordable housing needs.

● Colorado receives Federal Infrastructure Investment and Jobs Act funds

These funds support repair and creation of infrastructure and transit oriented development.

● HB21-1229: Homeowners Association Governance

Requires that HOAs allow installation of solar panels and xeriscaping.

● SB21-249: Keep Colorado Wild Annual Pass

Establishes a discounted parks and public lands pass available at car registration that will raise significant revenue for conservation and recreation infrastructure in the state including funding for Outdoor Regional Partnership planning efforts and more equitable access to greenspace for all Coloradans.

2021

● **HB21-1233 Conservation Easement Enhancement and Rural Stimulus Act**

Provides Colorado with nation-leading policy for conservation on private and agricultural land, increasing the opportunities for protecting important Colorado natural and agricultural assets for future generations, and ensuring that the conservation easement tax credit program functions as effectively and efficiently as possible.

● **The Main Street: Open for Business Grant Program**

The Main Street: Open for Business Grant Program, enabled by Senate Bill 21-252, awarded money to eligible entities (municipalities, counties, and councils of government), to provide incentive programs for local business owners to improve the energy efficiency and/or aesthetics of commercial buildings within traditional downtowns.

● **Colorado Community Revitalization Grants**

Provided roughly \$100 million across nearly 60 local projects in gap funding for projects in creative districts, historic districts, main streets or neighborhood commercial centers. Supports creative projects that combine creative industry workforce housing, commercial spaces, performance space, community gathering spaces, child care centers, and retail partnerships for the purpose of economic recovery and diversification.

● **Released Land Use in Colorado: A Research Report on Challenges, Outcomes, Benefits and Policy Tools**

This report analyzed Colorado's current approach and explored options for how best to incentivize smart land use decisions.

● **HB22-1304: Infrastructure & Strong Communities**

Managed by CEO, CDOT and DOLA, Strong Communities incentivizes the adoption of practices, programs, and policies that support sustainable development patterns and locating affordable housing in infill locations near jobs, transit. Awards will be granted in the coming months.

2021 -2022

2022

● **HB22-1304 and HB22-1377 Transformational Affordable Housing (Homeownership and Workforce) Housing Grant Program**

Provides funds and resources for developing, creating or preserving affordable housing opportunities. After four rounds of awards, DOLA has granted more than \$118M to 34 applicants across 30 counties, providing or preserving an estimated 2867 affordable housing units across Colorado.

● **Established P3 Office**

Colorado established the P3 office to plan, design, manage, develop, operate, implement and govern public private partnership projects. This office works to identify unused state land that could be used for housing development and work with local governments and private entities to make them happen.

● **Colorado created the Innovative Housing and Incentive Program (IHIP) at OEDIT**

Provides working capital grants and factory development loans to the manufacturers of innovative housing.

● **SB22-206: Disaster Preparedness and Recovery Resources**

Provides funding for climate-smart and climate-resilient rebuilding after a disaster. Creates the Office of Climate Preparedness and the Climate Preparedness Roadmap to initiate a proactive and coordinated approach to climate adaptation to help better prepare the state for the impacts of climate change.

● **Establish Middle Income Housing Authority**

An independent special-purpose authority that promotes affordable rental housing projects for middle-income workforce housing. They have authority to acquire, construct, rehabilitate, own, operate, and finance these projects.

2022

● **HB22-1377 Grant Program Providing Responses To Homelessness**

Invests \$105 million to support local communities to access funding, matched with local and private resources, to build out a continuum of solutions focused on quickly connecting people experiencing homelessness to supportive services, treatment, temporary shelter or housing, and ultimately permanent housing.

● **SB22-211 Repurpose The Ridge View Campus**

Dedicates \$45 million to repurpose the Ridge View campus, formerly a youth services center, into a recovery-oriented community for individual adults without stable housing who wish to focus on recovery from substance use. The campus has the opportunity to be repurposed to ensure the resources continue to support Coloradans most in need.

● **HB22-1378 Denver-metro Regional Navigation Campus Grant**

Sets aside \$50 million in order to develop Denver-metropolitan regional navigation campus grant to respond to and prevent homelessness. In 2023, due to demand and momentum, the state amended this program to allow for multiple awards.

● **Opportunity Now Grants**

This grant program is awarding approximately \$85 million in funding before December 2024 to organizations and regional partnerships that meet workforce needs in identified regions of the state.

● **Bustang and Pegasus Expansion**

With funding and direction from SB22-180, CDOT is implementing a phased expansion of Bustang. Service along I-25 between Colorado Springs and Fort Collins will double and service along I-70 from Grand Junction to Denver will increase 250%. The Pegasus mountain passenger van service also started service in 2022.

2022 -2024

2022
-2023

2023

● **SB 22-180 and HB23-1101: Zero Fare for Better Air**

Provides nearly \$30 million in grants to the regional transportation district (RTD) and transit associations in order to provide free transit services for at least 30 days during ozone season. This funds the “zero fare for better air” program.

● **Colorado Water Plan**

The Colorado Water Plan sets the stage for a shared understanding of our risks and describes actions that collectively contribute to a stronger, more water resilient Colorado.

● **Strategic Plan for Climate-Smart Natural and Working Lands**

This Strategic Plan identifies priority actions across Colorado’s landscapes to reduce emissions, increase carbon sequestration, and create a climate resilient Colorado. The Strategic Plan was a priority action in the 2021 Greenhouse Gas Pollution Reduction Roadmap.

● **SB23-082: Colorado Fostering Success Homeless Voucher Program**

This legislation provided funding for housing vouchers and case management services to ensure that the needs of our youth leaving the foster care system are met. The bill provided funding for both housing vouchers and case management services to help make sure that the needs of foster youth are met. This bill is expected to serve 100 youth who are extremely vulnerable.

● **HB23-1255: Growth Limits**

Prevents local governments from limiting either the growth of the population in their jurisdiction or the number of development or building permit applications.

● **SB23-178: Water-wise Landscaping In Homeowners’ Association Communities**

Protects precious water resources by removing HOA barriers to water-wise landscaping and giving Coloradans the right to save water with the way they plan their yards.

● **SB23-166 Colorado Wildfire Resiliency Code Board**

Establishes the state's first Wildfire Resiliency Code Board, which will work to advance smart development practices by improving the safety of and building practices within high-wildfire risk areas.

● **OEDIT and the Colorado Housing and Financing Authority (CHFA) launched the loan program within IHIP**

Creates a \$20 million dollar revolving loan program for housing manufacturers to develop affordable housing in Colorado.

● **SB23-001: Authority Of Public-private Collaboration Unit For Housing**

This legislation enables more housing opportunities by maximizing the development potential of state assets and private equity investments on state land. This bill builds off of HB21-1274 and SB22-130 regarding partnerships on state-owned land. It also provided seed funding for Dowd Junction in Vail Valley to build units on state owned land near transit.

● **Issued Strategic Growth Executive Order**

Establishes Strategic Growth goals for the State and requires State agencies to review existing programs, policies, grants, and loan programs and report back to the administration on how these programs could better align with those goals.

● **Proposition 123 Technical Assistance**

The Department of Local Affairs is providing free technical assistance to local governments who are opting-in to Proposition 123 funding.

● **More Housing Now Initiative (Energy/Mineral Impact Assistance Fund)**

DOLA launched a \$20 million funding initiative as part of the EIAF grant program to fund infrastructure that supports affordable housing and adoption of land use strategies to facilitate affordable housing into the future.

2023

● HB23-1233 Electric Vehicle Charging and Parking Requirements

Facilitates electric vehicle charging and parking at multi-family buildings.

● Colorado Climate Preparedness Roadmap

Includes new analyses that supports a more comprehensive understanding of climate impacts to Colorado specifically, and details clear next step action items to better prepare the state for those impacts - including promoting strategic development outcomes.

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