COLORADO
Department of Transportation

2024

Transportation Trends Report

Contents

Introduction

The Colorado Department of Transportation (CDOT) provides an annual report to the Transportation Commission (TC) on factors pertinent to the Greenhouse Gas (GHG) reduction provisions outlined in 2 Code of Colorado Regulations (CCR) 601-22. The report helps the TC to evaluate whether current trends in key performance indicators warrant consideration of policy changes. It aligns with the requirements of the transportation planning rule and is made available for review by the Colorado TC.

The report covers a comprehensive set of performance indicators that highlight the transportation sector's impact on GHG emissions, as well as broader economic and societal trends. While the data year may differ for each indicator, the report features the most recent available data for each indicator. Key indicators include:

- **Population Growth:** Monitoring demographic changes to assess transportation demand.
- **Vehicle Miles Traveled (VMT):** Evaluating the total miles driven within the state to understand travel behavior.
- **Electric Vehicle (EV) Registrations:** Tracking the adoption of EVs as a key indicator of progress toward lower emissions.
- **Statewide Transit:** Assessing the use of public transportation as a sustainable travel option.
- **Bicycle Usage:** Measuring the prevalence of cycling as an alternative mode of transportation.
- **Economic Factors:** Including metrics such as Jobs and Unemployment, Gross Domestic Product (GDP), Consumer Price Index (CPI), Transportation Fuel Prices, and Personal Income to understand the economic conditions influencing transportation patterns.

Where applicable, performance indicators are summarized for Colorado's Metropolitan Planning Organizations (MPOs). The table below lists these MPOs with their full and abbreviated names.

Table 1

Colorado's Metropolitan Planning Organizations (MPOs)

Metropolitan Planning Organization	Abbreviation
Denver Regional Council of Governments	DRCOG
Grand Valley Metropolitan Planning Organization	GVMPO
North Front Range Metropolitan Planning Organization	NFRMPO
Pikes Peak Area Council of Governments	PPACG
Pueblo Area Council of Governments	PACOG

Population Growth

The State Demography Office, part of the Colorado Department of Local Affairs, provides annual population estimates and forecasts for Colorado's regions, counties, and municipalities. Population growth plays a critical role as it directly influences greenhouse gas (GHG) emissions. As the population increases, so does the demand for transportation. By closely monitoring population trends, CDOT can better anticipate changes in transportation needs and adjust its strategies to meet GHG reduction targets effectively. Below are the latest population estimates for Colorado and its Metropolitan Planning Organizations (MPOs).

Figure 1

Colorado and MPO Population Estimates

The following chart illustrates the population estimates for Colorado and its MPOs from 2014 to 2023.

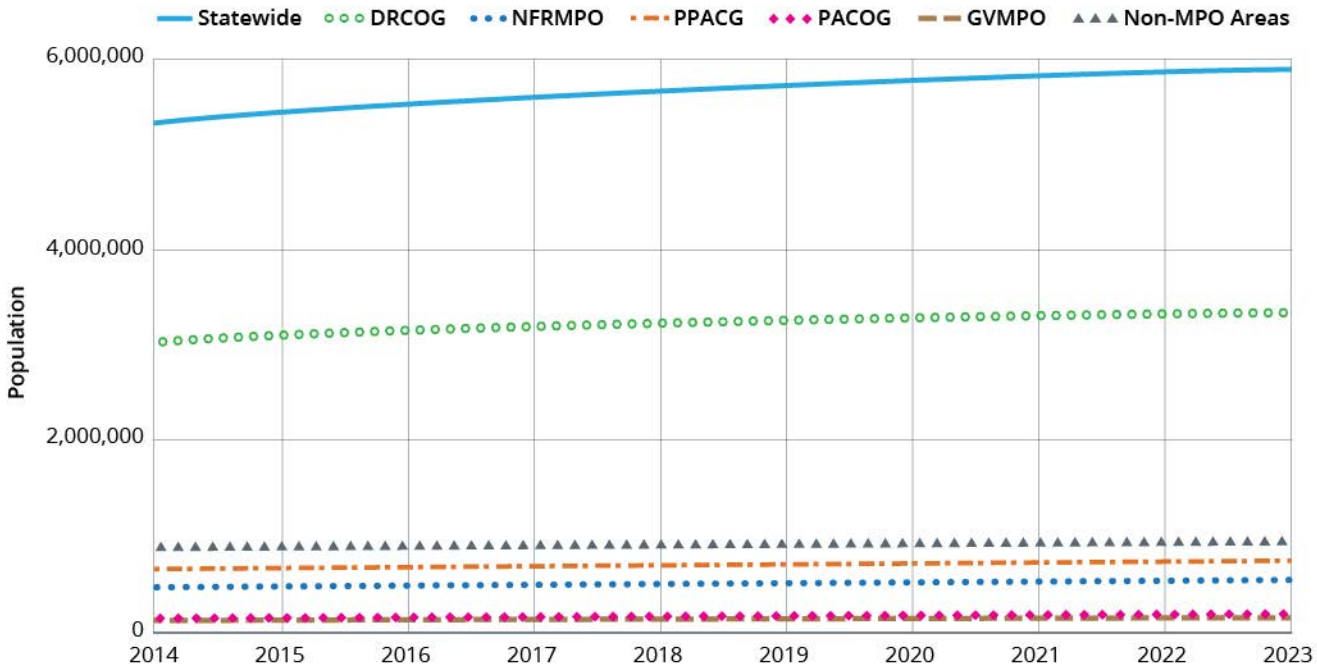


Table 2

Population Estimates, Change from Prior Year and 2014

The following table illustrates the population estimates for Colorado and its MPOs, along with the percentage changes from the prior year and from 2014:

Geography	2023 Data	Percent Change from 2022	Percent Change from 2014
Colorado	5,876,300	0.6%	9.9%
DRCOG	3,348,452	0.6%	9.5%
NFRMPO	557,749	1.5%	18.8%
PPACG	740,343	0.5%	11.7%
PACOG	158,261	0.1%	5.2%
GVMPO	144,783	0.7%	8.6%
Non-MPO Areas	926,711	0.4%	5.9%

Table 3

Historical Colorado and MPO Population Estimates

The table below provides a historical view of population estimates from 2014 to 2023 for the entire state as well as for each MPO and non-MPO areas.

Year	Statewide	DRCOG	NFRMPO	PPACG	PACOG	GVMPO	Non-MPO Areas
2014	5,347,655	3,056,645	469,488	662,967	150,413	133,376	874,766
2015	5,446,594	3,121,159	483,297	675,023	151,878	134,276	880,961
2016	5,529,631	3,168,887	493,552	689,262	153,425	135,721	888,784
2017	5,599,588	3,205,653	503,653	701,717	154,734	137,419	896,412
2018	5,676,912	3,248,912	514,545	714,596	155,771	139,219	903,869
2019	5,734,909	3,282,361	525,136	722,192	156,521	140,224	908,475
2020	5,784,970	3,312,404	533,141	728,896	157,252	141,296	911,980
2021	5,811,121	3,317,324	540,241	733,667	158,081	142,657	919,151
2022	5,840,234	3,328,221	549,239	736,882	158,210	143,720	923,962
2023	5,876,300	3,348,452	557,749	740,343	158,261	144,783	926,711

Data Source

Colorado Department of Local Affairs | State Demography Office
https://demography.dola.colorado.gov/assets/html/population.html
Updated: July 31, 2024

Summary of Population Trends

Over the past decade, Colorado has experienced consistent population growth. From 2014 to 2023, the state's population increased by approximately 9.9%. The growth rate has been relatively steady, with a slight annual increase. Notably, the North Front Range MPO (NFRMPO) has seen the highest growth rate among MPOs, with an 18.8% increase since 2014. In contrast, the Pueblo Area Council of Governments (PACOG) has had the smallest growth, at 5.2% over the same period. The non-MPO areas also exhibit a modest growth trend, reflecting broader demographic shifts across the state.

Vehicle Miles Traveled (VMT)

VMT data is provided by the CDOT Division of Transportation Development through its annual traffic counting program. By tracking VMT, the report assesses travel behavior trends and their potential impact on the state's overall carbon footprint, providing insights necessary for effective GHG reduction strategies. The following figures and tables illustrate VMT and VMT per capita for Colorado and its MPOs.

Figure 2

Colorado and MPO VMT

This figure illustrates the total VMT for Colorado and its MPOs for the years 2014-2023.

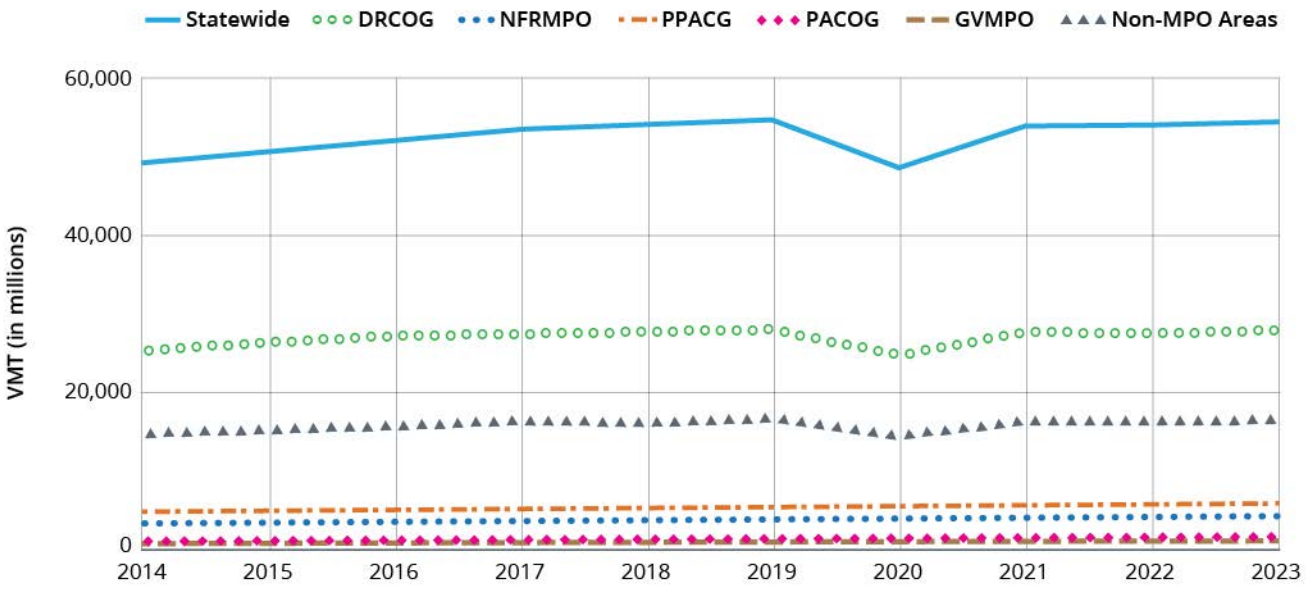


Table 4

VMT, Change from Previous Year and 2014

Table 4 displays the total VMT for Colorado and its MPOs for 2023, along with the percentage change from the previous year and from 2014.

Geography	2023 Data	Percent Change from 2022	Percent Change from 2014
Colorado	54,661,702,815	1.3%	11.6%
DRCOG	27,434,622,280	1.2%	9.7%
NFRMPO	3,914,959,547	1.9%	23.1%
PPACG	5,494,365,021	1.3%	20.6%
PACOG	1,125,579,586	1.8%	12.1%
GVMPO	880,181,614	1.3%	7.3%
Non-MPO Areas	15,811,994,766	1.4%	9.8%

Table 5

Historical Colorado and MPO VMT (millions)

Table 5 shows the historical VMT data from 2014 to 2023, highlighting the changes over time for Colorado and its MPOs.

Year	Statewide	DRCOG	NFRMPO	PPACG	PACOG	GVMPO	Non-MPO Areas
2014	48,985.1	25,018.4	3,179.8	4,556.6	1,004.1	820.6	14,405.5
2015	50,437.3	25,858.5	3,301.4	4,748.7	1,018.8	837.0	14,672.6
2016	52,009.1	26,645.8	3,419.9	4,824.8	985.3	850.3	15,282.9
2017	53,382.1	27,151.0	3,548.7	4,960.3	1,002.2	869.6	15,850.2
2018	53,953.6	27,523.7	3,751.3	5,187.3	1,030.4	870.9	15,590.4
2019	54,633.6	27,760.4	3,774.2	5,179.0	1,034.5	869.2	16,016.7
2020	48,509.4	24,429.9	3,381.3	4,629.9	954.6	779.6	14,333.7
2021	53,839.3	27,125.3	3,747.8	5,114.4	1,040.1	861.3	15,980.1
2022	53,935.3	27,099.4	3,840.9	5,422.0	1,106.0	869.2	15,597.7
2023	54,661.7	27,434.6	3,915.0	5,494.4	1,125.6	880.2	15,812.0

Vehicle Miles Traveled per Capita

Figure 3

Colorado and MPO VMT per Capita

This figure illustrates the vehicle miles traveled per capita for Colorado and its MPOs for the year 2023. VMT per capita measures the average number of miles traveled by each person within a given area, helping to gauge the relationship between travel behavior and population size. Population data from the State Demographer's Office is used to calculate VMT per capita.

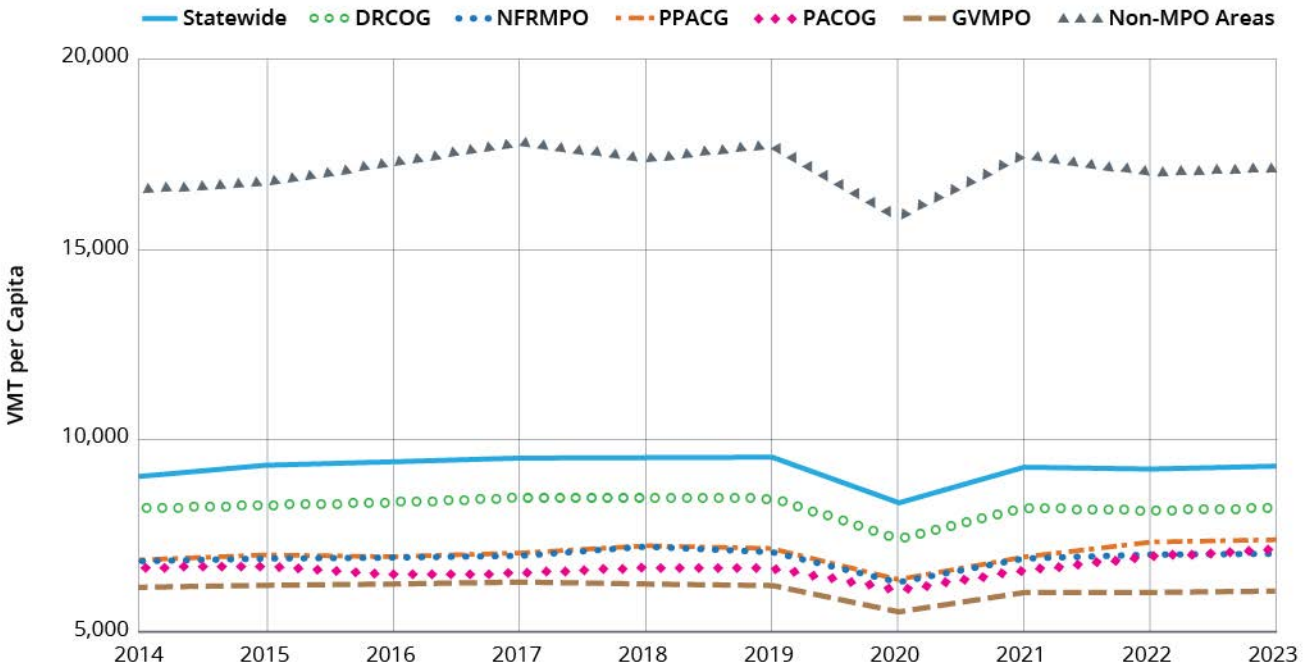


Table 6

VMT per Capita, Change from Previous Year and 2014

Table 6 presents the VMT per capita for Colorado and its MPOs for 2023, including the percentage change from the previous year and from 2014.

Geography	2023 Data	Percent Change from 2022	Percent Change from 2014
Colorado	9,302	0.7%	1.5%
DRCOG	8,193	0.6%	0.1%
NFRMPO	7,019	0.5%	3.6%
PPACG	7,421	0.9%	8.0%
PACOG	7,112	1.7%	6.5%
GVMPO	6,079	0.5%	-1.2%
Non-MPO Areas	17,062	0.9%	3.6%

Table 7

Historical Colorado and MPO VMT per Capita

Table 7 shows historical VMT per capita data from 2014 to 2023, illustrating the changes over time for Colorado and its MPOs.

Year	Statewide	DRCOG	NFRMPO	PPACG	PACOG	GVMPO	Non-MPO Areas
2014	9,160	8,185	6,773	6,873	6,675	6,153	16,468
2015	9,260	8,285	6,831	7,035	6,708	6,234	16,655
2016	9,406	8,409	6,929	7,000	6,422	6,265	17,195
2017	9,533	8,470	7,046	7,069	6,477	6,328	17,682
2018	9,504	8,472	7,290	7,259	6,615	6,256	17,249
2019	9,526	8,457	7,187	7,171	6,609	6,198	17,630
2020	8,385	7,375	6,342	6,352	6,070	5,518	15,717
2021	9,265	8,177	6,937	6,971	6,580	6,037	17,354
2022	9,235	8,141	6,983	7,358	6,992	6,044	16,903
2023	9,302	8,193	7,019	7,421	7,112	6,079	17,062

Data Source

Colorado Department of Transportation | Online Transportation Information System (OTIS)
https://dtdapps.coloradodot.info/otis Updated: August 5, 2024

Summary of Vehicle Miles Traveled Trends

The data for VMT indicates a general increase in both total VMT and VMT per capita from 2014 to 2023. In 2023, VMT increased by 1.3% from the previous year and 11.6% from 2014. This upward trend is consistent across most MPOs, with notable increases in the NFRMPO and PPACG areas. VMT per capita also saw a slight rise of 0.7% statewide from the previous year, reflecting a moderate growth in road use per person. The GVMPO area, however, experienced a slight decline in VMT per capita. This overall increase in VMT suggests a growing demand for road infrastructure and increased mobility options, though regional variations highlight differing transportation dynamics across the state.

Electric Vehicle (EV) Registrations

EV data tracks the original registrations of electric vehicles in Colorado, capturing both new sales and out-of-state transfers. The data includes battery electric vehicles (BEV) and plug-in hybrid electric vehicles (PHEV), providing insight into the adoption of EV technology and its impact on reducing GHG emissions.

Figure 4

EV Original Registrations, Total and Major Vehicle Categories

This figure illustrates the total number of original electric vehicle registrations in Colorado, including battery electric vehicles (BEV) and plug-in hybrid electric vehicles (PHEV), showing trends over time.

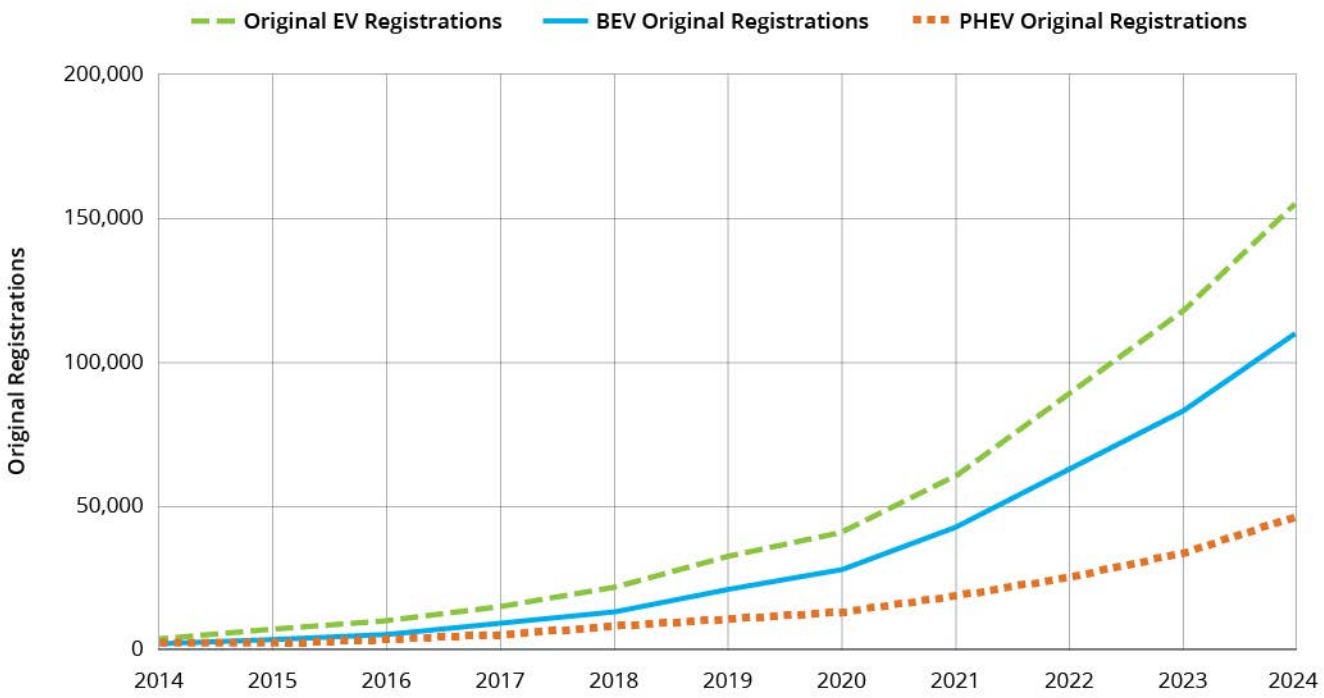


Table 8

Original EV Registrations, Change from 2023 and 2014

Table 8 provides the 2024 data for original EV registrations, including both BEV and PHEV categories, with percentage changes from 2023 and 2014.

Vehicle Category	2024 Data	Percent Change from 2023	Percent Change from 2014
EV Original Registrations	155,558	21.1%	3,464.6%
BEV Original Registrations	109,039	19.4%	4,901.8%
PHEV Original Registrations	46,519	25.3%	2,030.0%

Table 9

Historical Original EV Registrations, Total and Major Vehicle Categories (cumulative)

Table 9 shows the cumulative data for original EV registrations, including BEV and PHEV categories, from 2014 to 2024.

Year	EV Original Registrations	BEV Original Registrations	PHEV Original Registrations
2014	4,364	2,180	2,184
2015	6,698	3,690	3,008
2016	10,008	5,674	4,334
2017	15,001	8,948	6,053
2018	21,513	13,149	8,364
2019	31,857	20,958	10,899
2020	40,234	27,458	12,776
2021	60,291	41,861	18,430
2022	86,046	61,175	24,871
2023	128,407	91,291	37,116
2024	155,558	109,039	46,519

Data Source

Atlas Public Policy Group, Colorado Energy Office
EValuateCO
https://atlaspolicy.com/evaluateco/
Updated: July 18, 2024

Summary of Electric Vehicle Trends

The data for EV registrations demonstrates significant growth in Colorado. As of 2024, total original EV registrations have reached 155,558, marking a 21.1% increase from the previous year and a remarkable 3,464.6% increase from 2014. Battery electric vehicles (BEV) and plug-in hybrid electric vehicles (PHEV) have both seen substantial growth, with BEVs increasing by 19.4% from 2023 and 4,901.8% from 2014, and PHEVs rising by 25.3% from 2023 and 2,030.0% from 2014. The cumulative data from 2014 to 2024 shows a consistent upward trend in registrations, reflecting a growing adoption of electric vehicles in the state.

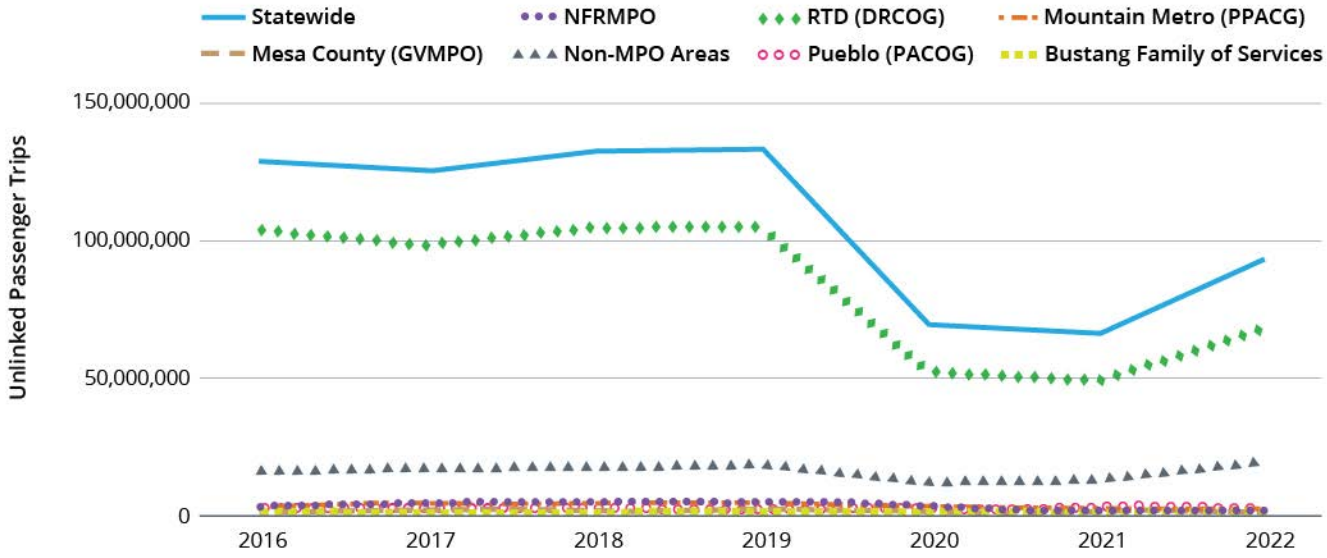
Statewide transit data includes unlinked passenger trips and revenue service miles. Unlinked passenger trips count each trip made by a rider, regardless of the mode of transit. The data is provided by the National Transit Database (NTD) and is reported by each transit agency that receives federal funds. Revenue service miles represent the total miles traveled by transit vehicles while in service and available to carry passengers. These performance indicators are crucial for assessing the use of public transportation and its effectiveness in reducing reliance on personal vehicles, thereby contributing to lower GHG emissions.

Unlinked Passenger Trips

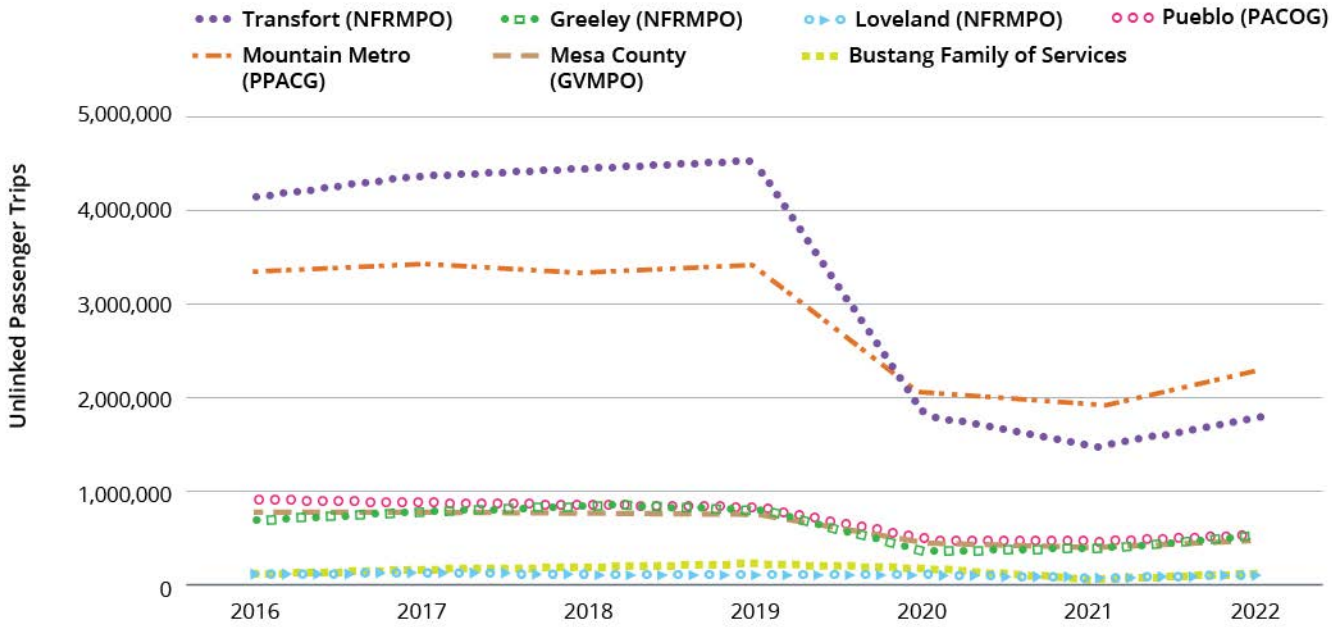
Figure 5

Unlinked Passenger Trips, Statewide and Major Colorado Transit Agencies

This figure illustrates the number of unlinked passenger trips for major Colorado transit agencies, with a zoomed-in view for agencies with trips below 5,000,000.



Unlinked Passenger Trips* (zoomed in)



** Chart is zoomed in to display major Colorado transit agencies with unlinked passenger trips below 5,000,000.*

Table 10

Unlinked Passenger Trips, Change from Previous Year and 2016

Table 10 shows the number of unlinked passenger trips for various transit agencies in Colorado for the year 2022, including the percentage change from the previous year and from 2016.

Geography	2022 Data	Percent Change from 2021	Percent Change from 2016
Colorado	94,232,348	40.9%	-26.9%
RTD (DRCOG)	68,303,370	28.6%	-33.9%
Transfort (NFRMPO)	1,776,206	17.4%	-56.8%
City of Greeley (NFRMPO)	550,412	24.4%	-17.5%
Loveland Transit (NFRMPO)	98,616	19.1%	-15.7%
Mountain Metro (PPACG)	2,315,479	16.7%	-31.3%
Pueblo Transit (PACOG)	543,077	13.5%	-39.9%
Mesa County (GVMPO)	487,738	17.5%	-38.5%
Non-MPO Areas	20,157,450	33.9%	29.2%
Bustang Family of Services	146,111	165.9%	42.5%

Table 11

Unlinked Passenger Trips, Statewide and Major Colorado Transit Agencies

Table 11 provides a historical view of unlinked passenger trips from 2016 to 2022 for Colorado and major transit agencies.

Year	Statewide	RTD (DRCOG)	Transfort (NFRMPO)	Greeley (NFRMPO)	Loveland (NFRMPO)	Mountain Metro (PPACG)	Pueblo (PACOG)	Mesa County (GVMPO)	Non-MPO Areas	Bustang Family of Services
2016	128,900,802	103,340,797	4,112,808	667,532	116,964	3,372,415	903,046	792,946	15,594,294	102,503
2017	125,463,344	98,077,504	4,378,724	774,651	105,917	3,439,405	877,227	792,946	17,016,970	155,864
2018	132,727,049	104,708,480	4,444,532	842,132	104,115	3,346,182	864,290	777,384	17,639,934	194,064
2019	134,188,182	105,207,476	4,503,616	829,337	118,236	3,411,436	831,954	760,788	18,525,339	238,135
2020	70,052,872	52,314,687	1,796,952	369,725	74,213	2,063,408	496,659	459,351	12,477,877	189,533
2021	66,857,905	48,777,163	1,466,945	416,010	79,754	1,930,060	469,908	402,300	13,315,765	54,946
2022	94,232,348	68,303,370	1,776,206	550,412	98,616	2,315,479	543,077	487,738	20,157,450	146,111

Table 12

Annual Percentage Change in Unlinked Passenger Trips, Statewide and Major Colorado Transit Agencies

Table 12 provides the annual percentage change in unlinked passenger trips from 2017 to 2022 for Colorado and major transit agencies.

Year	Statewide	RTD (DRCOG)	Transfort (NFRMPO)	Greeley (NFRMPO)	Loveland (NFRMPO)	Mountain Metro (PPACG)	Pueblo (PACOG)	Mesa County (GVMPO)	Non-MPO Areas	Bustang Family of Services
2017	-2.7%	-5.1%	6.5%	16.1%	-9.4%	2.0%	-2.9%	0.0%	9.1%	52.1%
2018	5.8%	6.8%	1.5%	8.7%	-1.7%	-2.7%	-1.5%	-2.0%	3.7%	24.5%
2019	1.1%	0.5%	1.3%	-1.5%	13.6%	2.0%	-3.7%	-2.1%	5.0%	22.7%
2020	-47.8%	-50.3%	-60.1%	-55.4%	-37.2%	-39.5%	-40.3%	-39.6%	-32.6%	-20.4%
2021	-4.6%	-6.8%	-18.4%	12.5%	7.5%	-6.5%	-5.4%	-12.4%	-6.7%	-71.0%
2022	40.9%	40.0%	21.1%	32.3%	23.7%	20.0%	15.6%	21.2%	51.4%	165.9%

Data Source

Federal Transit Administration
National Transit Database
https://www.transit.dot.gov/ntd
Updated: August 1, 2023

Summary of Unlinked Passenger Trip Trends

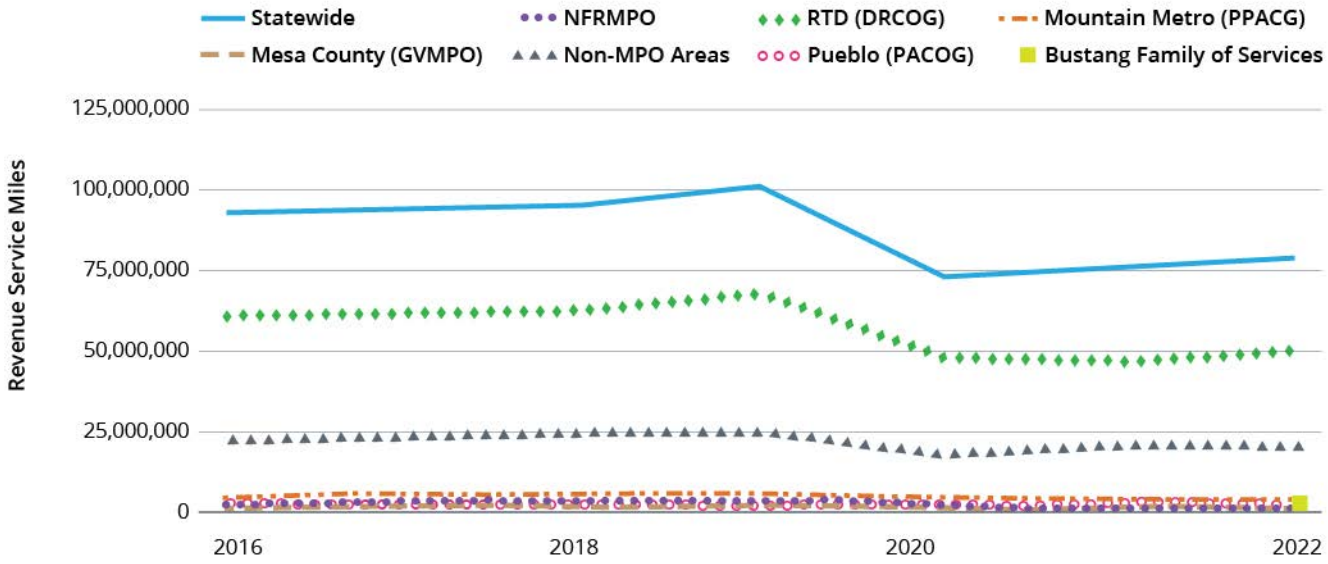
Unlinked passenger trips in Colorado saw a significant increase in 2022, with total unlinked passenger trips rising to 94,232,348, a 40.9% increase from the previous year. The increase in 2022 reflects a recovery from the sharp declines experienced during the COVID-19 pandemic. Major transit agencies such as RTD (DRCOG) and Transfort (NFRMPO) also experienced increases in ridership, though overall figures remain lower than pre-pandemic levels. Non-MPO areas showed a notable increase of 33.9% from the previous year, highlighting a recovery trend in less urbanized regions.

Revenue Service Miles

Figure 6

Revenue Service Miles, Statewide and Major Colorado Transit Agencies

This figure illustrates revenue service miles for major Colorado transit agencies, with a zoomed-in view for agencies with revenue service miles below 5,000,000.



Revenue Service Miles, Statewide and Major Colorado Transit Agencies (zoomed in)

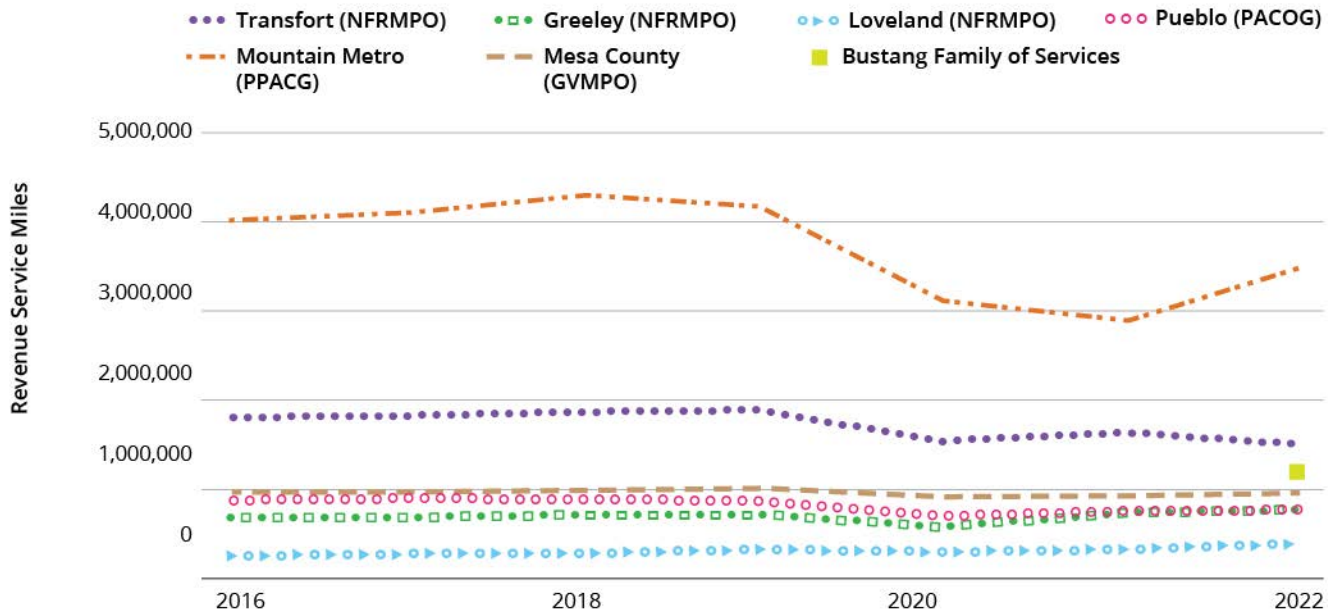


Table 13

Revenue Service Miles, Change from Previous Year and 2016

Table 13 shows revenue service miles for various transit agencies in Colorado for the year 2022, including the percentage change from the previous year and from 2016.

Geography	2022 Data	Percent Change from 2021	Percent Change from 2016
Colorado	78,990,248	6.51%	-13.9%
RTD (DRCOG)	49,664,445	6.92%	-18.3%
Transfort (NFRMPO)	1,483,253	-8.24%	-18.1%
City of Greeley (NFRMPO)	751,257	6.97%	10.7%
Loveland Transit (NFRMPO)	361,862	13.27%	51.9%
Mountain Metro (PPACG)	3,487,358	21.38%	-13.6%
Pueblo Transit (PACOG)	715,160	-2.80%	-18.0%
Mesa County (GVMPO)	925,833	-1.08%	-4.5%
Non-MPO Areas	20,313,534	-1.05%	-9.3%
*Bustang Family of Services	1,287,546	—	—

**Note: Bustang Family of Service revenue service mile data is only available for 2022.*

Table 14

Revenue Service Miles, Statewide and Major Colorado Transit Agencies

Table 14 provides a historical view of revenue service miles from 2016 to 2022 for Colorado and major transit agencies.

Year	Statewide	RTD (DRCOG)	Transfort (NFRMPO)	Greeley (NFRMPO)	Loveland (NFRMPO)	Mountain Metro (PPACG)	Pueblo (PACOG)	Mesa County (GVMPO)	Non-MPO Areas	*Bustang Family of Services
2016	91,760,059	60,758,347	1,810,797	678,983	238,217	4,038,002	872,538	968,921	22,394,254	—
2017	93,659,898	62,299,415	1,815,737	680,660	236,905	4,084,702	886,352	953,365	22,702,762	—
2018	95,281,540	62,210,005	1,870,828	683,786	280,062	4,309,677	867,724	986,612	24,072,846	—
2019	100,618,172	66,983,759	1,876,398	685,915	305,416	4,162,905	854,233	1,012,156	24,737,390	—
2020	72,992,114	48,137,569	1,516,609	577,456	298,701	3,096,484	676,332	928,826	17,760,137	—
2021	74,161,941	46,449,928	1,616,486	702,291	319,457	2,873,179	735,768	935,923	20,528,909	—
2022	78,990,248	49,664,445	1,483,253	751,257	361,862	3,487,358	715,160	925,833	20,313,534	1,287,546

**Note: Bustang Family of Service revenue service mile data is only available for 2022.*

Data Source

Federal Transit Administration | National Transit Database | https://www.transit.dot.gov/ntd
Updated: August 1, 2024

Summary of Revenue Service Mile Trends

In 2022, Colorado saw a modest recovery in unlinked passenger trips, with the total reaching 78,990,248, a 6.5% increase from the previous year. This reflects a gradual rebound from the sharp declines experienced during the COVID-19 pandemic. Bustang reported its first significant data with 1,287,546 trips in 2022. RTD recorded a 6.9% increase, while Transfort saw a decrease in ridership by 8.2% compared to the previous year. Non-MPO areas experienced a slight decrease of 1.0%, indicating varied recovery rates across different regions of the state. Despite these gains, overall figures remain below pre-pandemic levels.

Bicycle Usage

CDOT is currently working on establishing a statewide bicycle and pedestrian count program to improve the accuracy and consistency of bicycle and pedestrian volume data collection. The unique nature of active transportation presents challenges in detecting and tracking these modes, necessitating the development of a systematic approach. The CDOT Active Transportation Program is collaborating with the CDOT Information Management and Applied Research and Innovation branches to explore effective technologies for this purpose.

In the interim, CDOT relies on census data, national surveys, and publicly available micromobility usage data to assess bicycle usage. According to the American Community Survey, the share of Coloradoans using bicycles or walking as their primary commute mode was approximately 3.5% in 2022, down from 4.9% in 2012 but still above the national average of 2.9%. The decline in active transportation commuting is partly attributed to a significant increase in telework.

For non-commute trips, active transportation mode share tends to be higher due to greater flexibility and shorter trip lengths. The National Household Travel Survey's NextGen data shows that in 2022, active transportation accounted for over 12% of all trips within Colorado's ten zones, with Boulder having the highest mode share at 17.1%. Nationally, the active transportation mode share was 12.7%.

Economic indicators provide valuable insights into current economic conditions and help forecast future economic performance. Analyzing these indicators allows for a comprehensive understanding of the economic environment and its potential impact on the transportation sector. The following economic indicators are included in this report:

- Colorado Labor Force
- Gross Domestic Product (GDP)
- Consumer Price Index (CPI)
- Transportation Fuel Prices
- Personal Income Per Capita

Colorado Labor Force

The Colorado labor force is assessed using the unemployment rate as a key economic indicator. This rate, provided by the U.S. Bureau of Labor Statistics (BLS), is updated monthly and offers insights into employment conditions within the state. The unemployment rate is a critical factor in understanding economic stability and its indirect impact on transportation-related GHG emissions.

Figure 7

Colorado Unemployment Rate

Figure 7 illustrates the seasonally adjusted unemployment rate in Colorado over time, showing the monthly changes and trends from January 2015 to January 2024. The data reflects adjustments for seasonal patterns to provide a clearer view of underlying economic trends.

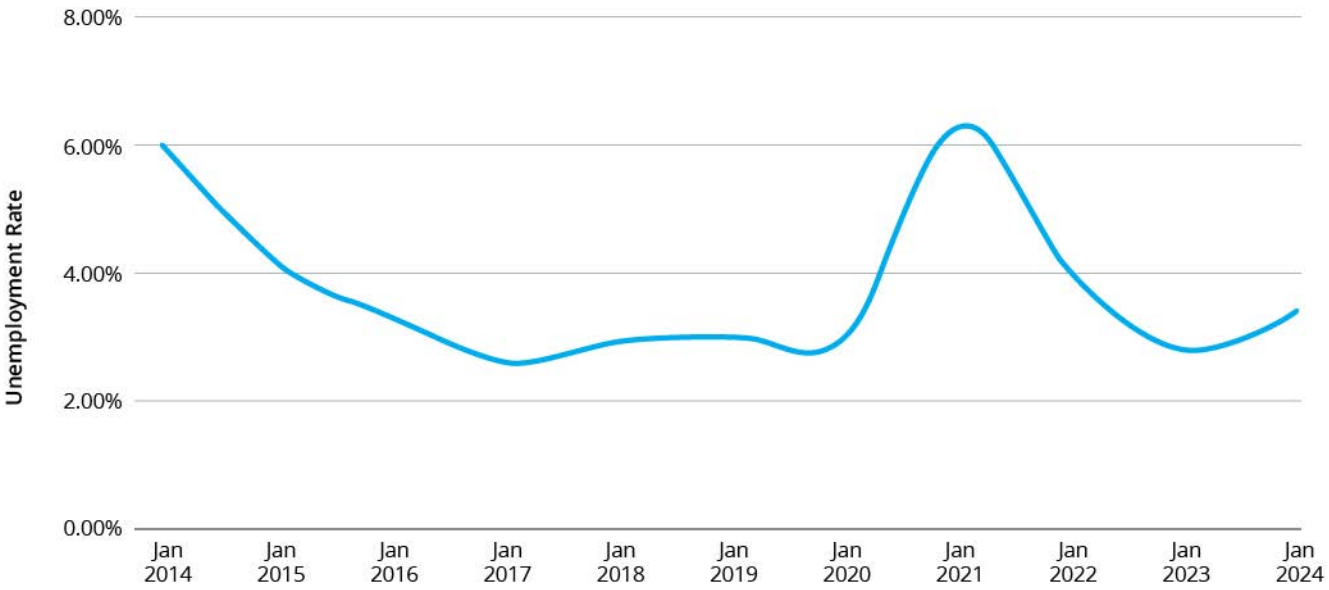


Table 15

Colorado Labor Force and Unemployment Rate, Change from Previous Year and 2014

Table 15 provides data on Colorado's labor force, including the number of employed and unemployed individuals, and the unemployment rate for January 2024. It also shows the percent change from the previous year and from 2014, highlighting recent shifts and longer-term trends. Data is seasonally adjusted.

Statistic	January 2024	Percent Change from 2023	Percent Change from 2015
Colorado Labor Force	3,237,237	1.0%	15.1%
Total Labor Force Employed	3,127,024	0.6%	16.0%
Total Labor Force Unemployed	110,213	15.1%	-5.3%
Unemployment Rate	3.4%	0.4%	-0.7%

Table 16

Colorado Labor Force and Unemployment Rate, as of January each Year

Table 16 displays annual data on Colorado's labor force, including the number of employed and unemployed individuals, and the unemployment rate for January of each year from 2015 to 2024. It provides a historical perspective on employment conditions and the unemployment rate. Data is seasonally adjusted.

Month and Year	Labor Force	Employed	Unemployed	Unemployment Rate
January 2015	2,812,740	2,696,305	116,435	4.1%
January 2016	2,862,652	2,767,788	94,864	3.3%
January 2017	2,911,905	2,836,089	75,816	2.6%
January 2018	3,016,639	2,929,572	87,067	2.9%
January 2019	3,083,056	2,991,441	91,615	3.0%
January 2020	3,135,542	3,041,660	93,882	3.0%
January 2021	3,110,572	2,915,414	195,158	6.3%
January 2022	3,189,963	3,063,149	126,814	4.0%
January 2023	3,204,571	3,108,787	95,784	3.0%
January 2024	3,237,237	3,127,024	110,213	3.4%

Data Source

U.S. Bureau of Labor Statistics
Local Area Unemployment Statistics
Local Area Unemployment Statistics Home Page (bls.gov)
Updated: July 24, 2024

Summary of Colorado Labor Force Trends

- **Labor Force Growth:** Colorado's labor force has steadily increased from 2.8 million in January 2015 to over 3.2 million in January 2024, reflecting a 15.1% growth over the period.
- **Employment Trends:** The number of employed individuals rose from approximately 2.7 million in January 2015 to about 3.1 million in January 2024. The employment rate has shown a consistent upward trend with occasional dips during economic downturns.
- **Unemployment Rate:** The unemployment rate has generally decreased from 4.1% in January 2015 to 3.4% in January 2024. However, there was a significant spike to 6.3% in January 2021 due to the COVID-19 pandemic, with a subsequent decrease as the economy recovered.
- **Recent Data:** The January 2024 unemployment rate of 3.4% represents a 0.4% increase from the previous year, highlighting a rise in unemployment rates despite a relatively low overall rate compared to historical highs.

Gross Domestic Product

Gross Domestic Product (GDP) measures the total value of goods and services produced within the state, serving as a key economic indicator of overall economic health. Reported in real, inflation-adjusted dollars with 2017 as the base year, GDP data helps assess economic growth and its potential influence on transportation patterns and GHG emissions. The data is provided by the Bureau of Economic Analysis within the U.S. Department of Commerce and is presented annually in this report to reflect Colorado's economic performance.

Figure 8

Colorado GDP in Real, Inflation-Adjusted Dollars

Figure 8 illustrates the trend of Colorado's GDP in real, inflation-adjusted dollars from 2014 to 2023. It highlights the annual changes and overall economic growth within the state.

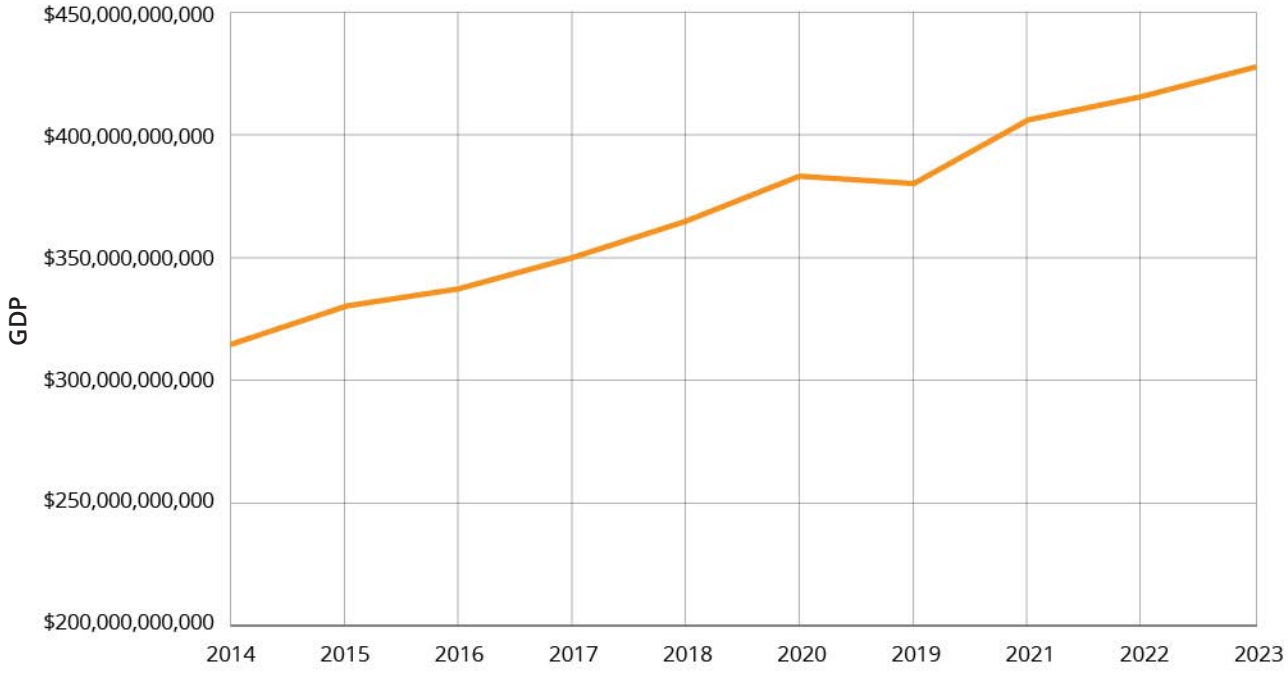


Table 17

Colorado GDP in Real, Inflation-Adjusted Dollars, Change from Previous Year and 2014

Table 17 presents the GDP for Colorado in real, inflation-adjusted dollars for the year 2023. It includes percent changes from the previous year and from 2014, showing recent economic growth and longer-term trends.

Statistic	2023	Percent Change from 2022	Percent Change from 2014
GDP (Real Dollars, Inflation-Adjusted)	$428,040,400,000	2.9%	35.7%

Table 18

Colorado GDP in Real/Inflation-Adjusted Dollars

Table 18 provides the historical GDP data for Colorado, adjusted to 2017 dollars, from 2014 to 2023. It shows the year-over-year changes in real GDP, reflecting the economic growth and fluctuations over the past decade.

Year	**GDP** (Real dollars, Inflation-Adjusted)
2014	$315,399,000,000
2015	$330,526,100,000
2016	$337,685,200,000
2017	$350,209,100,000
2018	$365,204,500,000
2019	$383,596,000,000
2020	$380,921,900,000
2021	$406,961,500,000
2022	$416,114,400,000
2023	$428,040,400,000

Data Source

U.S. Bureau of Economic Analysis | Real Gross Domestic Product by State
GDP by State | U.S. Bureau of Economic Analysis (BEA)
Updated: July 30, 2024

Summary of Gross Domestic Product Trends

From 2014 to 2023, Colorado's GDP has shown a consistent upward trend when adjusted for inflation. The state's real GDP increased from approximately $315.4 billion in 2014 to about $428.0 billion in 2023. This represents a significant overall growth of 35.7% over the decade. The annual growth rate in GDP has generally been positive, with a notable increase of 2.9% from 2022 to 2023, indicating continued economic expansion.

Throughout the years, Colorado's GDP growth has been relatively steady, with some fluctuations during the period, particularly during the COVID-19 pandemic in 2020. However, the GDP rebounded strongly in subsequent years, reflecting economic recovery and growth.

Consumer Price Index

The Consumer Price Index (CPI) tracks the price changes of a weighted average market basket of consumer goods and services purchased by households, serving as a critical measure of inflation and cost of living. This data is provided by the Bureau of Labor Statistics (BLS) within the U.S. Department of Labor, using 1982 as the base year (1982=100). The report focuses on the CPI for the Denver-Aurora-Lakewood metropolitan area, highlighting regional economic conditions that may impact transportation behaviors and GHG emissions.

Figure 9

Denver-Aurora-Lakewood Consumer Price Index and Inflation Rate

Figure 9 displays the trends in the Consumer Price Index (CPI) and the inflation rate for the Denver-Aurora-Lakewood area. It shows how the cost of living has changed over time, alongside annual inflation rates.

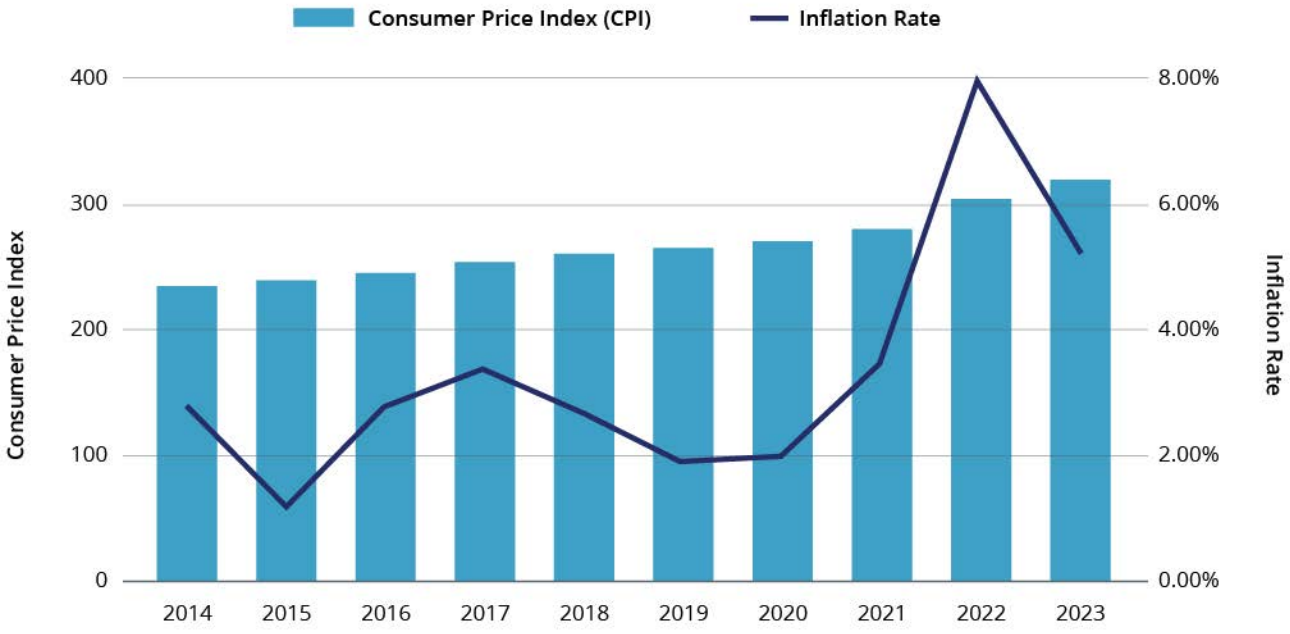


Table 19

Denver-Aurora-Lakewood Consumer Price Index (CPI) and Inflation Rate, Change from Previous Year and 2014

Table 19 summarizes the CPI and inflation rate for Denver-Aurora-Lakewood for 2023, including percent changes from the previous year and from 2014.

Statistic	2023 Data	Percent Change from 2022	Percent Change from 2014
Consumer Price Index	320.3	5.2%	35.0%
Inflation Rate	5.2%	-3.2%	2.2%

Table 20

Historical Denver-Aurora-Lakewood Consumer Price Index (CPI) and Inflation Rate

Table 20 provides historical CPI and inflation rate data for the Denver-Aurora-Lakewood area from 2014 to 2023. Data is seasonally adjusted.

Year	Consumer Price Index (CPI)	Inflation Rate
2014	237.2	2.8%
2015	240.0	1.2%
2016	246.6	2.8%
2017	255.0	3.4%
2018	262.0	2.7%
2019	267.0	1.9%
2020	272.2	2.0%
2021	281.8	3.5%
2022	304.4	8.0%
2023	320.3	5.2%

Data Source

U.S. Bureau of Labor Statistics
Consumer Price Index – Regional Resources
Regional Resources: U.S. Bureau of Labor Statistics (bls.gov)
Updated: July 29, 2024

Summary of Consumer Price Index Trends

The Consumer Price Index (CPI) for the Denver-Aurora-Lakewood area has generally increased over the past decade, rising from 237.2 in 2014 to 320.3 in 2023, a 35.0% increase. The inflation rate has varied considerably, with a significant peak of 8.0% in 2022, before decreasing to 5.2% in 2023. The most recent data shows a notable rise in the cost of living in 2023, following a period of higher inflation in 2022. This upward trend in CPI reflects ongoing increases in prices for consumer goods and services, with marked fluctuations in the inflation rate indicative of broader economic conditions.

Consumer Price Index and Construction Industry Trends

Economic conditions influence both the cost of living and infrastructure development. This section analyzes how Consumer Price Index (CPI) trends compares to key construction industry trends such as the Producer Price Index (PPI) and the Colorado Construction Cost Index (CCCI). The relationship between these metrics offers insights into broader economic pressures affecting both general inflation and the specific costs of transportation infrastructure projects. The rising costs in construction can also impact the transportation sector's ability to deliver infrastructure projects aimed at reducing vehicle emissions. Delays or reductions in these projects may slow progress in reducing transportation-related greenhouse gas (GHG) emissions, further linking economic trends with environmental goals.

Figure 10

Annual Percentage Change for CPI and PPI

Figure 10 illustrates the annual percentage change in mountain region CPI compared to various construction-related PPI indices, showing that prices for materials like concrete and asphalt have increased at a significantly faster rate than general inflation.

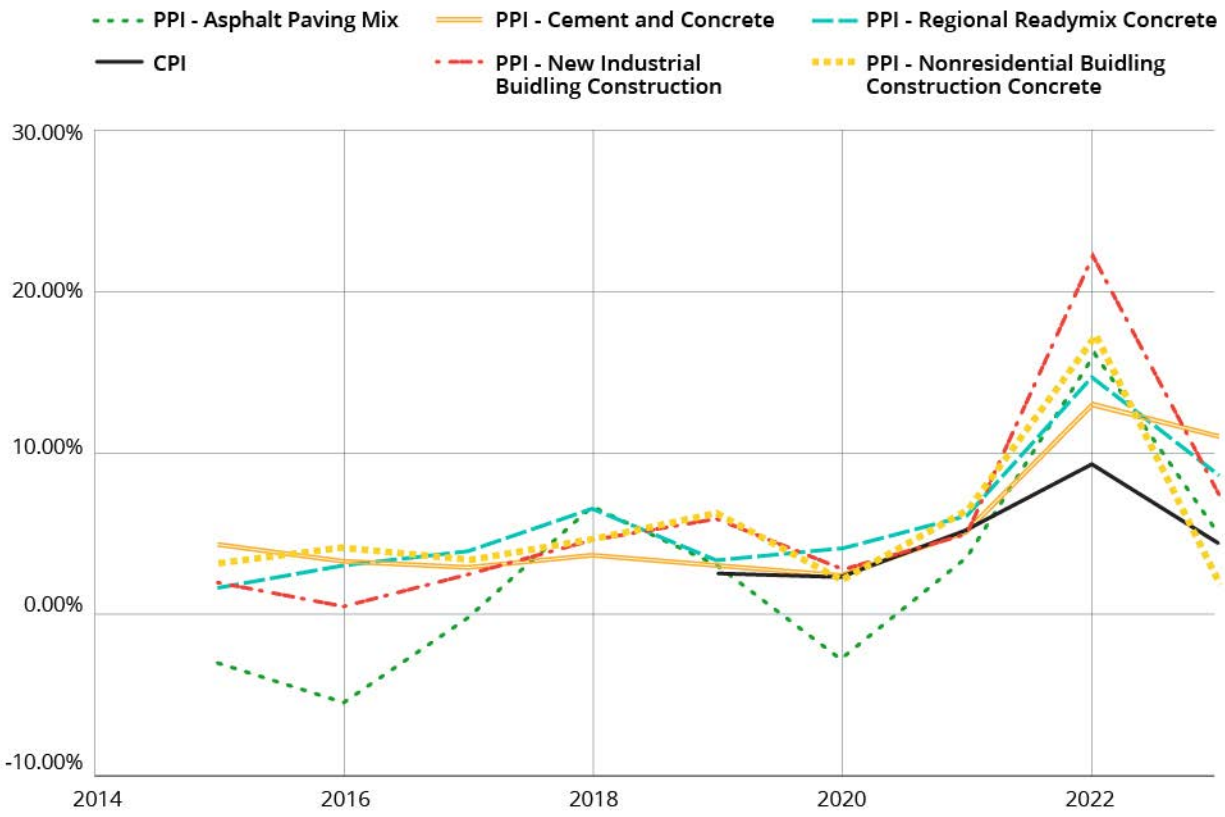


Table 21

Annual Percentage Change for CPI and PPI

Table 21 provides the annual percentage change for CPI and PPI from 2019 to 2023. The CPI reflects overall general inflation, while the PPI values indicate industry-specific trends.

Year	CPI	PPI - New Industrial Building Construction	PPI - Non-Residential Building Construction Concrete	PPI - Asphalt Paving Mix	PPI - Cement and Concrete	PPI - Regional Ready-mix Concrete
2019	2.60%	5.95%	6.39%	2.97%	3.02%	3.39%
2020	2.20%	2.95%	2.08%	-2.65%	2.47%	4.16%
2021	5.00%	5.24%	6.82%	3.58%	4.91%	6.35%
2022	9.30%	22.29%	17.58%	16.14%	12.96%	14.73%
2023	4.50%	7.58%	1.96%	5.00%	11.00%	8.69%

Data Source

CPI
PPI- New Industrial Building Construction
PPI- Non-Residential Building Construction Concrete
PPI- Asphalt Paving Mix
PPI- Cement and Concrete
PPI- Regional Ready-mix Concrete
Updated: July 29, 2024

Summary of Consumer Price Index and Construction Industry Trends

The comparison between CPI and construction industry trends shows that the prices of materials critical to transportation infrastructure have risen at a significantly faster rate than overall inflation since 2020. These rising costs pose challenges for transportation infrastructure projects by increasing the financial burden, potentially causing delays in execution of transportation construction projects.

Transportation Fuel Prices

Transportation fuel prices, particularly for conventional retail gasoline, are monitored weekly by the U.S. Energy Information Administration (EIA) within the U.S. Department of Energy. This data reflects the average prices for all grades of gasoline sold at retail outlets across Colorado. The report also includes details on the highest and lowest gasoline prices recorded weekly within the state, providing insights into fuel cost trends that influence transportation patterns and GHG emissions.

Figure 11

Colorado Weekly Conventional Retail Gasoline Prices

Figure 11 illustrates the weekly average retail gasoline prices across Colorado. It provides a visual representation of how gasoline prices have fluctuated over time, showing trends and seasonal variations.

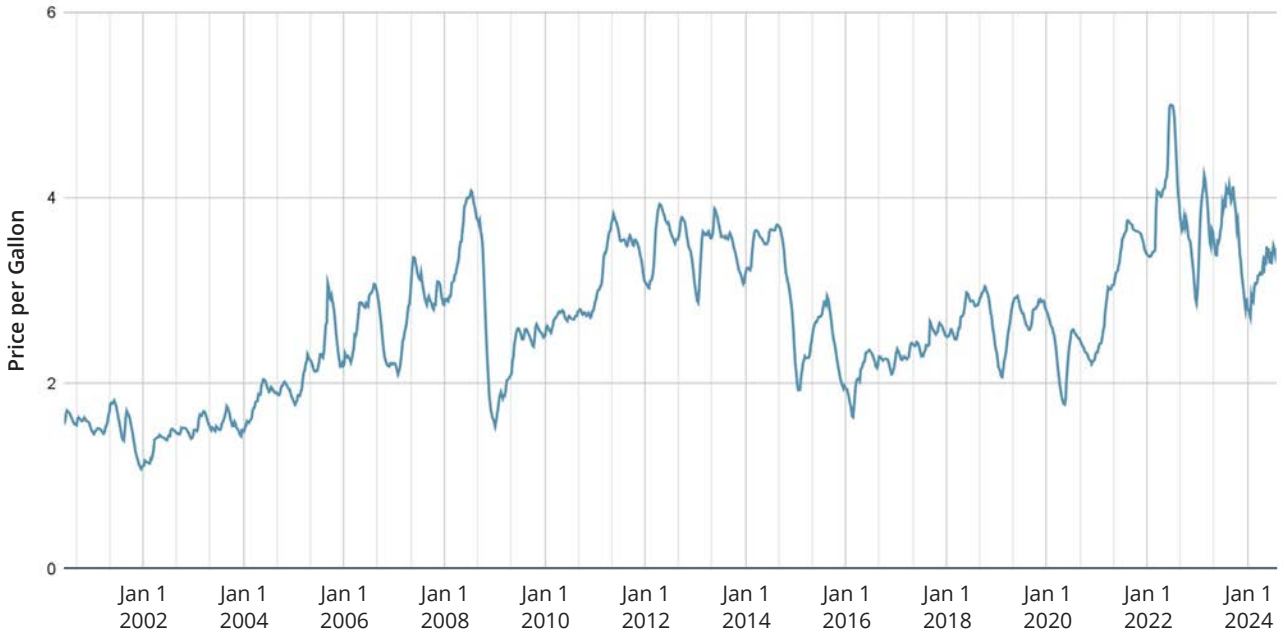


Table 22

Colorado Weekly Conventional Retail Gasoline Prices, Change from Latest Reported Week, Previous Year and 2013

Table 22 summarizes the average conventional retail gasoline price in Colorado for the week of July 29, 2024. It shows the percent change from the previous year and from 2014.

Statistic	Week of July 29, 2024	Percent Change from 2023	Percent Change from 2014
Conventional Retail Gasoline Price	$3.46	-15.7%	-4.3%

Table 23

Colorado Weekly Conventional Retail Gasoline Prices, Highest and Lowest Weekly Price

Table 23 provides the highest and lowest weekly gasoline prices recorded in Colorado for each year from 2014 to 2024. It highlights the range of gasoline prices experienced throughout the year, capturing both the peak and trough of prices.

Year	Lowest Gasoline Price	Highest Gasoline Price
2014	$2.21 (Dec. 29, 2014)	$3.71 (Aug. 18, 2014)
2015	$1.93 (Jan. 19, 2015)	$2.94 (Aug. 17, 2015)
2016	$1.64 (Feb. 22, 2016)	$2.36 (Jun. 20, 2016)
2017	$2.25 (Feb. 13, 2017)	$2.66 (Sep. 4, 2017)
2018	$2.35 (Dec. 31, 2018)	$3.04 (Oct. 8, 2018)
2019	$2.07 (Feb. 11, 2019)	$2.94 (Jun. 3, 2019)
2020	$1.77 (May 11, 2020)	$2.77 (Jan. 6, 2020)
2021	$2.33 (Jan. 4, 2021)	$3.76 (Aug. 16, 2021)
2022	$2.87 (Dec. 26, 2022)	$5.00 (Jun. 20, 2022)
2023	$2.98 (Jan. 2, 2023)	$4.25 (Feb. 20, 2023)
2024	$2.72 (Jan. 22, 2024)	$3.51 (Aug. 5, 2024)

Data Source

U.S. Energy Information Administration
Petroleum and Other Liquids – Weekly Colorado All Grades Conventional Retail Gasoline Prices
Weekly Colorado All Grades Conventional Retail Gasoline Prices (Dollars per Gallon) (eia.gov)
Updated: August 5, 2024

Summary of Transportation Fuel Price Trends

Gasoline prices in Colorado have shown significant variation over the past decade. In 2023, prices ranged from a low of $2.98 per gallon to a high of $4.25 per gallon, reflecting fluctuations driven by market conditions. In 2024, prices decreased to a range of $2.72 to $3.51 per gallon. Comparing the most recent data with historical figures, the average price for July 2024 is lower than the peak prices observed in 2022 but remains above the levels seen in 2014. The trends indicate a volatile fuel market with periodic spikes and drops influenced by various economic factors and supply chain dynamics.

Personal Income Per Capita

Personal Income per Capita represents the average income earned by each individual in Colorado, calculated by dividing the state's total personal income by its midyear population. This measure includes wages and salaries, Social Security and other government benefits, dividends, interest, business ownership income, and other sources. Understanding personal income per capita is crucial for assessing economic well-being and its impact on transportation choices and GHG emissions.

Figure 12

Colorado Personal Income per Capita

Figure 12 shows the trend of personal income per capita in Colorado over recent years. It illustrates how the average income per person has evolved, highlighting increases or decreases over time.

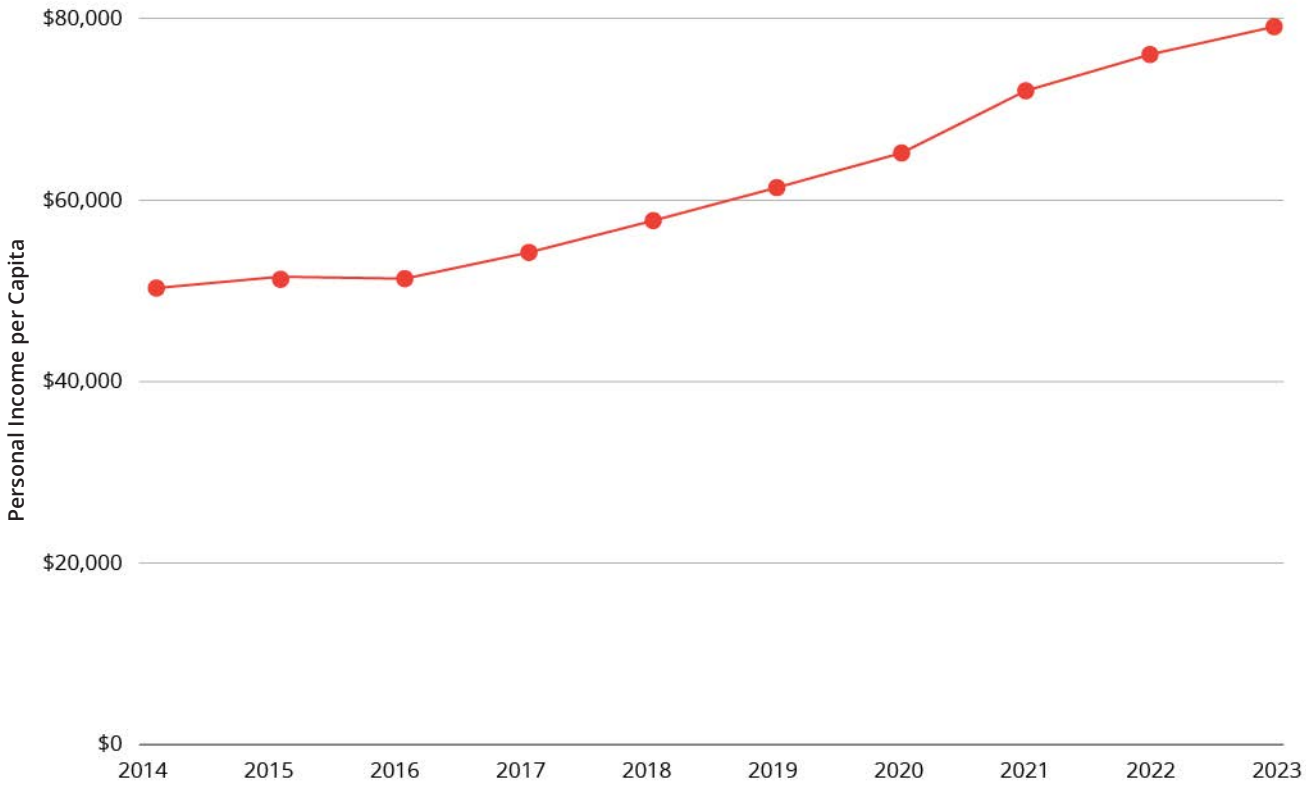


Table 24

Colorado Annual Personal Income per Capita

Table 24 presents the annual personal income per capita for Colorado from 2014 to 2023. The figures are reported in current dollars, not adjusted for inflation.

Year	**Personal Income per Capita** (Current Dollars, Not adjusted for Inflation)
2014	$50,244
2015	$51,394
2016	$51,306
2017	$54,171
2018	$57,794
2019	$61,258
2020	$64,848
2021	$71,920
2022	$75,708
2023	$78,918

Data Source

U.S. Bureau of Economic Analysis
GDP and Personal Income - Regional Data
SAINC1 State Annual personal income summary: personal income, population, per capita personal income | U.S. Bureau of Economic Analysis (BEA)
Updated: July 29, 2024

Summary of Personal Income per Capita Trends

Colorado's personal income per capita has consistently risen over the past decade. Starting at $50,244 in 2014, it increased to $78,918 by 2023. This upward trend indicates a significant growth in the average income of Coloradans, reflecting both economic expansion and rising income levels across various sources. The increase is consistent year-over-year, with notable jumps in income levels from 2020 to 2023, suggesting a recovery and growth phase post-pandemic.

Conclusion

To conclude, CDOT's annual Transportation Trends report to the Transportation Commission (TC) provided an in-depth analysis of performance indicators in alignment with the Greenhouse Gas (GHG) reduction provisions outlined in 2 Code of Colorado Regulations (CCR) 601-22. This report examined key performance indicators such as population growth, VMT, EV registrations, statewide transit, bicycle usage, and relevant economic indicators. By assessing these indicators, the report offered valuable insights into the state's transportation trends and their implications for GHG emissions. It aims to support the TC in determining whether existing performance trends suggest a need for policy adjustments, thereby contributing to Colorado's efforts in reducing GHG pollution from the transportation sector and enhancing mobility options.