



COLORADO

Department of
Transportation

Initiative 167 Analysis

STAC

August 24, 2018



Agenda

- Review key facts and points to consider on Initiative 167
- Review net revenue under 167
- Analyze process for narrowing project list



Initiative #167

Key Facts & Points to Consider

1. No tax increase. General Assembly shall identify and appropriate before July 1 of each year sufficient funds for repayments costs of the bond.
 - ❖ Assumption is the GA provides General Funds for this cost
2. No later than July 1, 2019, CDOT shall issue a maximum of \$3.5 billion in bonds with a max repayment of \$5.2 billion.
 - ❖ With one issuance, and with the goal of maximizing proceeds, we need to spend 80% of proceeds within three years
 - ❖ This likely causes some projects that are not ready to go in 3 years to be removed or reduced from the Initiative 167 list
 - ❖ Alternative is to abandon tax exempt bond status and accept fewer proceeds which would grant greater project delivery flexibility (but fewer projects)



Initiative #167

Key Facts & Points to Consider (cont.)

3. Funds “shall be used exclusively for roads and bridge expansion, construction, maintenance and repair and shall not be used for transit, administration or indirect costs and expenses... the proceeds shall be used only for the projects identified in Part 11 and for costs directly related to such projects including planning, engineering, environmental assessments, as well as procurement and administrative costs.”
 - ❖ See project list for allowable projects
 - ❖ Rough project costs for allowable projects is \$5.6 billion, but bonds will produce no more than \$3.5 billion. We need to “narrow the list”.
 - ❖ Some projects have a broad scope, and some have a narrow scope, we need to live by the project list and description (AG office has confirmed). If we want to do something outside the project description, we can’t use 167 funds.



Initiative #167

Key Facts & Points to Consider (cont.)

4. Net Revenue: Net gain over current law is \$2 billion.
 - ❖ SB 17-267: Current law allows for \$1.88 billion of COPs in four issuances. The final three years (\$1.5 billion) is repealed if Initiative 167 is approved
 - ❖ Initiative 167 allows for bonding of up to \$3.5 billion
 - ❖ Net gain over current law is \$2 billion

5. Narrowing the project list
 - ❖ Maintain consistency with analysis of Initiative #153, including:
 - Start roughly with the RPP distribution formula to each region
 - Include revenue and project assumptions for SB 1 & SB 267 (Year 1 as opposed to all 4 years) when analyzing project list - which gives us a project list of just over \$4 billion
 - ❖ Start with the funding assumptions for each project on the #153 list and then add or subtract from each project as necessary to achieve fiscal constraint
 - ❖ Give significant weight against projects that can't be built in three years



Initiative #167

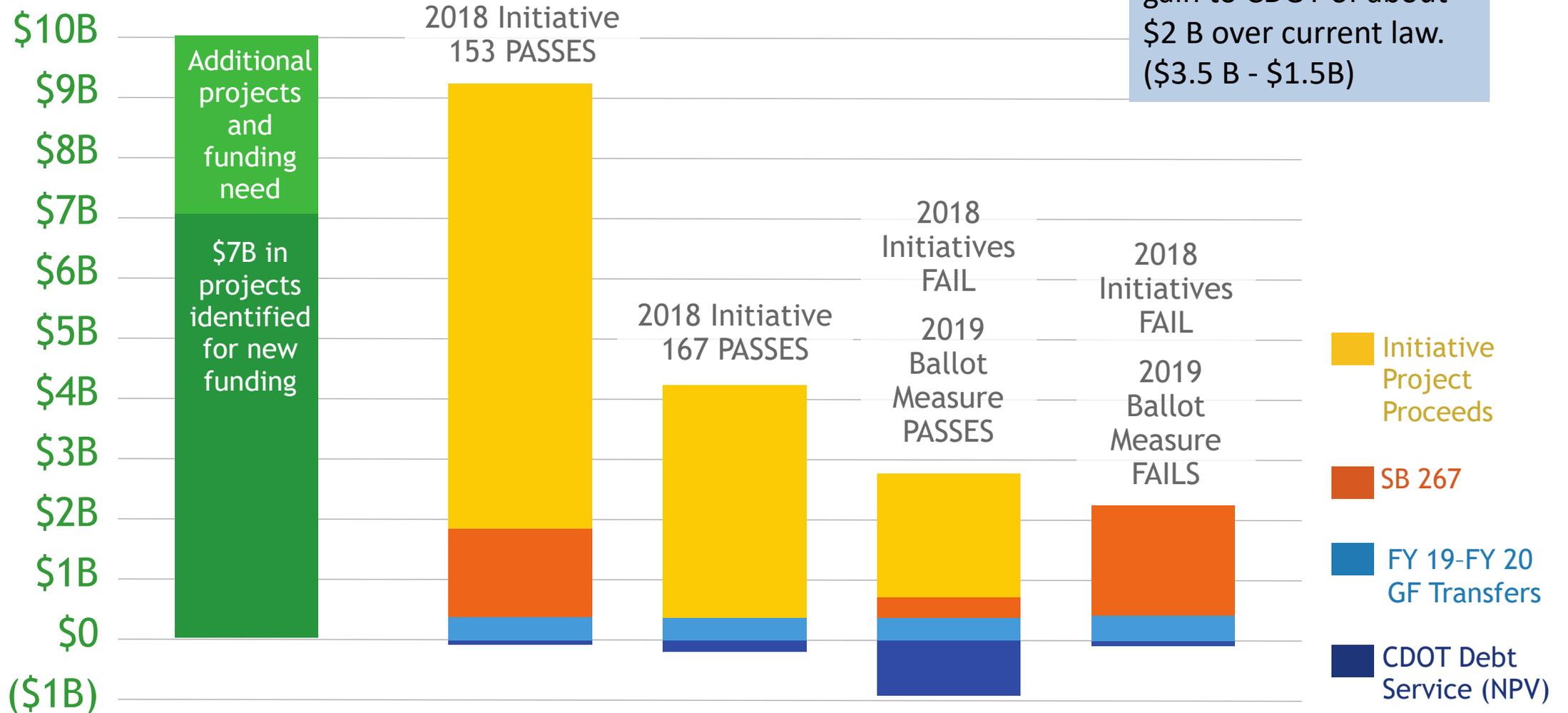
Key Facts & Points to Consider (cont.)

6. Court will determine compatibility with Initiative 153
 - ❖ Likely no conflict using General Funds
 - ❖ Likely no conflict with using Sales Tax Funds
 - ❖ Likely conflict with how SB 267 is handled. SB 18-001 handles SB 267 differently depending on which measure passes and does not contemplate if both measures pass



Initiative #167 Revenue Review

Initiative #167, by repealing and replacing SB 267, provides a net gain to CDOT of about \$2 B over current law. (\$3.5 B - \$1.5B)





Questions?

Initiative 2017-2018 #167 FINAL TEXT

INITIATED STATUTE TO AUTHORIZE BONDING FOR TRANSPORTATION FUNDS WITHOUT RAISING TAXES TO FIX OUR DAMN ROADS

PROPOSED INITIATIVE 2017-2018 #167

Be it Enacted by the People of the State of Colorado:

RECEIVED
S. WARD
11:42AM
MAR 16 2018
Colorado Secretary of State

SECTION 1. In Colorado Revised Statutes, **add** part 11 to article 4 of title 43 as follows:

PART 11

FIX OUR DAMN ROADS

43-4-1101. Short Title. THE SHORT TITLE OF THIS ACT IS “FIX OUR DAMN ROADS.”

43-4-1102. Legislative declaration. (1) THE PEOPLE OF THE STATE OF COLORADO FIND AND DECLARE THAT:

(a) COLORADO’S ELECTED OFFICIALS HAVE DECREASED FUNDING FOR THE CORE GOVERNMENTAL FUNCTION OF ROAD AND BRIDGE CONSTRUCTION, MAINTENANCE AND REPAIR OVER THE LAST DECADE; AND

(b) WITHOUT RAISING TAXES OR FEES, THE SALE OF ADDITIONAL REVENUE ANTICIPATION NOTES SHOULD BE AUTHORIZED IN THE AMOUNT OF THREE BILLION FIVE HUNDRED MILLION DOLLARS WITH THE PROCEEDS TO BE SPENT SOLELY ON ROAD AND BRIDGE EXPANSION, CONSTRUCTION, MAINTENANCE AND REPAIR ON THE STATEWIDE PROJECTS LISTED IN THIS PART 11 TO ACCELERATE COMPLETION OF THOSE PROJECTS, THAT THE PRINCIPAL AND INTEREST ON THE BORROWED MONEY SHOULD BE PAID OUT OF THE STATE BUDGET AS PROVIDED IN THIS PART 11, THAT THE BORROWED MONEY AND THE INTEREST BE EXCLUDED FROM THE STATE’S SPENDING LIMIT, AND FINALLY THAT THE EXECUTIVE BRANCH AGENCIES BE PROHIBITED FROM TRANSFERRING THESE PROCEEDS TO ANY OTHER PROGRAMS OR PURPOSES.

43-4-1103. Revenue Anticipation Notes.

AS SOON AS POSSIBLE AFTER THE EFFECTIVE DATE OF THIS PART 11, BUT NO LATER THAN JULY 1, 2019, THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF TRANSPORTATION SHALL ISSUE REVENUE ANTICIPATION NOTES IN A MAXIMUM AMOUNT OF THREE BILLION FIVE HUNDRED MILLION DOLLARS WITH A MAXIMUM REPAYMENT COST OF FIVE BILLION TWO HUNDRED MILLION DOLLARS. THE MAXIMUM REPAYMENT TERM FOR ANY NOTES SHALL BE TWENTY YEARS, AND THE CERTIFICATE, TRUST INDENTURE OR OTHER INSTRUMENT AUTHORIZING THEIR ISSUANCE SHALL PROVIDE THAT THE STATE MAY PAY THE NOTES IN FULL BEFORE THE END OF THE SPECIFIED PAYMENT TERM WITHOUT PENALTY. THESE PURPOSES CAN BE ACHIEVED WITHOUT RAISING TAXES.

43-4-1104. Required Action by the general assembly.

WITHOUT RAISING TAXES OR FEES, COMMENCING AS SOON AS POSSIBLE AFTER THE EFFECTIVE DATE OF THIS PART 11, ON OR BEFORE JULY 1, 2019, AND ON OR BEFORE JULY 1 OF EACH YEAR THEREAFTER UNTIL THE NOTES ARE PAID IN FULL, THE GENERAL ASSEMBLY SHALL IDENTIFY AND APPROPRIATE IN EACH FISCAL YEAR SUFFICIENT FUNDS FOR THE REPAYMENT COST OF THE NOTES UNTIL THE NOTES ARE PAID IN FULL. ANY ANNUAL APPROPRIATIONS MADE BY THE GENERAL ASSEMBLY SHALL BE MADE IN ACCORDANCE WITH LAW AND RULINGS ISSUED BY THE COLORADO SUPREME COURT.

43-4-1105. Restricted use of proceeds.

THE PROCEEDS OF SUCH ADDITIONAL TRANSPORTATION REVENUE ANTICIPATION NOTES SHALL BE EXCLUDED FROM STATE FISCAL YEAR SPENDING LIMITS AND SHALL BE USED EXCLUSIVELY FOR ROAD AND BRIDGE EXPANSION, CONSTRUCTION, MAINTENANCE AND REPAIR AND SHALL NOT BE USED FOR TRANSIT, ADMINISTRATION OR INDIRECT COSTS AND EXPENSES. THE PROCEEDS DISTRIBUTED HEREUNDER SHALL BE IN ADDITION TO ANY REVENUE APPROPRIATED OR DEDICATED FOR ROAD AND BRIDGE EXPANSION, CONSTRUCTION, MAINTENANCE AND REPAIR. THE PROCEEDS

SHALL BE USED ONLY FOR THE PROJECTS IDENTIFIED IN THIS PART 11 AND FOR COSTS DIRECTLY RELATED TO SUCH PROJECTS INCLUDING PLANNING, ENGINEERING, ENVIRONMENTAL ASSESSMENTS, AS WELL AS PROCUREMENT AND ADMINISTRATIVE COSTS. THE EXECUTIVE BRANCH SHALL NOT TRANSFER THE PROCEEDS TO ANY OTHER PROGRAMS OR FOR OTHER PURPOSES.

43-4-1106. Projects.

(1) THE COLORADO DEPARTMENT OF TRANSPORTATION AND THE TRANSPORTATION COMMISSION SHALL USE THE PROCEEDS DESCRIBED IN SECTION 43-4-1105 EXCLUSIVELY FOR THE FEDERAL AID TRANSPORTATION PROJECTS LISTED IN THIS SECTION:

(a) IN THE NORTH FRONT RANGE TRANSPORTATION PLANNING REGION:

(I) US 34 / US 85 INTERCHANGE RECONFIGURATION, IMPROVEMENTS TO THE SAFETY AND CAPACITY OF THE INTERCHANGE AND CORRIDOR IMPROVEMENTS BASED OFF HIGHWAY 85 PLANNING AND ENVIRONMENTAL LINKAGES; AND

(II) I-25 NORTH, STATE HIGHWAY 7 TO STATE HIGHWAY 14, ADD A LANE IN EACH DIRECTION, INTERCHANGE RECONSTRUCTION, MAINLINE RECONSTRUCTION, SAFETY AND INTELLIGENT TRANSPORTATION SAFETY IMPROVEMENTS.

(b) IN THE PIKES PEAK TRANSPORTATION PLANNING REGION:

(I) STATE HIGHWAY 21, CONSTITUTION TO NORTH CAREFREE, CONSTRUCTION OF INTERIM CONTINUOUS FLOW INTERSECTION;

(II) US 24 WEST, I-25 TO WOODLAND PARK, DRAINAGE AND INTERSECTION IMPROVEMENTS ON US 24 FROM I-25 TO WOODLAND PARK;

(III) I-25 SOUTH, WIDENING S. ACADEMY TO CIRCLE/LAKE, WIDENING OF ROADWAY TO SIX LANES; AND

(IV) STATE HIGHWAY 21, RESEARCH PARKWAY INTERCHANGE, CONSTRUCTION OF NEW GRADE-SEPARATED INTERCHANGE AT STATE HIGHWAY 21 AND RESEARCH PARKWAY.

(c) IN THE PUEBLO AREA TRANSPORTATION PLANNING REGION:

(I) US 50B, WIDEN TO FOUR LANES, SHOULDERS, PASSING LANES AND OTHER SAFETY IMPROVEMENTS TO THE KANSAS BORDER; AND

(II) US 50, WEST OF PUEBLO, WIDEN THE DIVIDED HIGHWAY FROM TWO LANES TO THREE LANES.

(d) IN THE SOUTHEAST TRANSPORTATION PLANNING REGION: US 287 LAMAR RELIEVER ROUTE, CONSTRUCTION OF RELIEVER ROUTE, REALIGNMENT OF US 50 TO FUTURE US50/US 287 INTERCHANGE.

(e) IN THE UPPER FRONT RANGE TRANSPORTATION PLANNING REGION:

(I) I-76, FORT MORGAN TO BRUSH, PHASE 4 RECONSTRUCTION OF ROADWAY AND INTERCHANGES BETWEEN FT. MORGAN AND BRUSH;

(II) I-76, FORT MORGAN TO BRUSH, PHASE 5 RECONSTRUCTION OF ROADWAY AND INTERCHANGES BETWEEN FT. MORGAN AND BRUSH; AND

(III) STATE HIGHWAY 52 INTERCHANGE IN HUDSON, RECONSTRUCTION OF INTERCHANGE.

(f) IN THE GREATER DENVER AREA TRANSPORTATION PLANNING REGION:

(I) I-25 SOUTH, MONUMENT TO CASTLE ROCK, EXPAND CAPACITY MONUMENT TO CASTLE ROCK AS OUTLINED IN PLANNING AND ENVIRONMENTAL LINKAGES STUDY;

(II) I-25 CENTRAL, SANTA FE TO ALAMEDA, VALLEY HIGHWAY PHASE 2.0 IMPROVEMENTS, COMPLETE ALAMEDA INTERCHANGE INCLUDING RECONSTRUCTION OF LIPAN, RECONSTRUCTION OF ALAMEDA BRIDGE OVER THE SOUTH PLATTE AND FINALIZE RAMP CONFIGURATION;

(III) I-25, VALLEY HIGHWAY PHASE 3.0, SANTA FE TO BRONCO ARCH, REPLACEMENT OF BRIDGES AND INTERCHANGES AND ROADWAY WIDENING, CONGESTION RELIEF, SAFETY, AND MOBILITY IMPROVEMENTS;

(IV) US 85, WIDENING FROM C-470 TO I-25 IN CASTLE ROCK (LOUVIERS TO MEADOWS), RECONSTRUCTION OF TWO LANE ROADWAY TO FOUR LANES WITH A DIVIDED MEDIAN AND ACCELERATION/DECELERATION LANES AND FOOT TRAIL;

(V) STATE HIGHWAY 66 CORRIDOR IMPROVEMENTS WEST, WIDENING, SAFETY, AND INTERSECTION IMPROVEMENTS;

(VI) STATE HIGHWAY 119, EXPAND CAPACITY;

(VII) I-25 NORTH, US 36 TO 120TH, IMPROVEMENTS ON I-25 BETWEEN US 36 AND 120TH. POTENTIAL IMPROVEMENTS INCLUDE AUXILIARY LANES, ADDITIONAL LANE BETWEEN 84TH AVE. AND THORNTON PARKWAY AND RECONSTRUCTION OF 88TH AVE. BRIDGE;

(VIII) I-25 NORTH, US 36 TO STATE HIGHWAY 7, TOLLED EXPRESS LANE IMPROVEMENTS, EXPAND TOLLED EXPRESS LANES FROM CURRENT PLANNED END AT E-470 TO STATE HIGHWAY 7;

(IX) I-70 WEST, WESTBOUND PEAK PERIOD SHOULDER LANE, MIRROR EASTBOUND PEAK PERIOD SHOULDER LANE FROM TWIN TUNNELS (EXIT 241) TO EMPIRE JUNCTION;

(X) I-70 WEST, FLOYD HILL, RECONSTRUCT WESTBOUND BRIDGE AT KERMIT'S AND CONSTRUCT THIRD LANE DOWN FLOYD HILL TO BRIDGE. CONSTRUCTION OF THIRD LANE TO TWIN TUNNELS, EITHER PEAK PERIOD SHOULDER LANES OR PERMANENT;

(XI) I-225, I-25 TO YOSEMITE, COMPLETE NATIONAL ENVIRONMENTAL POLICY ACT DESIGN, REMOVING BOTTLENECK AT YOSEMITE, RAMPS, LANES, INTERCHANGES AND BRIDGE REPLACEMENT AT ULSTER;

(XII) I-270, WIDENING FROM I-76 TO I-70, RECONSTRUCTION TO IMPROVE CAPACITY, SAFETY, AND ECONOMIC COMPETITIVENESS. CAPACITY IMPROVEMENTS, REPLACEMENT OF BRIDGES, AND RECONSTRUCT CONCRETE PAVEMENT;

(XIII) US 6, WADSWORTH INTERCHANGE, RECONSTRUCT INTERCHANGE TO IMPROVE SAFETY AND RELIEVE CONGESTION;

(XIV) I-270/US 85, I-270 TO 62ND AVE. INTERCHANGE, RECONSTRUCT INTERCHANGE AT I-270 INTERSECTION AT 60TH AVE. TO IMPROVE SAFETY AND CAPACITY;

(XV) 104TH GRADE SEPARATION, CONSTRUCTION OF GRADE SEPARATED INTERCHANGE AT 10TH AND 104TH/US 85 AND RAILROAD CROSSING GRADE SEPARATION;

(XVI) 120TH GRADE SEPARATION, CONSTRUCTION OF A GRADE SEPARATED INTERCHANGE AT 120TH AND US 85/RAILROAD CROSSING GRADE SEPARATION 120TH; AND

(XVII) US 285, RICHMOND HILL TO SHAFFER'S CROSSING, WIDEN ROADWAY TO FOUR LANES WITH MEDIAN AND CONSTRUCTION OF GRADE SEPARATED INTERCHANGE AT KING'S VALLEY.

(g) IN THE CENTRAL FRONT RANGE TRANSPORTATION PLANNING REGION:

(I) STATE HIGHWAY 67, DIVIDE TO VICTOR, SHOULDER WIDENING AND SAFETY IMPROVEMENTS;

(II) STATE HIGHWAY 115, REPLACE AND WIDEN ROCK CREEK BRIDGE; AND

(III) US 285, FAIRPLAY TO RICHMOND HILL, ADDITION OF PASSING LANES AND SHOULDER IMPROVEMENTS.

(h) IN THE INTERMOUNTAIN TRANSPORTATION PLANNING REGION:

(I) I-70, GARFIELD COUNTY/NEW CASTLE INTERCHANGE UPGRADE;

(II) I-70 WEST, G SPUR ROAD (EDWARDS INTERCHANGE)., PHASE 2 OF EDWARDS INTERCHANGE; INTERCHANGE AND INTERSECTION IMPROVEMENTS;

(III) STATE HIGHWAY 9, FRISCO NORTH, COMPLETION OF CORRIDOR INCLUDING MINIMAL WIDENING, WATER QUALITY AND DRAINAGE IMPROVEMENTS, AND TWO INTERCHANGE IMPROVEMENTS;

(IV) STATE HIGHWAY 13, RIFLE NORTH, CONSTRUCTION UPGRADES;

(V) I-70 WEST, VAIL PASS AUXILIARY LANES AND WILDLIFE OVERPASS, COMPLETE NATIONAL ENVIRONMENTAL POLICY ACT DESIGN AND PRELIMINARY ENGINEERING FOR

RECOMMENDED THIRD LANE (BOTH DIRECTIONS) TO INCREASE SAFETY AND MOBILITY. INSTALL PERMANENT WATER QUALITY FEATURES, AND WIDEN ROADWAY;

(VI) I-70 WEST, EXIT 203 INTERCHANGE IMPROVEMENTS,

(VII) I-70 WEST, FRISCO TO SILVERTHORNE AUXILIARY LANE, IMPROVEMENTS AND UPGRADES; AND

(VIII) I-70 WEST, SILVERTHORNE INTERCHANGE, RECONSTRUCTION OF EXIT 205 INTERCHANGE AND RELATED IMPROVEMENTS FOR FOUR RAMPS.

(i) IN THE NORTHWEST TRANSPORTATION PLANNING REGION:

(I) US 40, KREMMLING EAST AND WEST, PHASED ADDITION OF SHOULDERS AND PASSING LANES ON 14 MILES;

(II) STATE HIGHWAY 13, RIO BLANCO SOUTH TO COUNTY LINE, PHASED ADDITION OF SHOULDERS AND PASSING LANES;

(III) STATE HIGHWAY 13, WYOMING SOUTH, RECONSTRUCTION OF TRUCK ROUTE AND RELATED IMPROVEMENTS;

(IV) STATE HIGHWAY 139, LITTLE HORSE SOUTH, SAFETY IMPROVEMENTS INCLUDING RECONSTRUCTION OF THE SURFACE AND ADDITION OF 4-8' PAVED SHOULDERS; AND

(V) US 40, FRASER TO WINTER PARK, CAPACITY IMPROVEMENTS (FOUR LANE FACILITY).

(j) IN THE GRAND VALLEY TRANSPORTATION PLANNING REGION:

(I) I-70, BUSINESS LOOP, I-70 B WIDENING; COMPLETE RECONSTRUCTION AND WIDENING TO MEET CURRENT GEOMETRIC DESIGN STANDARDS AND IMPROVE SAFETY, DRAINAGE AND ACCESSES ALONG THE CORRIDOR; ADD LANES IN EACH DIRECTION TO MAKE A THREE-LANE ROADWAY SECTION AND RECONSTRUCT FRONTAGE ROADS 5TH STREET TO EXIT 26 CORRIDOR, NEW CAPACITY;

(II) I-70, PALISADE TO DEBEQUE, RECONSTRUCTION WITH REALIGNMENT OF CURVES AND OTHER SAFETY IMPROVEMENTS;

(III) US 6 IMPROVEMENTS MESA COUNTY, COMPLETION OF INTERSECTION STUDIES AND PRELIMINARY ENGINEERING FOR SAFETY AND MOBILITY THROUGHOUT THE CORRIDOR; INTERSECTION, SHOULDERS, AND OTHER SAFETY AND MOBILITY IMPROVEMENTS AT SPECIFIED LOCATIONS THROUGHOUT THE CORRIDOR; AND

(IV) STATE HIGHWAY 340, SAFETY AND CAPACITY IMPROVEMENTS INCLUDING INTERSECTION IMPROVEMENTS.

(k) IN THE EASTERN TRANSPORTATION PLANNING REGION:

(I) I-70 EAST, REPLACEMENT OF ALKALI-SILICA REACTIVITY PAVEMENT AND ASSOCIATED SAFETY IMPROVEMENTS; AND

(II) US 385 SAFETY IMPROVEMENTS, INTERSECTION, SHOULDERS, AND OTHER SAFETY IMPROVEMENTS AT SPECIFIED LOCATIONS.

(l) IN THE SOUTHWEST TRANSPORTATION PLANNING REGION:

(I) US 160 MOBILITY IMPROVEMENTS, CORRIDOR IMPROVEMENTS, PASSING LANES, AND SHOULDER WIDENING AT SELECT LOCATIONS;

(II) US 160 TOWAOC, ADDITION OF PASSING LANES AND VEHICLE TURNOUTS;

(III) US 160 ELMORE'S EAST, COMPLETION OF SPECIFIED IMPROVEMENTS;

(IV) US 160 PAGOSA, RECONSTRUCTION TO CORRECT WHEEL RUTTING AND ADDITION OF PEDESTRIAN FACILITIES FOR SAFETY;

(V) US 550 SOUTH, SUNNYSIDE, MAJOR RECONSTRUCTION REQUIRING WIDENING TO A FOUR- LANE ROADWAY, INCLUDING EARTHWORK, DRAINAGE, IRRIGATION, UTILITIES, PAVING, PEDESTRIAN BRIDGE, SOUND WALL, ANIMAL CROSSINGS;

(VI) US 550 CORRIDOR SOUTH, GAP RECONSTRUCTION TO FOUR LANES, INCLUDING DRAINAGE, UTILITIES, ANIMAL CROSSINGS, AND INTERSECTION IMPROVEMENTS;

(VII) US 550/US 160 CONNECTION, COMPLETE THE CONNECTION OF US 550 TO US 160 AT THE GRANDVIEW INTERCHANGE; AND

(VIII) US 550/US 160 CONNECTION, FINALIZE PRE-CONSTRUCTION, PURCHASE REQUIRED RIGHT-OF-WAY, COMPLETE FINAL DESIGN AND PREPARE ADVERTISEMENT.

(m) IN THE SAN LUIS VALLEY TRANSPORTATION PLANNING REGION, US 50 SAFETY AND MOBILITY IMPROVEMENTS BETWEEN SALIDA AND COALDALE, ADDITION OF PASSING LANES AND VEHICLE TURNOUTS.

(n) IN THE GUNNISON VALLEY TRANSPORTATION PLANNING REGION:

(I) US 50 LITTLE BLUE CANYON, RECONSTRUCTION AND WIDENING OF EXISTING ROADWAY TEMPLATE TO MEET CURRENT GEOMETRIC DESIGN STANDARDS AND IMPROVE ROADSIDE SAFETY, DRAINAGE AND ACCESS ALONG THE CORRIDOR; ADDITION OF PASSING LANES AND MITIGATION OF GEOHAZARD LANDSLIDE WITHIN THE PROJECT LIMITS; PHASED IMPLEMENTATION;

(II) US 550 SAFETY IMPROVEMENTS, SPECIFIED STUDY TO REVIEW INTERSECTION IMPROVEMENTS. US 550 REGION 3 ONLY;

(III) US 550 UNCOMPAHGRE RIVER AND COLONA, ADDITION OF SHOULDERS BETWEEN UNCOMPAHGRE RIVER AND COLONA (BILLY CREEK); CONSTRUCTION OF DEER FENCING AND ANIMAL UNDERPASSES; AND

(IV) STATE HIGHWAY 92, SAFETY IMPROVEMENTS INCLUDING RECONSTRUCTION OF THE SURFACE, ADDITION OF 4-8' PAVED SHOULDERS ACROSS ROGERS MESA, AND OTHER SAFETY IMPROVEMENTS INCLUDING ACCESS AND INTERSECTION IMPROVEMENTS.

(o) IN THE SOUTH CENTRAL TRANSPORTATION PLANNING REGION, I-25, STATE HIGHWAY 10/STATE HIGHWAY 160, INTERCHANGE RECONSTRUCTION AT WALSENBURG.

(p) US 85 CORRIDOR IMPROVEMENTS, SAFETY, INTERSECTION AND INTERCHANGE IMPROVEMENTS.

43-4-1107. Effective Date

THIS PART 11 SHALL BECOME EFFECTIVE UPON PROCLAMATION BY THE GOVERNOR AND SHALL BE SELF-EXECUTING.



COLORADO
Department of Transportation
 Division of Transit & Rail

4201 E. Arkansas Ave., Rm. 227
 Denver, CO 80222

DATE: August 24, 2018

TO: STAC

FROM: David Krutsinger, Director - Division of Transit & Rail
 Mike Timlin, Bus Operations Manager - Division of Transit & Rail

SUBJECT: Bustang Outrider Quarterly Update; FY 2017-18 Q4

Purpose

The purpose of this memo is to provide STAC a quarterly Bustang Outrider update on operational and performance measures.

Action

Informational only - no action is required.

Background

The Bustang Outrider rural regional bus service began operation in On January 2, 2018, with a Lamar- Pueblo route operated by Senior Resource Development Agency of Pueblo, Inc. Outrider uses a different funding source (FTA, rather than FASTER) and is contracted-out as a pass-through grant agreement rather than a direct operational agreement with specific requirements. Outrider also serves essential service transportation from rural to an urban community services center as well as a connection to the national intercity bus network. Outrider is considered as, and is marketed as an “offspring” brand to the parent Bustang system. For these reasons, a separate Outrider update will accompany the quarterly Bustang update.

Details

On January 2, 2018 the Outrider “soft” launched the Lamar- Pueblo route operated by Senior Resource Development Agency of Pueblo, Inc (SRDA). In May 2018 SRDA launched the Alamosa -Pueblo service also funded with FTA 5311(f) intercity bus money and will eventually have Bustang and Greyhound Lines connections in Pueblo. The mobile ticketing has not yet been approved but we are hopeful for implementation by mid-August.

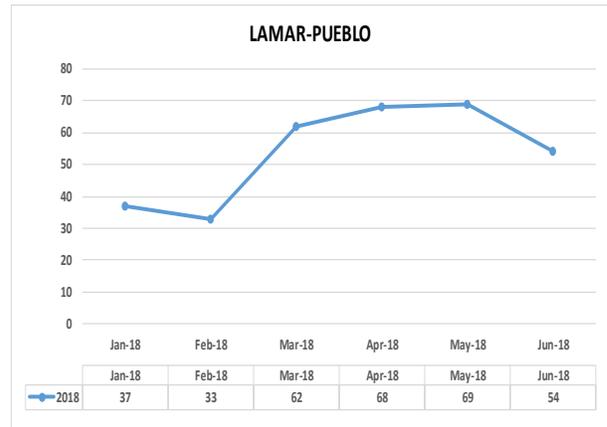
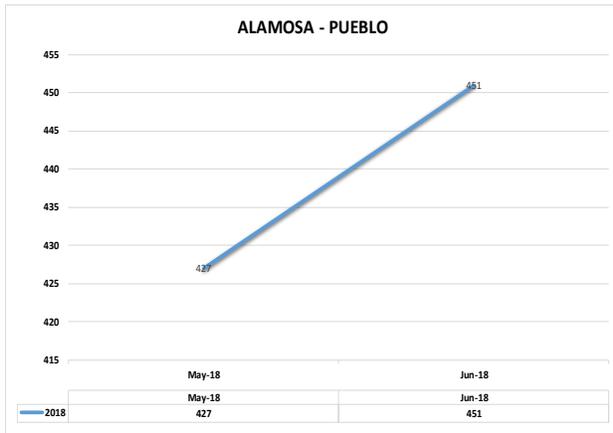
The SUCAP Roadrunner service between Durango and Grand Junction transitioned to to Outrider and the Gunnison - Denver Outrider service launch on July 1, 2018. This completes all 2018 outrider launches.

Alpine Express of Gunnison was awarded the Gunnison-Denver route. Alpine is also the contract operator for Gunnison Valley RTA.

All seven (7) buses are prepped and ready for deployment. SRDA gets three (3) 35 ft. buses, Alpine Express gets one (1) 35 ft. and one (1) 45 ft. and Sucap gets 2 35ft buses. Unfortunatley lease agreements with the three entities to are not yet executed thus none have been assigned. We should have them distrubuted and in revenue service by July 31.



Ridership -



Social Media

Community/Stakeholder Comment-

Media - Media coverage of the Outrider launch has been outstanding through out the state with television and print media coverage. Outrider is a sponsor of the 2018 Grand Junction Rockies of the Pioneer Baseball League.

Next Steps

- Place six (6) Van Hool CX-35 and one (1) MCI motor coaches in service by August 27, 2018.
- Launch “Just Ride Outrider” mobile app in mid September 2018
- Receive HDR Phase III Outrider 2019 launches Recommendations which will be shared with the T & I Committee in September 2018.





COLORADO
 Department of Transportation
 Division of Transit & Rail

4201 E. Arkansas Ave., Rm. 227
 Denver, CO 80222

DATE: August 24, 2018
TO: STAC
FROM: David Krutsinger, Director - Division of Transit & Rail
SUBJECT: Bustang Quarterly Update; FY 2017-18 Q4 & Fiscal 2017-18

Purpose

The purpose of this memo is to provide the STAC the FY 2017-18 4th quarter Bustang update on operational and performance measures.

Action

No action is required.

Background

The Bustang interregional express bus service went into operation in July, 2015. PD 1605 requires the Director of DTR to report operational and performance measures to the T & I Committee on a quarterly basis. This quarterly update covers the fourth quarter of FY 2017/18, April 2018 through June 2018 as well as fiscal year-to-date.

Details

Fourth Quarter & FYTD 2017-18 Operating Comparison

	Q4: Apr-Jun 2017	Q4: Apr-Jun 2018	Q4: Variance 2017 vs 2018	%	FY Jul 2016- Jun 2017	FY Jul 2017- Jun 2018	YTD Variance 2016/17 vs 2017/18	%	April 2018	May 2018	June 2018
Bustang System											
Revenue riders	40,517	50,622	10,105	25%	\$ 155,864	194,064	38,200	25%	16,680	16,845	17,097
Revenue	\$ 419,353	\$ 499,275	\$ 79,922	19%	\$ 1,551,435	\$ 1,844,669	\$ 293,234	19%	\$ 160,624	\$ 164,283	\$ 174,368
Cumulative Avg. Fare	\$ 10.04	\$ 9.86	\$ (0.18)	-2%	\$ 9.95	\$ 9.51	\$ (0.45)	-5%	\$ 9.63	\$ 9.75	\$ 10.20
Load Factor	31%	46%	15%	48%	25%	46%	21%	84%	46%	41%	50%
Farebox Recovery Ratio	50%	58%	8%	15%	50%	58%	8%	15%	56%	56%	61%
South Route											
Revenue riders	15,062	17,509	2,447	16%	57,306	66,375	9,069	16%	5,659	5,895	5,955
Revenue	\$ 125,290	\$ 165,201	\$ 39,911	32%	\$ 503,801	\$ 580,457	\$ 76,656	15%	\$ 51,649	\$ 54,918	\$ 58,634
Cumulative Avg. Fare	\$ 8.32	\$ 9.44	\$ 1.12	13%	\$ 8.79	\$ 8.75	\$ (0.05)	-1%	\$ 9.13	\$ 9.32	\$ 9.85
Load Factor	29%	38%	9%	32%	19%	32%	13%	68%	38%	38%	40%
Farebox Recovery Ratio	44%	48%	4%	8%	28%	41%	13%	46%	45%	47%	51%
North Route											
Revenue riders	17,293	24,691	7,398	43%	64,642	89,064	24,422	38%	8,281	8,277	8,133
Revenue	\$ 123,991	\$ 197,492	\$ 73,501	59%	\$ 500,785	\$ 696,905	\$ 196,120	39%	\$ 66,502	\$ 66,502	\$ 64,488
Cumulative Avg. Fare	\$ 7.17	\$ 8.00	\$ 0.83	12%	\$ 7.75	\$ 7.82	\$ 0.08	1%	\$ 8.03	\$ 8.03	\$ 7.93
Load Factor	38%	57%	19%	50%	28%	42%	14%	50%	55%	53%	63%
Farebox Recovery Ratio	54%	67%	13%	25%	39%	55%	16%	41%	70%	66%	66%
West Route											
Revenue riders	8,162	8,422	260	3%	33,916	38,625	4,709	14%	2,740	2,673	3,009
Revenue	\$ 171,820	\$ 136,391	\$ (35,429)	-21%	\$ 537,552	\$ 608,650	\$ 71,098	13%	\$ 42,473	\$ 42,671	\$ 51,247
Cumulative Avg. Fare	\$ 21.05	\$ 16.19	\$ (4.86)	-23%	\$ 15.85	\$ 15.76	\$ (0.09)	-1%	\$ 15.50	\$ 15.96	\$ 17.03
Load Factor	56%	45%	-11%	-20%	48%	45%	-3%	-6%	45%	41%	49%
Farebox Recovery Ratio	72%	67%	-5%	-6%	60%	65%	5%	8%	64%	64%	74%

Total fiscal 2017-18 unlinked passenger trips including RamsRoute and Bustang to Broncos = 197,457

Total revenue collected fiscal 2017-18 including RamsRoute and Bustang to Broncos = \$1,884,957



RamsRoute -RamsRoute Year over Year Comparison Fall Semester CSU 2017/18 academic year results through March:

	<i>Academic Year 2017-18</i>	<i>Academic Year 2016-17</i>	<i>Variance</i>	<i>%+/-</i>
<i># of Revenue Trips</i>	75	73	2	3%
<i>Revenue riders</i>	3,044	2,879	165	6%
<i>Revenue</i>	\$ 28,918	27,698	\$1,221	4%
<i>Cumulative Avg. Fare</i>	\$9.50	\$9.50	\$9.50	100%
<i>Load Factor</i>	80%	77%	3%	3%
<i>Farebox Recovery Rat</i>	126%	115%	11%	10%

Quarterly Safety/Collisions - There were three (3) accidents involving a Bustang vehicle in the April - June 2018 quarter. Two (2) were rated as preventable. The fiscal 2017-18 Accident Frequency Rate ended at 1.40 per 100,000 miles. This represents a reduction over fiscal 2016-17 which ended at 2.01 accidents per 100,000 miles.

- April 13, 2018 - Bus 38015 - Bus made contact with a construction sign at Woodmen Park & Ride in Colorado Springs. - Driver's record was charged with a preventable accident.
- April 17, 2018 - Bus 38008 - During a winter storm and a traffic tie up at the Eisenhower Johnson Tunnels a tractor trailer backed into the bus while in the general purpose lanes rendering the bus undrivable with front end damage. The tractor trailer driver failed to stop and CSP was called to assist in apprehension. Our driver's record was not charged.
- May 3, 2018 - bus 38002 - driver backed into the wall at the Denver Bus Center. Driver's record was charged.

Quarterly On-Time Performance -Departures:

- System - 99.6%
- West Line - 98.9%
- North Line -99.0%
- South Line -99.2%

Schedule Changes - On June 29 we launched Denver - Grand Junction Bustang to a very positive response in the Grand Valley from the Grand Valley Transit Downtown Transit Center. On Aug 15 we will expand to include service to Greyhound Grand Junction for all interlining intercity bus passengers.

With the North Line rapidly growing passenger volumes, we are planning for another peak time/direction round trip in the second quarter of FY2018-19. Also in the second quarter we are also planning to expand one round trip to Pueblo from Colorado Springs to enhance connectability to the new Outrider services into Pueblo from Lamar and Alamosa/Gunnison.

Of note is Bustang's participation in the South I-25 Gap construction congestion mitigation planning. Bustang may operate up to two (2) additional South Line trips focused on Colorado Springs - Denver Tech Center service, of which is currently not being operated.

These projects, may result in a purchase of four (4) new coaches and one (1) spare to ensure spare ratio of 25% is maintained as well as need to short term dry lease of up to 2 additional buses while we are waiting for delivery of the new buses.

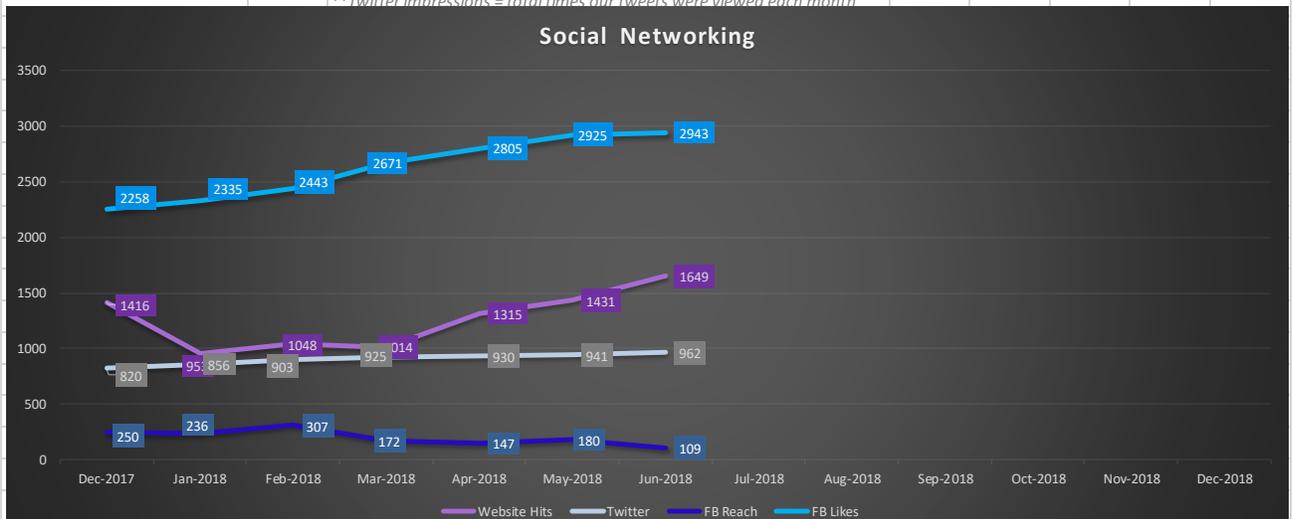
On-Board WiFi status - All buses have new Cradlepoint IBR 900 routers installed. The resulting call volume with regard to WiFi instability is now one or two a week.

INIT Intelligent Transportation Project- The IGA with RTD is finalized and is currently gathering signatures for execution. It is anticipated that the INIT system will go live by the end of October, 2018.



Social Media Update:

Month/Weeks	Dec-2017	Jan-2018	Feb-2018	Mar-2018	Apr-2018	May-2018	Jun-2018	Jul-2018	Aug-2018	Sep-2018	Oct-2018	Nov-2018	Dec-2018
Website hits/day - avg	1416	953	1048	1014	1315	1431	1649						
Twitter Followers - total	820	856	903	925	930	941	962						
FB Post Reach - avg(organic only)	250	236	307	172	147	180	109						
FB Likes - total	2258	2335	2443	2671	2805	2925	2943						
Average FB rating (1-5 stars)	4.2	4.2	4.2	4.2	4.2	4.2	4.0						
Twitter Impressions	74,300	66,200	63,300	68,200	41,400	44,600	44,600						
		*Post reach only accounts for organic reach and does not include paid ads											
		**Twitter impressions = total times our tweets were viewed each month											



Customer Comments

Next Steps

- Continue planning for future Castle Rock and Longmont Park and Rides.
- Begin RTD/INIT Intelligent Transportation System Integration
 - Complete IGA with RTD
 - INIT - Contract in place

Attachments

Bustang operational measure graphs.



Growing Colorado

Population and Economic Transitions for Colorado

CDOT

2018

Elizabeth Garner

State Demography Office

Colorado Department of Local Affairs

Demography.dola.colorado.gov



COLORADO
Department of Local Affairs

- State Agency
 - Responsible for population data needed by state agencies
- Department of Local Affairs
 - Prepare data and information in ways that account for local perspectives, needs
- Public Information
 - Make data and information readily available to the public, needs
- Outreach
 - Work with local governments and others to understand what the numbers are saying



Transitions to Watch

STAC Packet - August 2018 - Additional Materials Page 26

- Disparity - growth, income, jobs, education.
- Migration - attracting and retaining the right fit.
- Aging - labor force, income, housing, jobs
- Changes to industries - booms, downturns, automation.
- Increasing racial and ethnic diversity.
- Slowing income growth
- Population growth (but slowing) - planning for the people (and everything that comes with them)



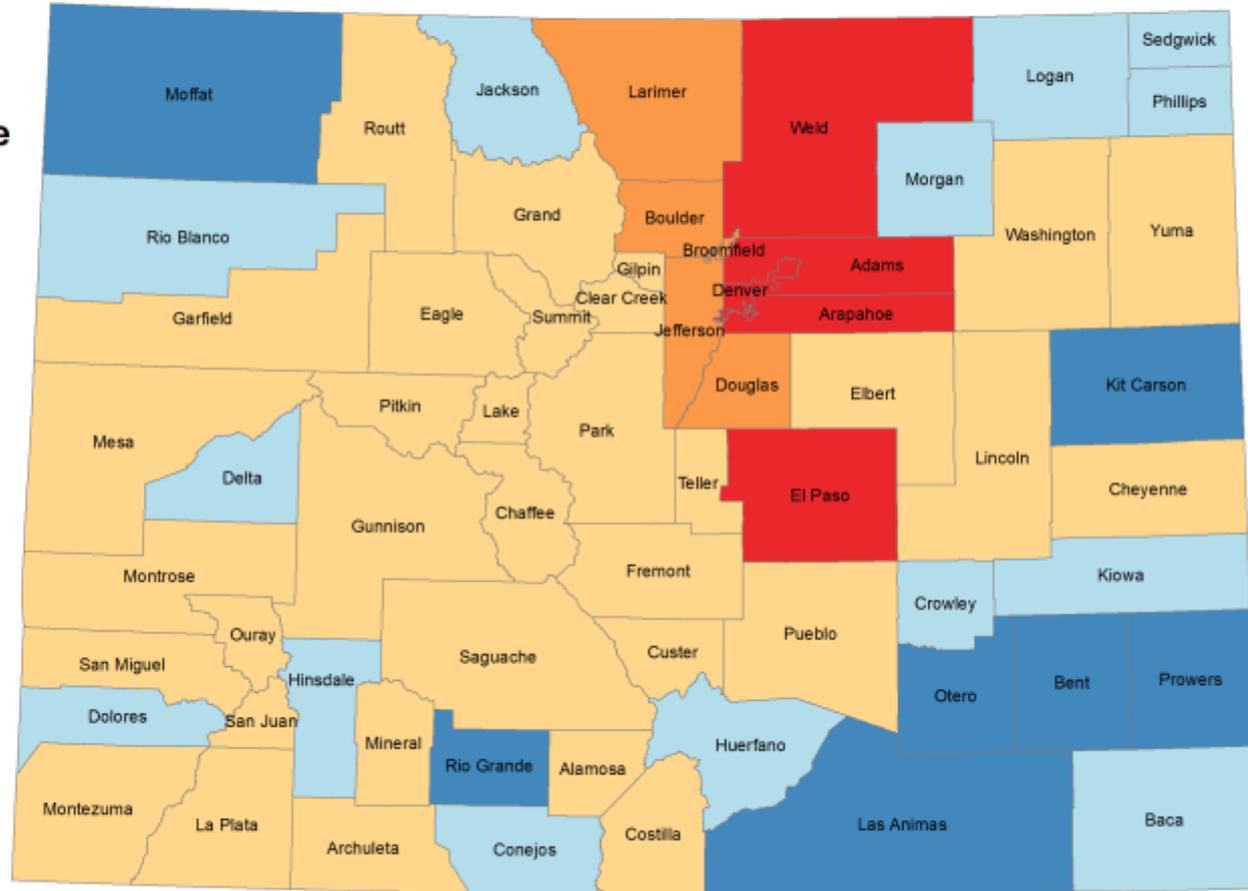
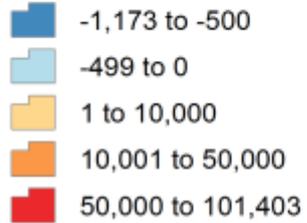
Big Picture - 2016-2017 Pop Change

- US - 325.7 million, + 2.3 million or .7%
- Colorado - 5,607,154
- Ranked 9th fastest 1.4% - ID, NV, UT, WA, FL
- 8th in total growth **77,049** - TX, FL, CA, WA, NC, GA, AZ
- Range in Colorado
 - +12,000
 - -470



Colorado: Total Population Change 2010 - 2017

Population Change

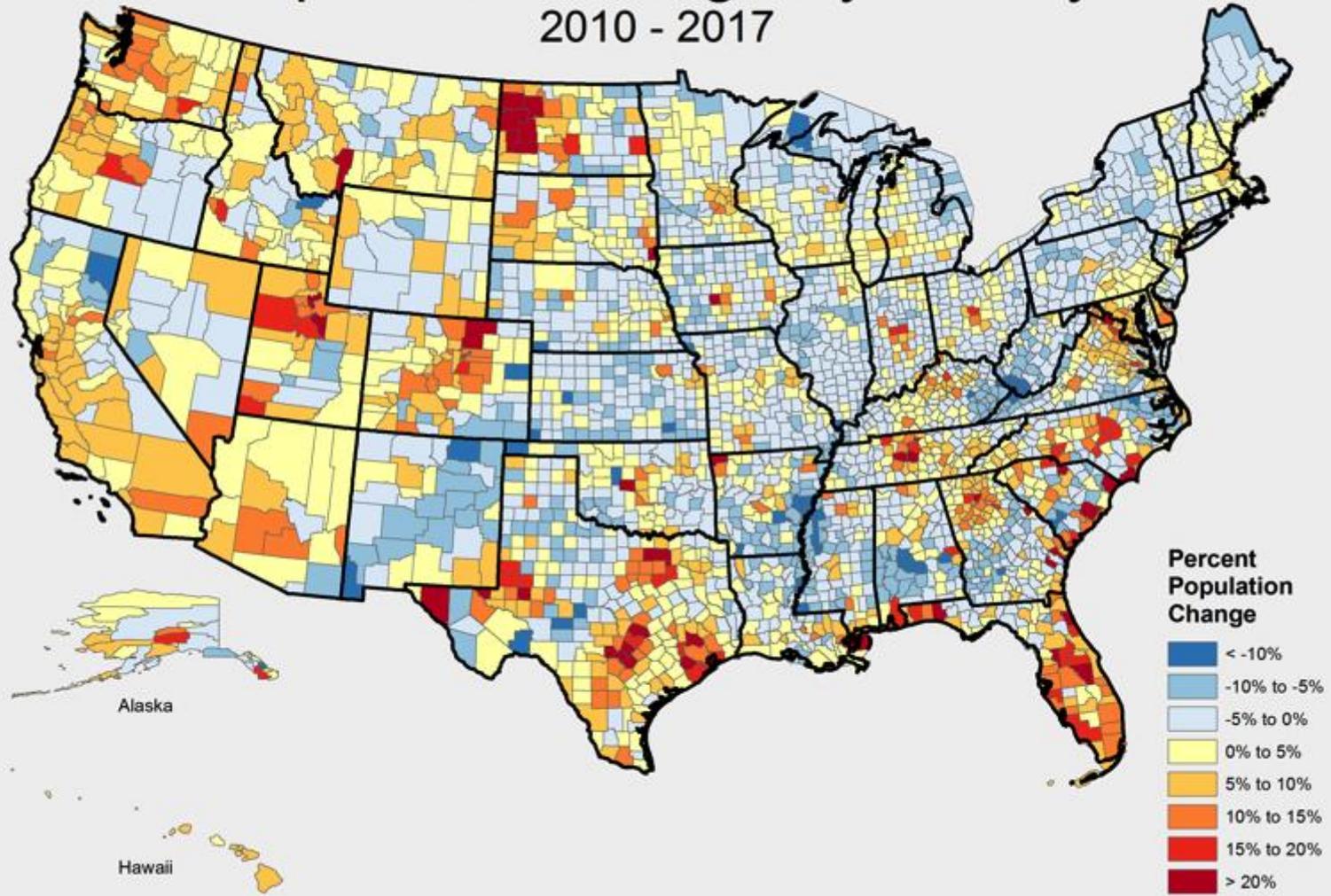


Colorado State Demography Office, 03/22/2018



Population Change By County

2010 - 2017



Source: US Census Bureau
Annual Estimates of Residential Population

Created June 14, 2018



Top 5 Counties for Population Growth

Population Change from 2010-2017

Percent		Total	
Colorado	9.66%	Colorado	487,848
Broomfield	18.1%	Denver	88,413
Weld	15.8%	El Paso	62,975
Denver	14.6%	Arapahoe	62,435
Douglas	14.35%	Adams	53,962
Larimer	12.7%	Douglas	41,206

Source:



Municipal Population Change (Growth)

Population Change by Municipality 2010-2017

Percentage		Total	
Timnath	362.16%	Denver	88,413
Johnstown	54.79%	Colorado Springs	40,239
Sheridan	44.50%	Aurora	35,410
Frederick	39.77%	Fort Collins	18,031
Wellington	32.49%	Thornton	15,425
Windsor	30.92%	Lakewood	11,863



Municipal Population Change (Decline)

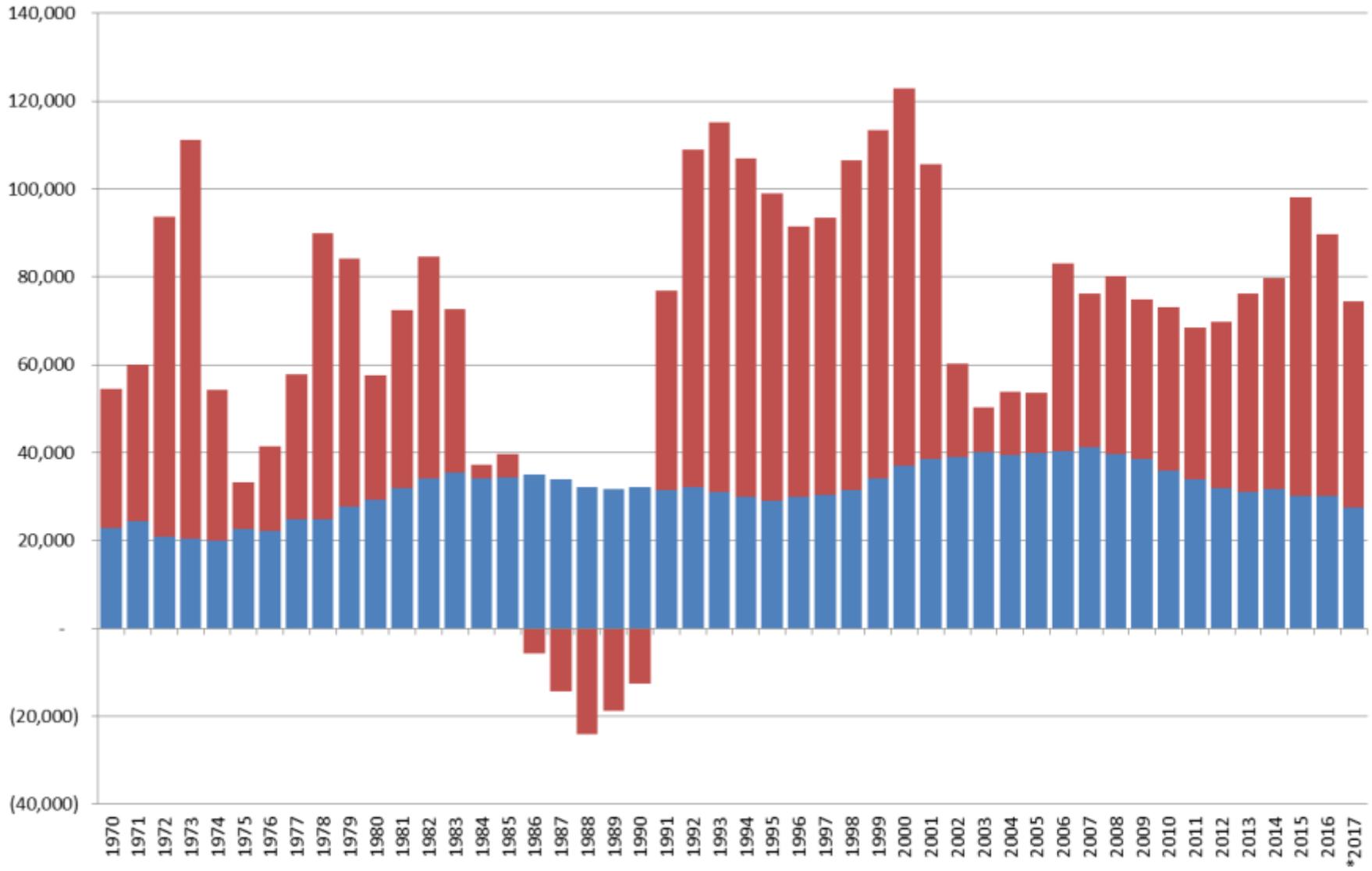
Population Change by Municipality 2010-2017

Percentage		Total	
Hudson	-32.62%	Trinidad	-976
Burlington	-15.91%	Hudson	-773
Starkville	-11.86%	Burlington	-620
Branson	-10.96%	Craig	-546
Kim	-10.96%	Lamar	-437
Aguilar	-10.86%	Sterling	-253



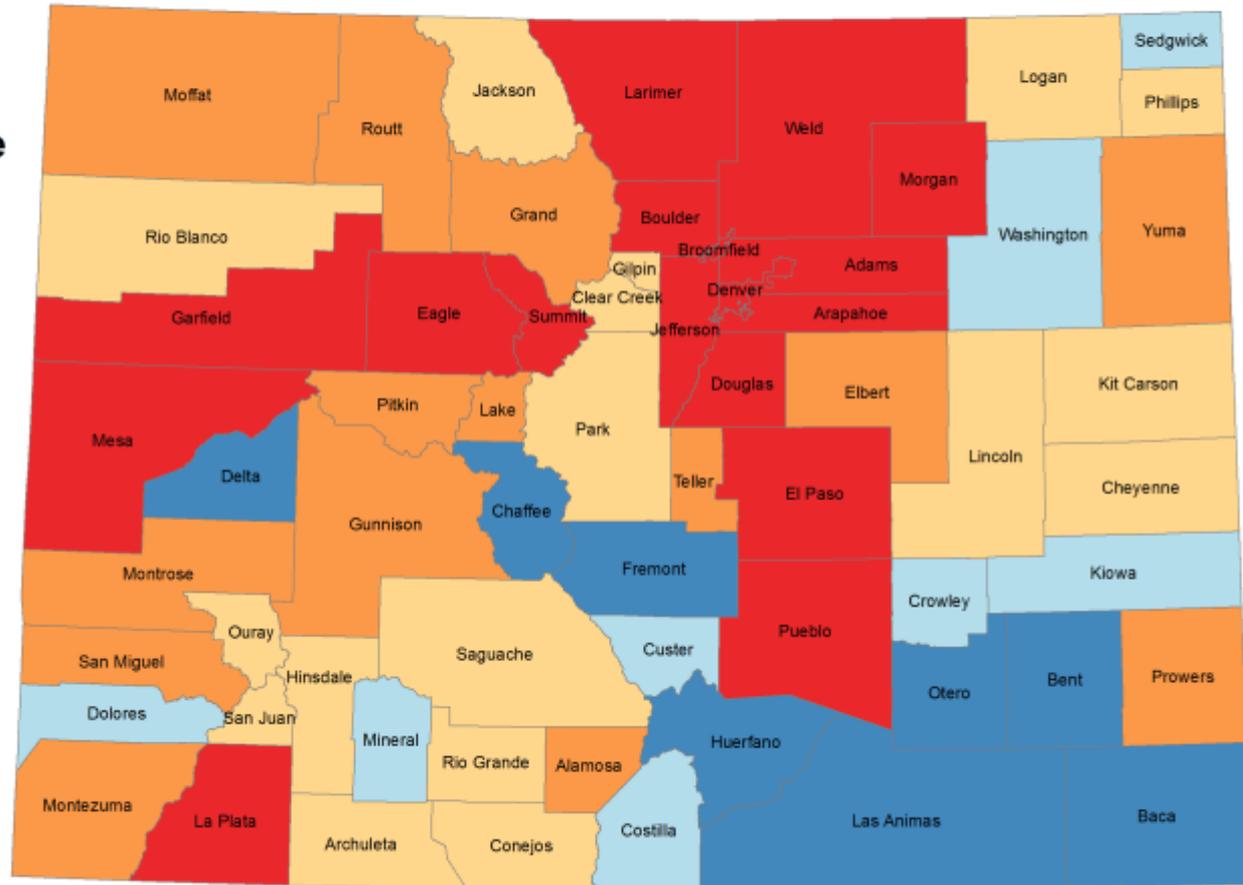
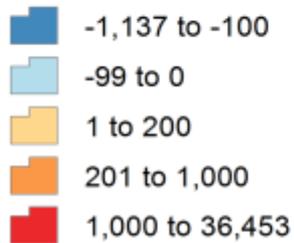
Components of Population Change 1970-2017

■ Natural Increase ■ Net Migration



Colorado: Natural Increase 2010 - 2017

Natural Increase

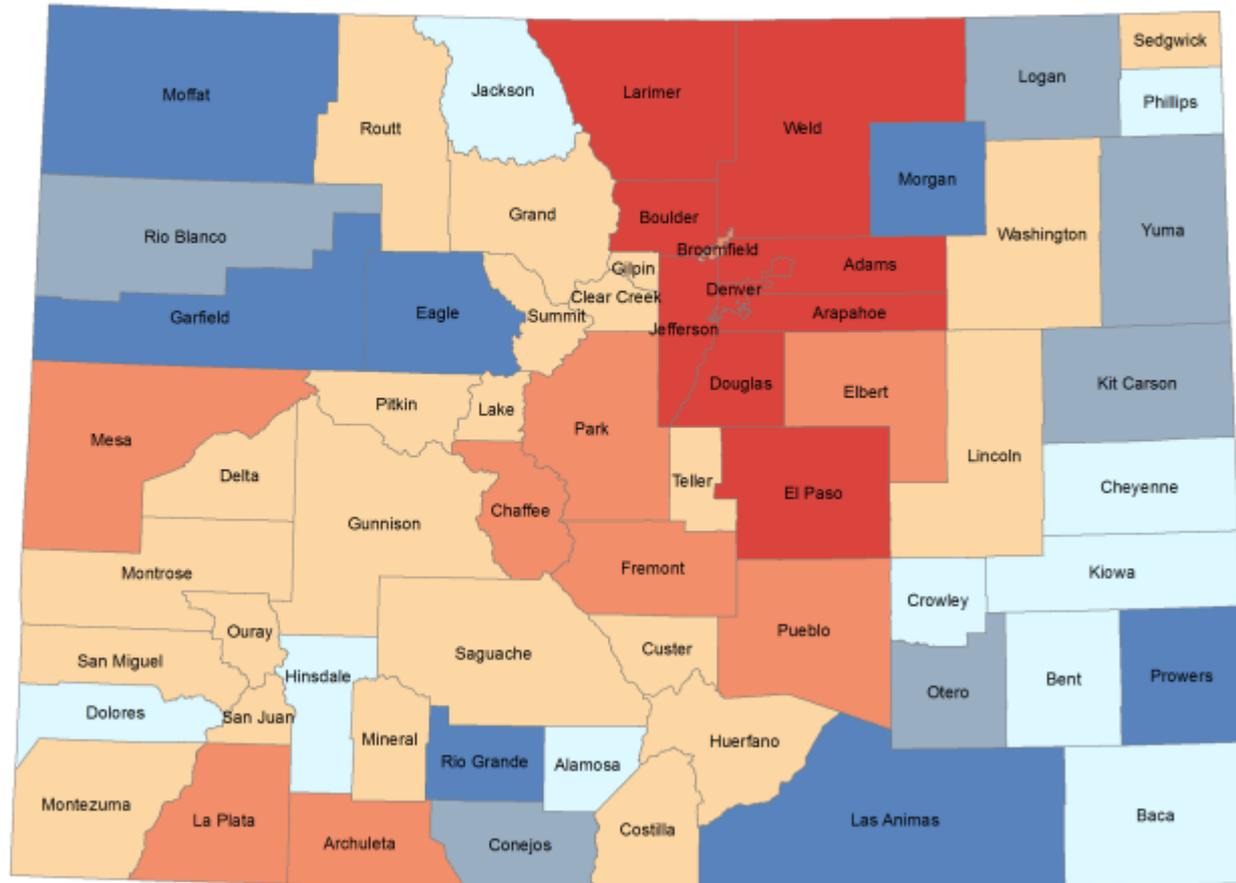
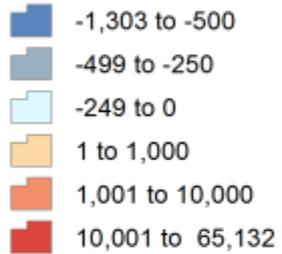


Colorado State Demography Office, 06/04/2018



Colorado: Net Migration 2010 - 2017

Net Migration

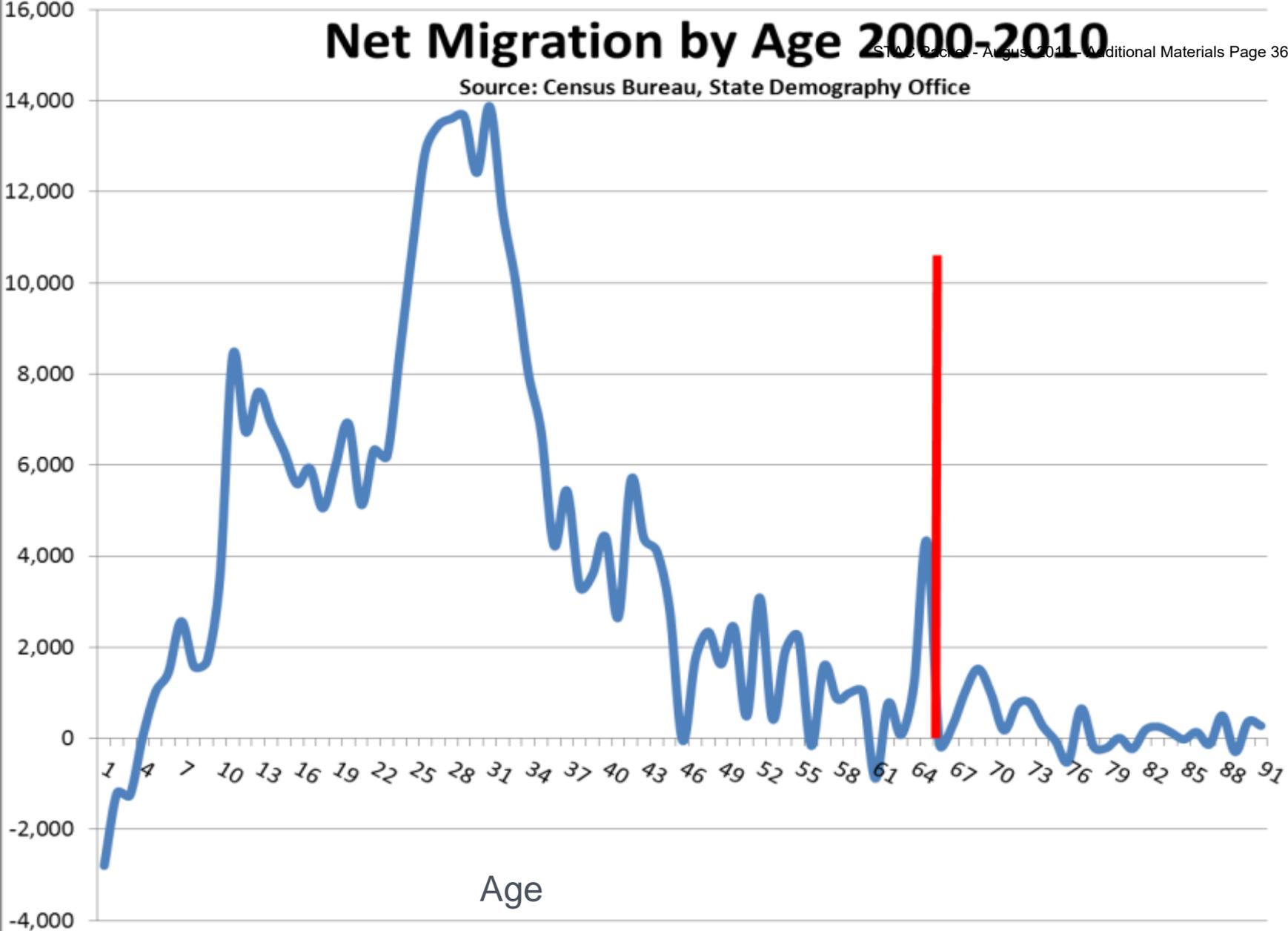


Colorado State Demography Office, 06/04/2018



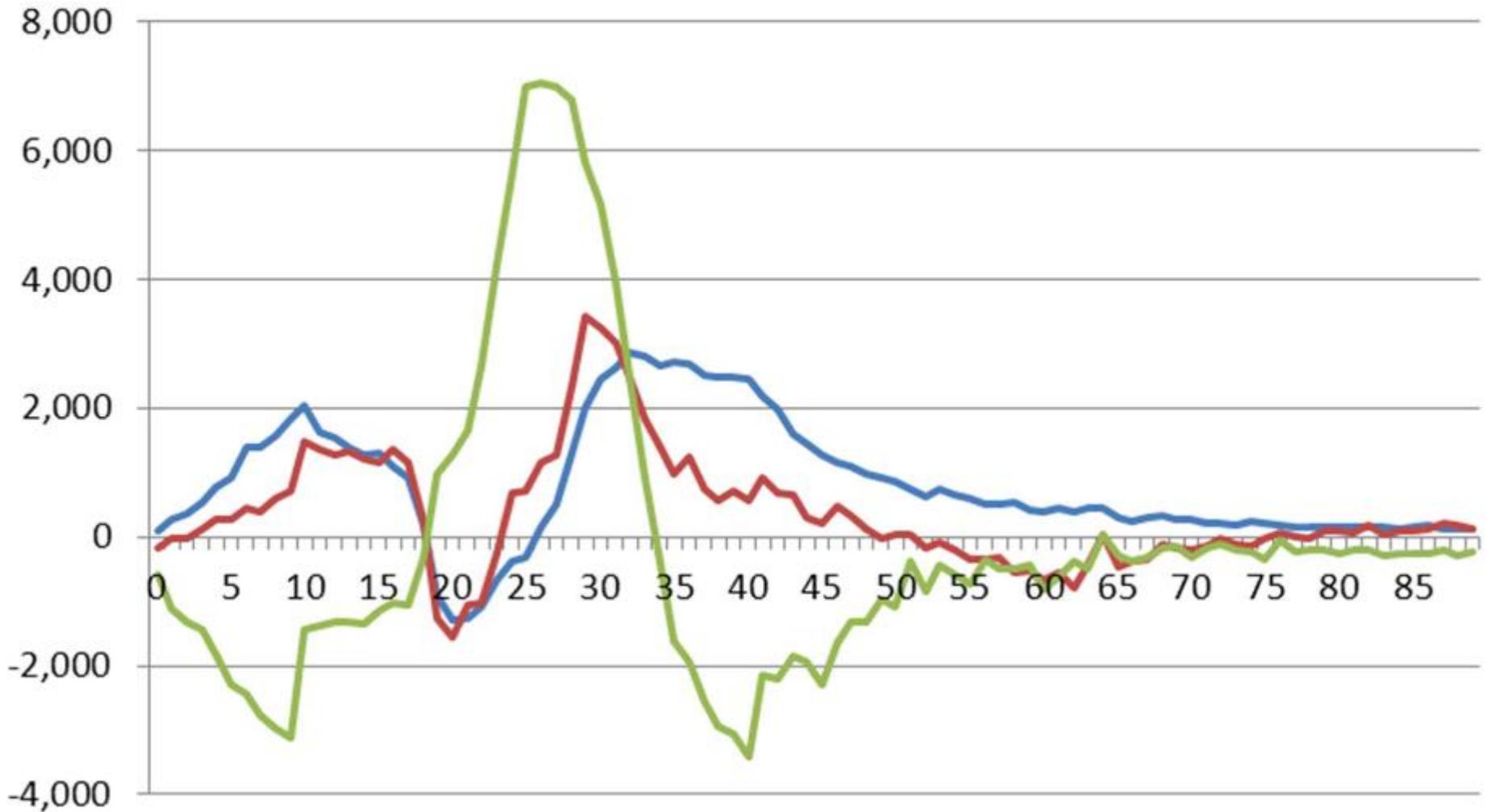
Net Migration by Age 2000-2010

Source: Census Bureau, State Demography Office

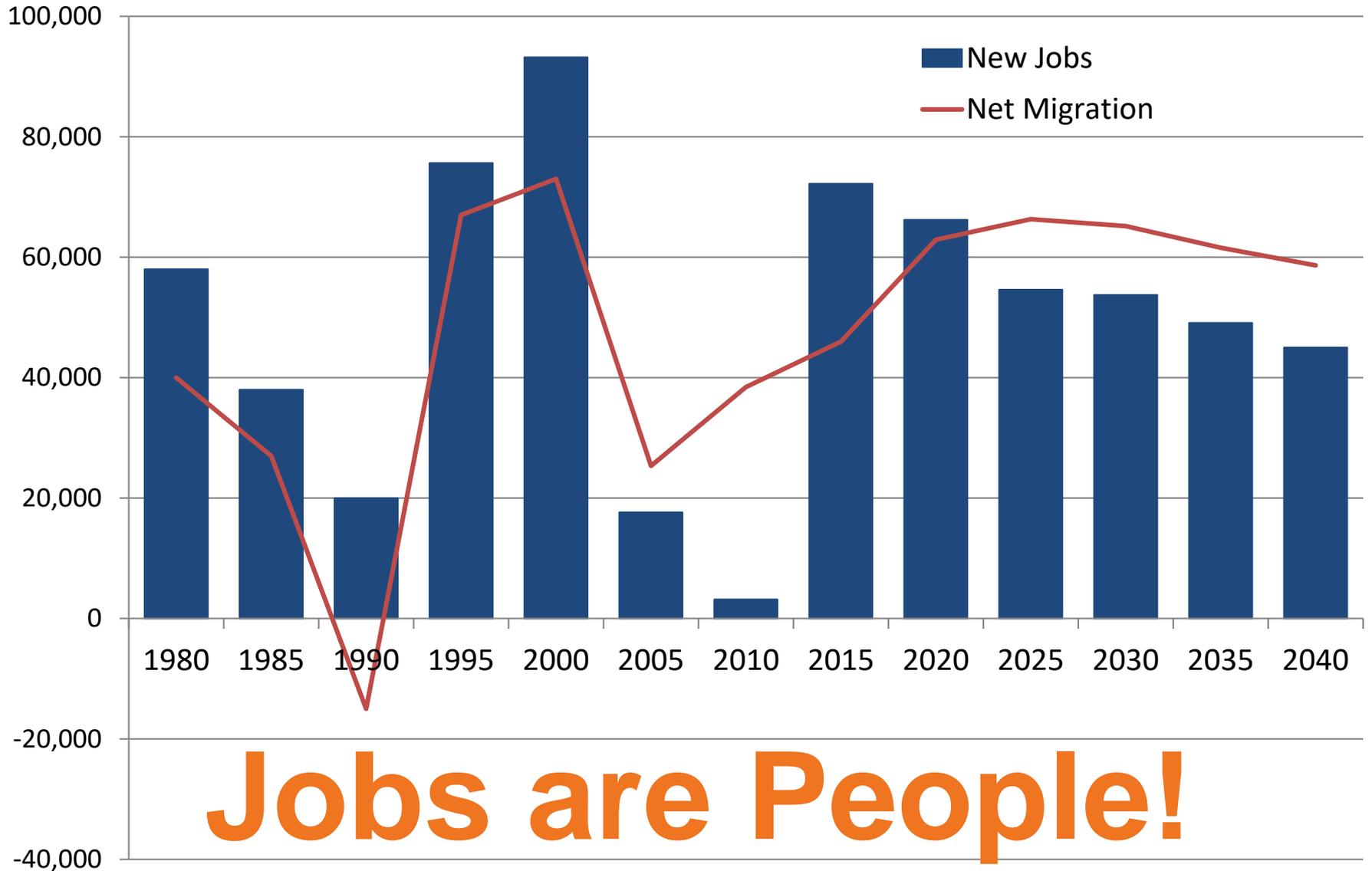


Migration by Age 2000-10

— Douglas — Arapahoe — Denver



Colorado New Jobs and Net Migration

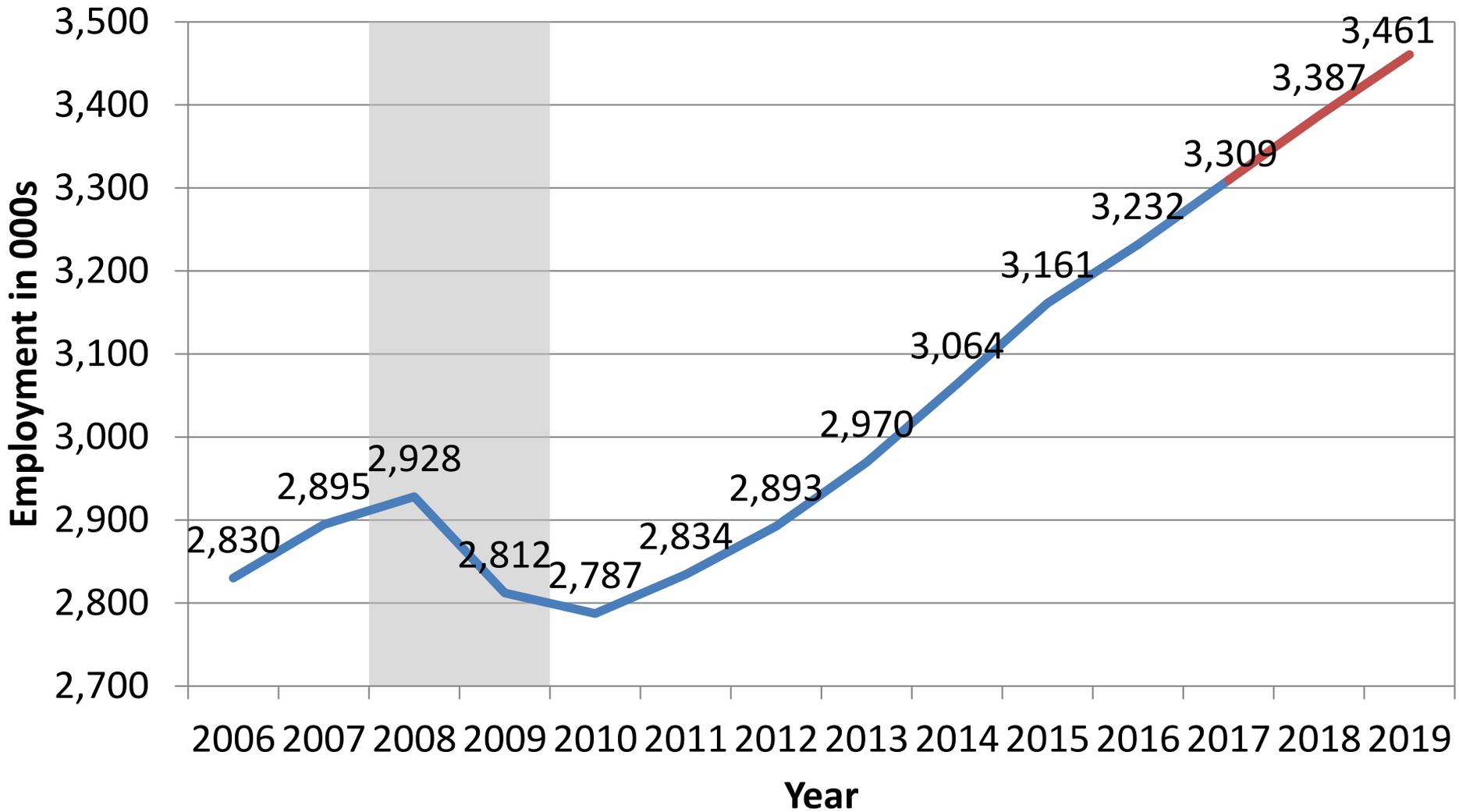


Jobs are People!

Source: State Demography Office



Colorado Total Estimated Jobs (2006-17 Actual, 18-19 Forecast)

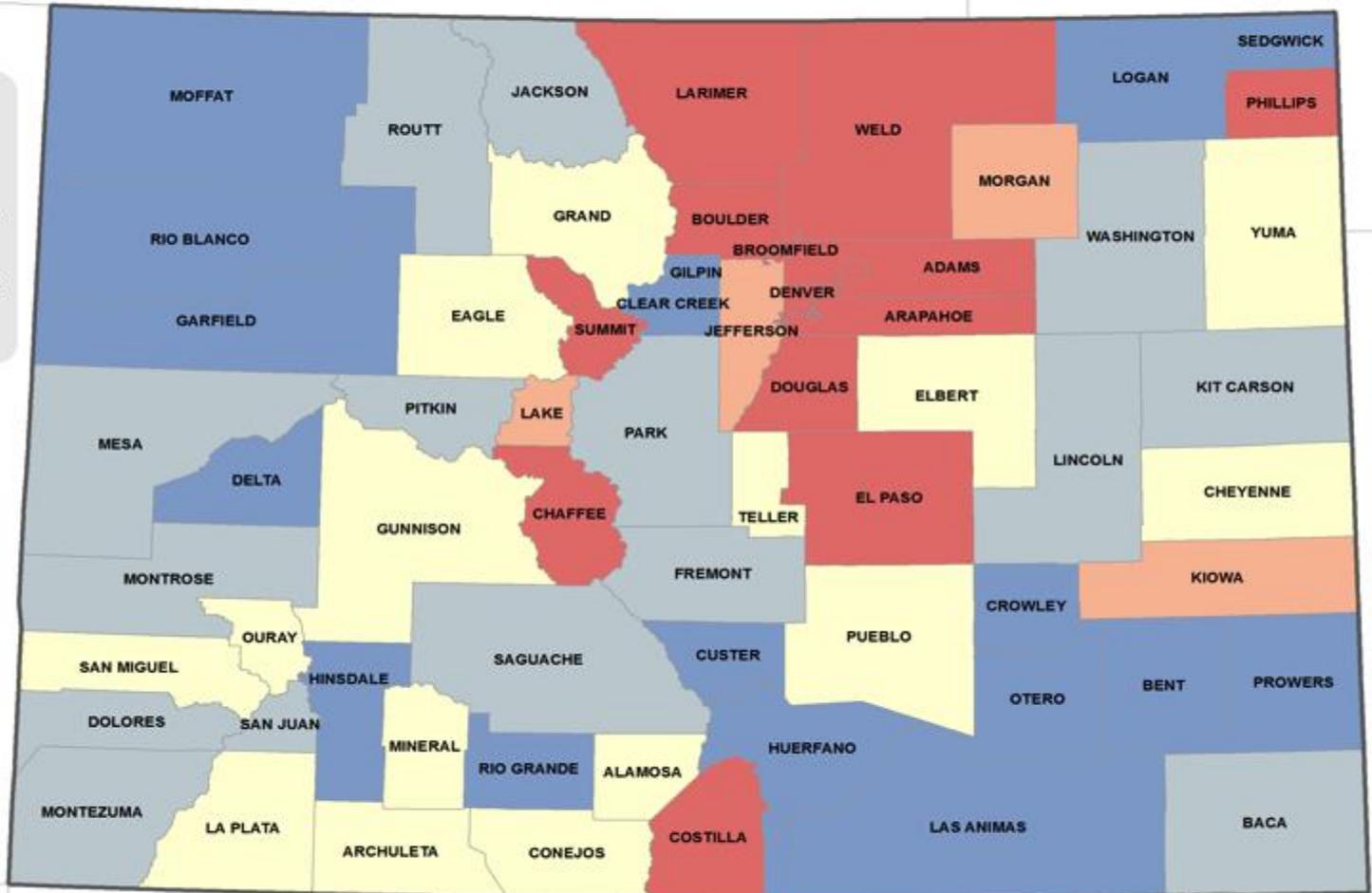


2017 Jobs Relative to Pre-Recession Peak

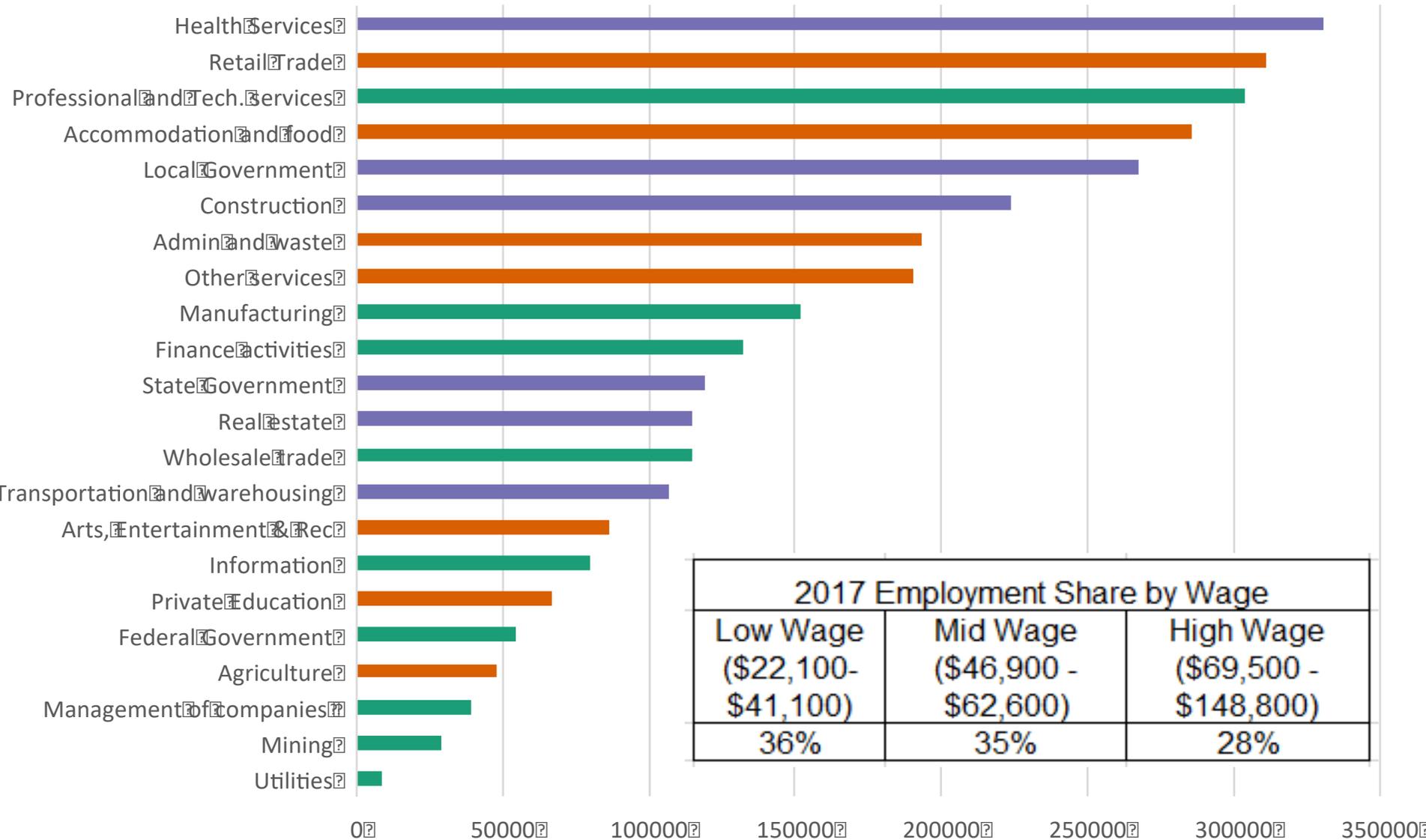
Previous Peak: 2005-2009

2017 Jobs vs Pre-Recession Peak

- > 5% Fewer Jobs
- 0% to 5% Fewer Jobs
- 0% to 5% More Jobs
- 5% to 10% More Jobs
- > 10% More Jobs



Colorado 2017 Total Employment by Industry & Wage

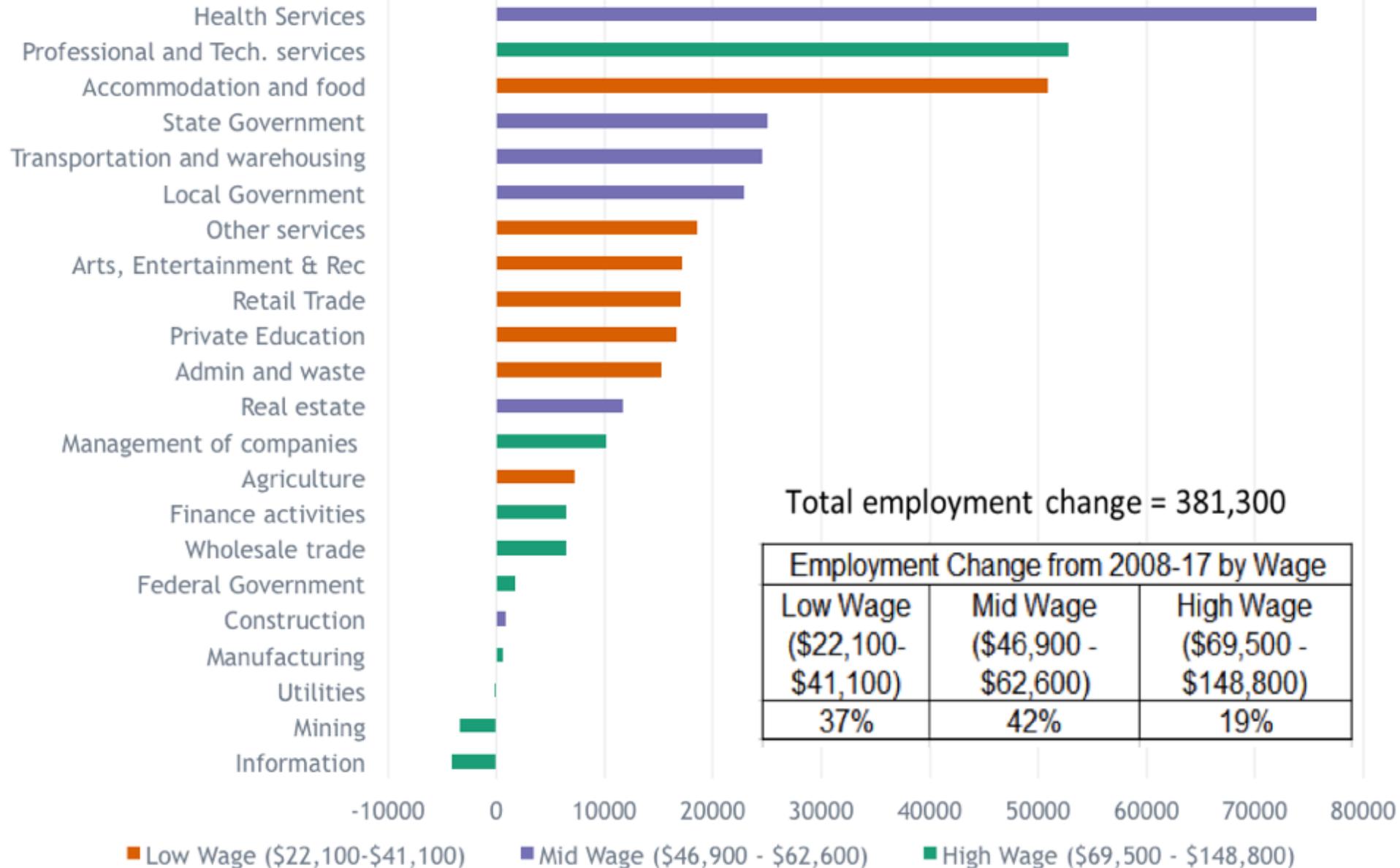


Low Wage (\$22,100-\$41,100)	Mid Wage (\$46,900-\$62,600)	High Wage (\$69,500-\$148,800)
36%	35%	28%

■ Low Wage (\$22,100-\$41,100)
 ■ Mid Wage (\$46,900-\$62,600)
 ■ High Wage (\$69,500-\$148,800)

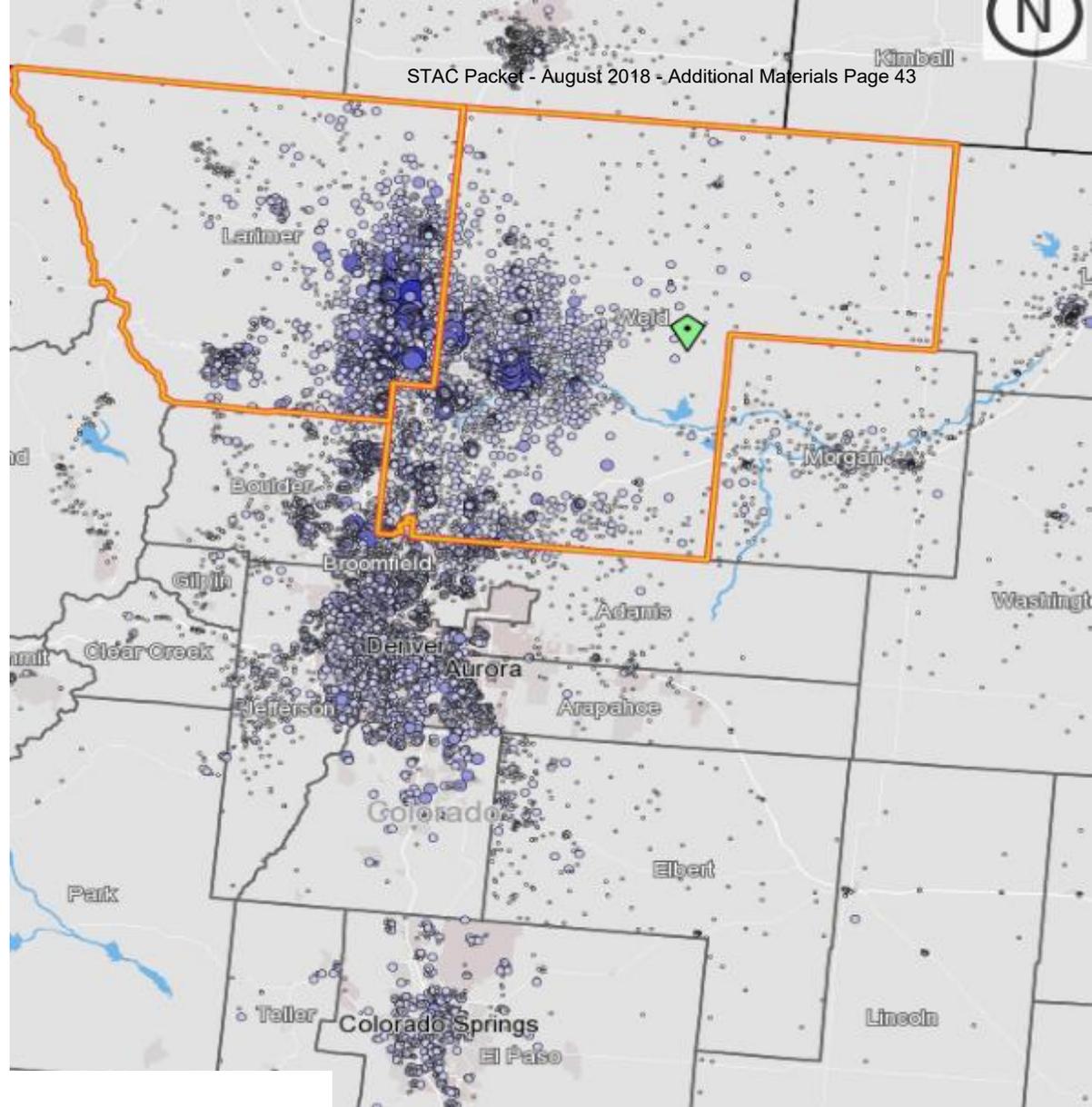


Colorado Employment Change from 2008 to 2017



Commuting to Jobs In Larimer and Weld

2015 Data



Commuting Summary

	Into County	Out of County	Within County
Larimer	46,614	54,658	85,659
Weld	41,197	80,888	52,311
Total	87,811	135,546	137,970

AGE MATTERS

Why?

**Preferences - where people shop
and what they buy.**

Housing

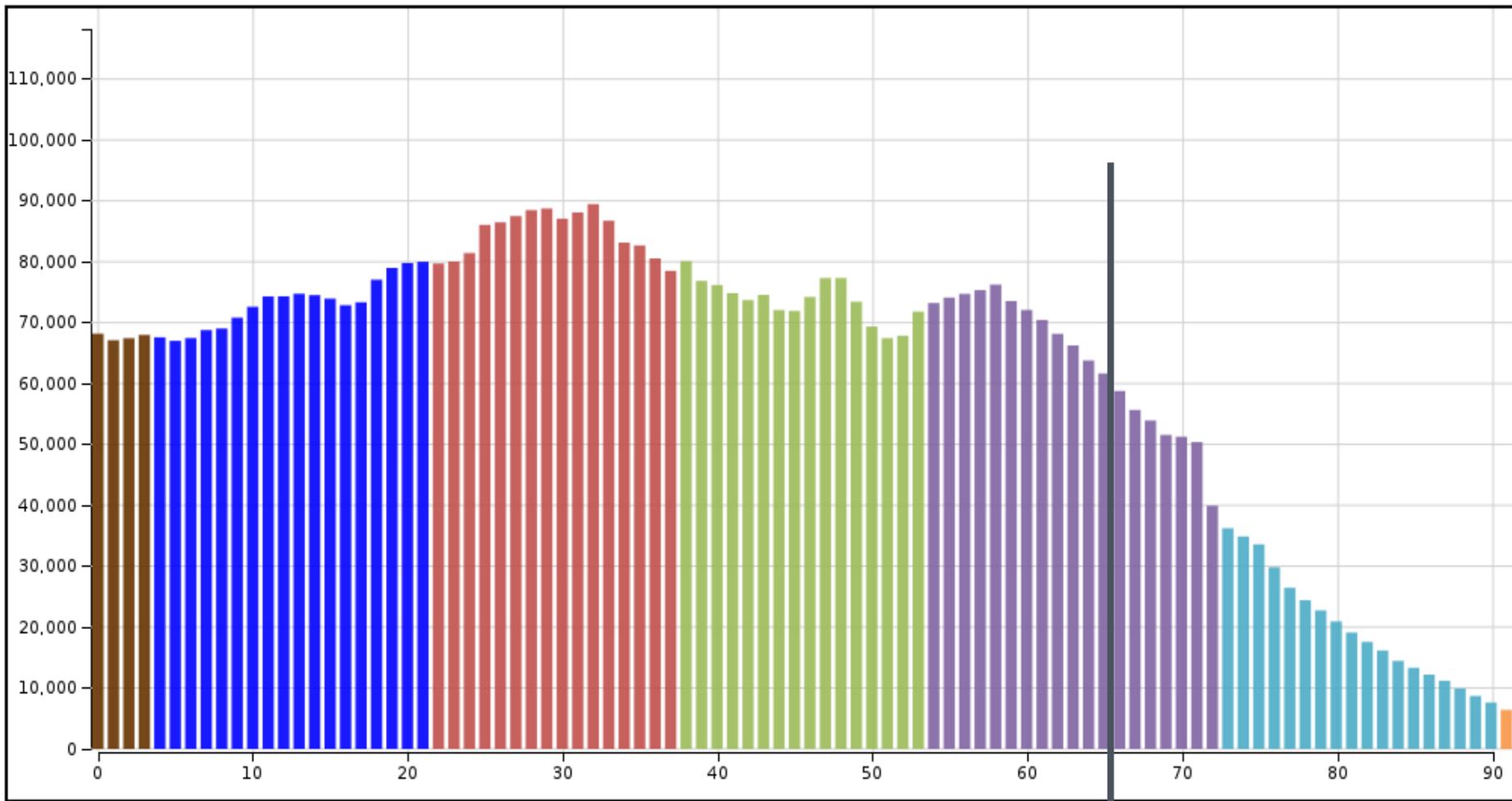
Income

Service Demands

Labor Force

Colorado

2018



- Post Millennials (1997 - 2014)
- Millennials (1981 - 1996)
- Generation X (1965 - 1980)
- Baby Boomers (1946 - 1964)
- Silent Generation (1928 - 1945)
- Greatest Generation (- 1927)
- Future Generations
- Next Generation



Denver

2018

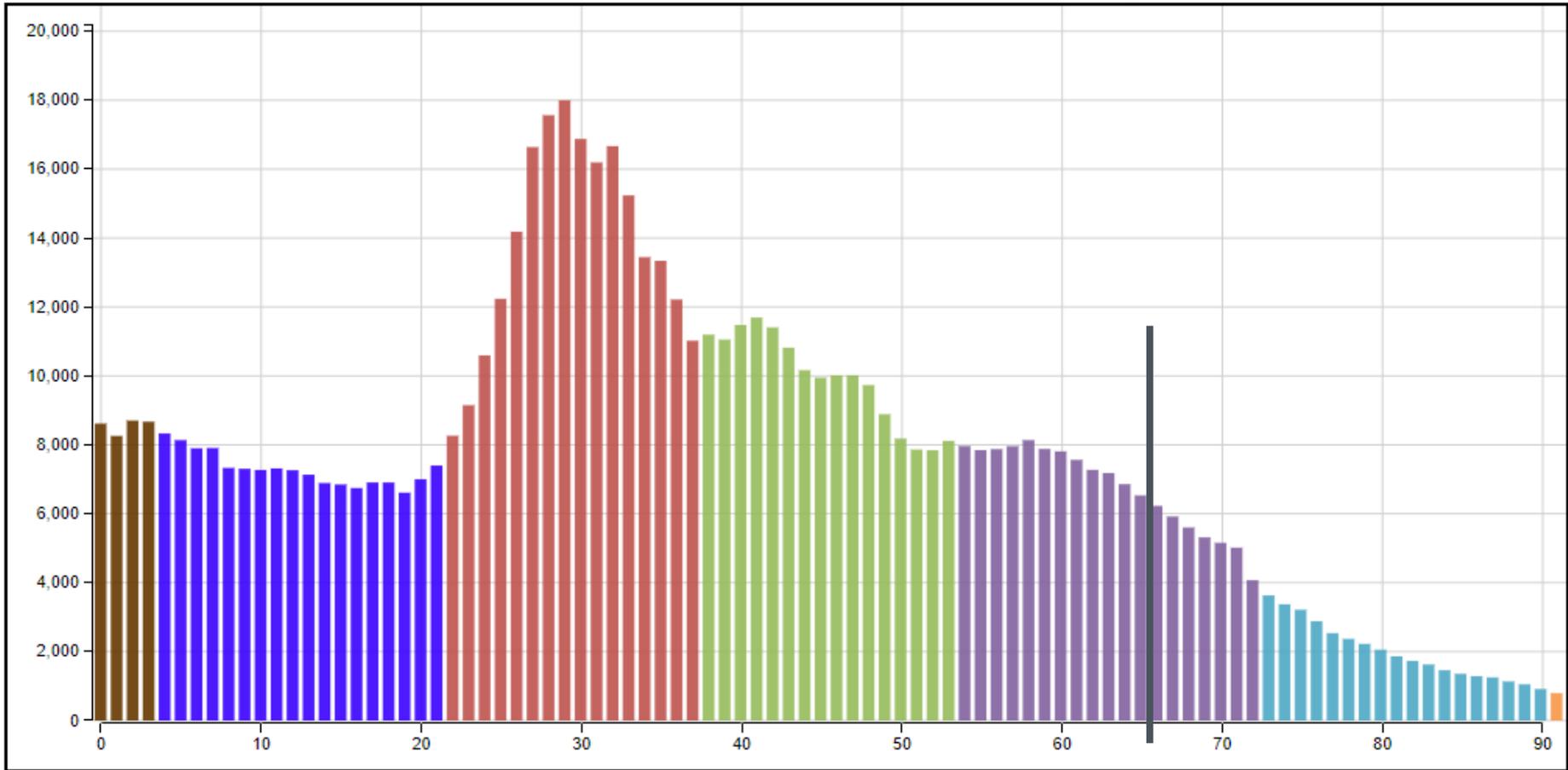
Animate

Download Image

Download Video

Denver County

2018



Post Millennials (1997 - 2014)

Millennials (1981 - 1996)

Generation X (1965 - 1980)

Baby Boomers (1946 - 1964)

Silent Generation (1928 - 1945)

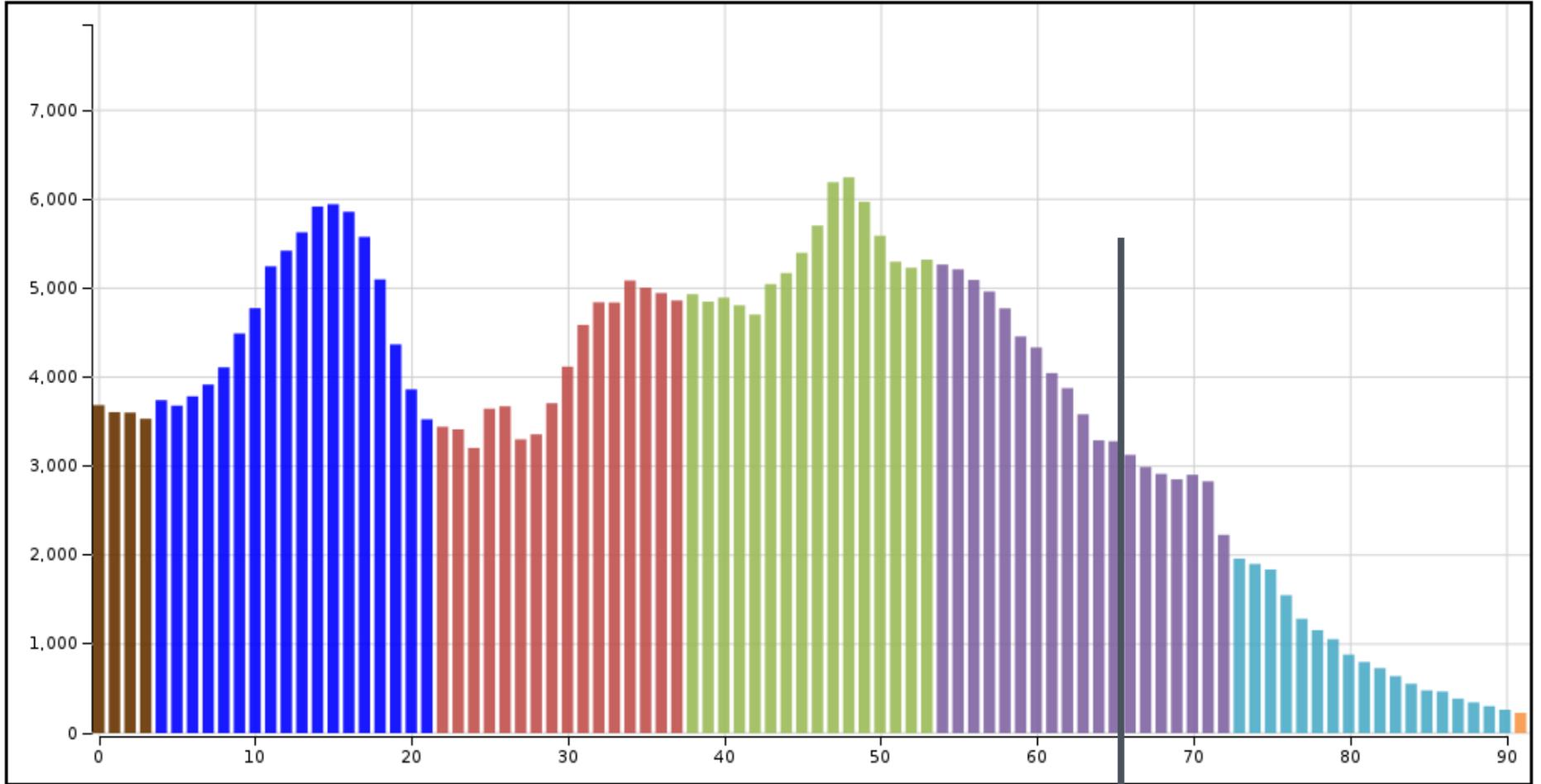
Greatest Generation (- 1927)

Future Generations (2030 -)

Next Generation (2015 - 2029)



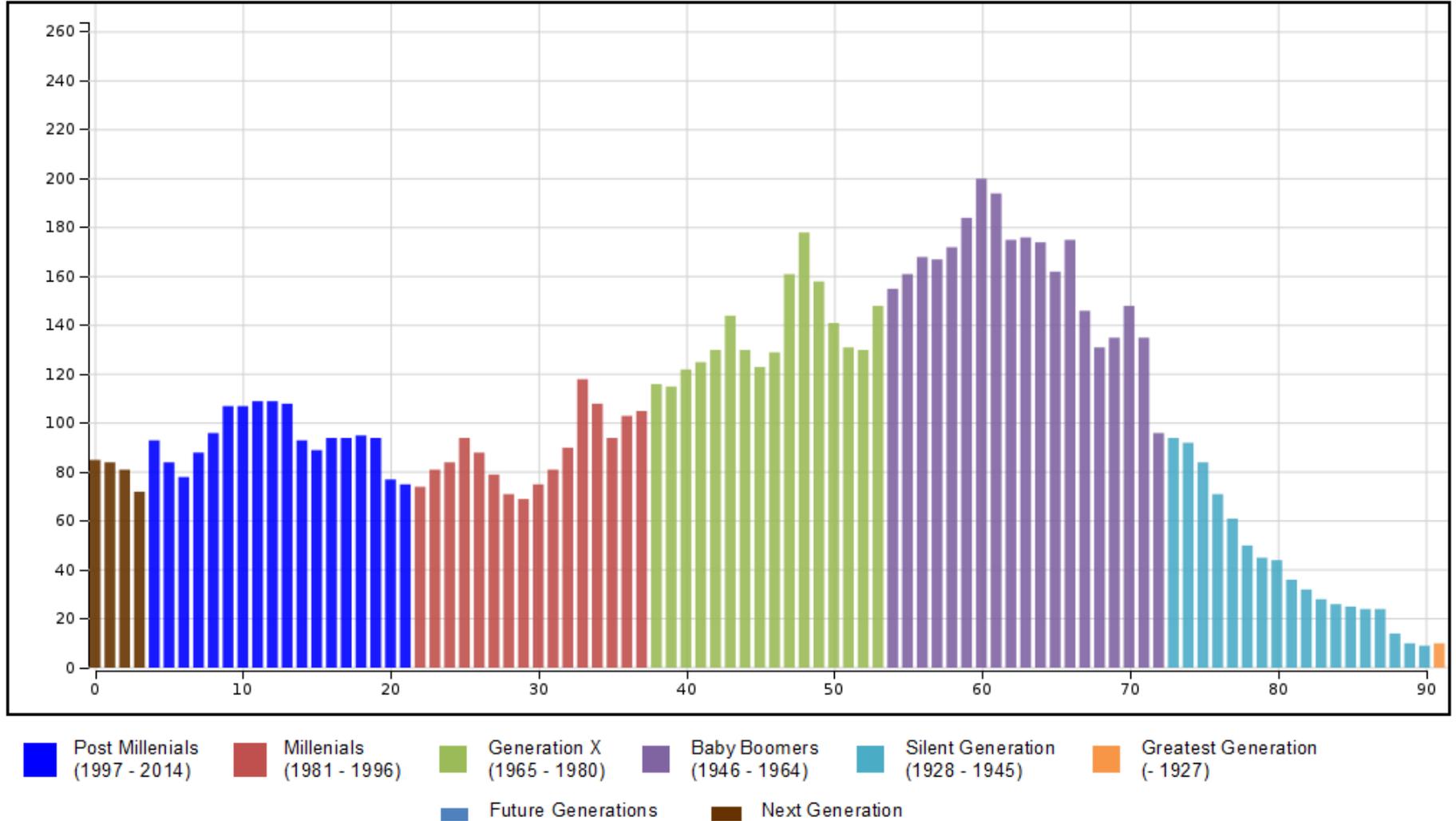
Douglas County 2018



- Post Millennials (1997 - 2014)
- Millennials (1981 - 1996)
- Generation X (1965 - 1980)
- Baby Boomers (1946 - 1964)
- Silent Generation (1928 - 1945)
- Greatest Generation (- 1927)
- Future Generations
- Next Generation



Clear Creek County 2018

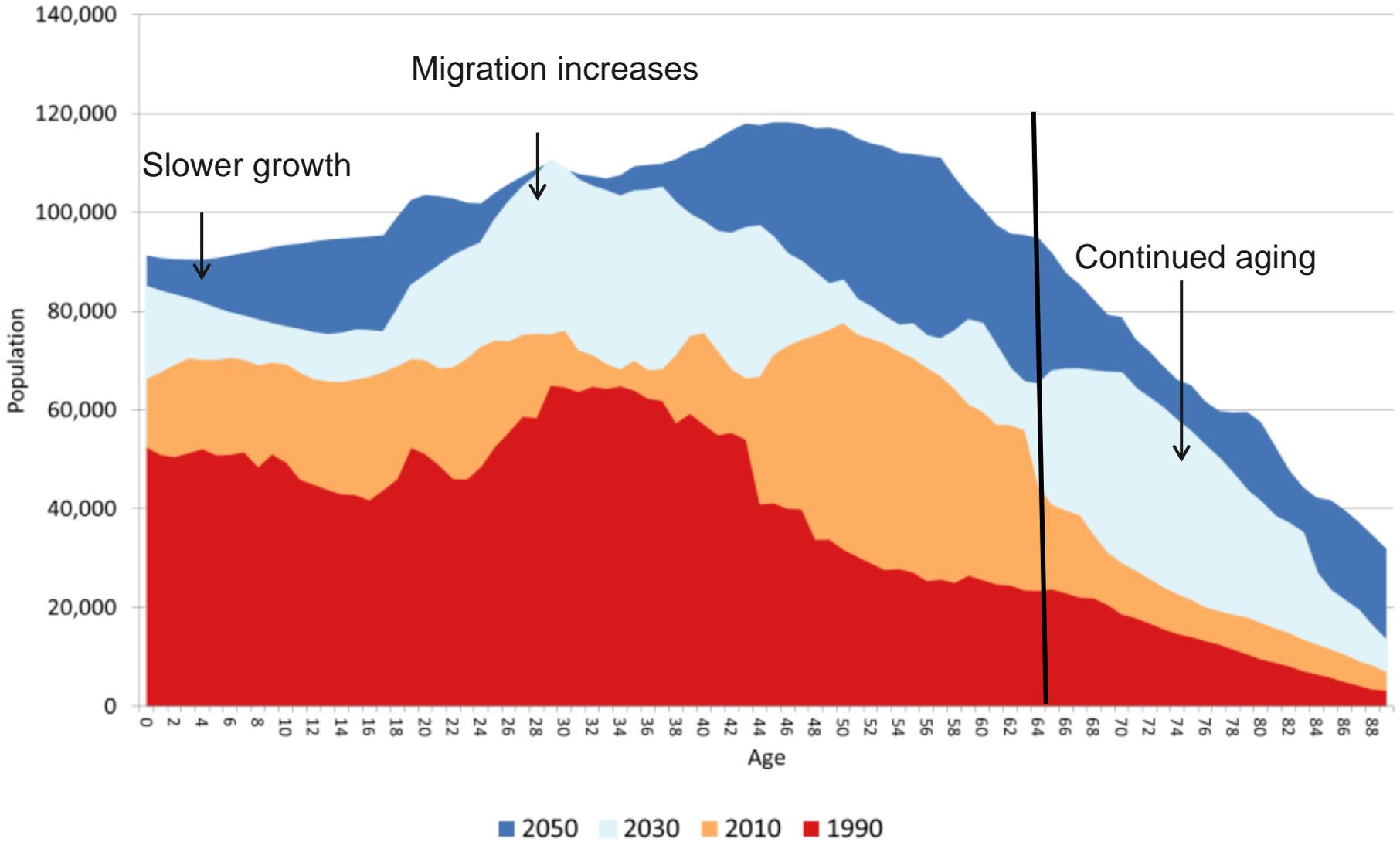


Why is Colorado Aging Fast?

- Currently very few people over the age 65.
 - 6th lowest share at 13% in 2015
 - 3rd fastest growing at 4.6%
- Baby Boomers
 - Born 1946 – 1964
 - 1,340,000 Boomers in Colorado (26% of pop. in 2010)
- By 2030, Colorado's population 65+ will be 77% larger than it was in 2015, increasing from 719,000 to 1,270,000. (just from aging)
- Transition age distribution from “young” to more US average between 2015 and 2030.

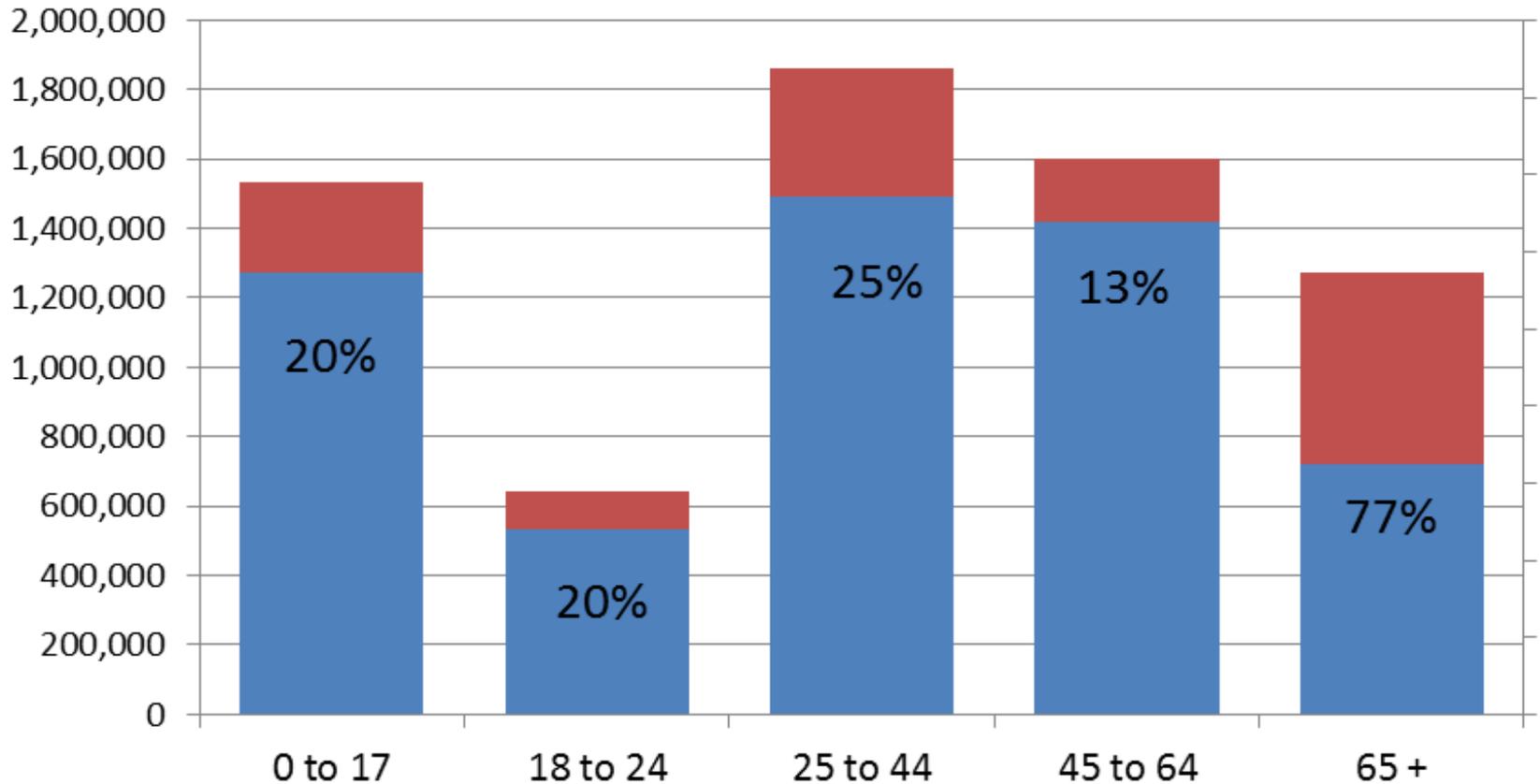


Colorado Population by Age 1990-2050



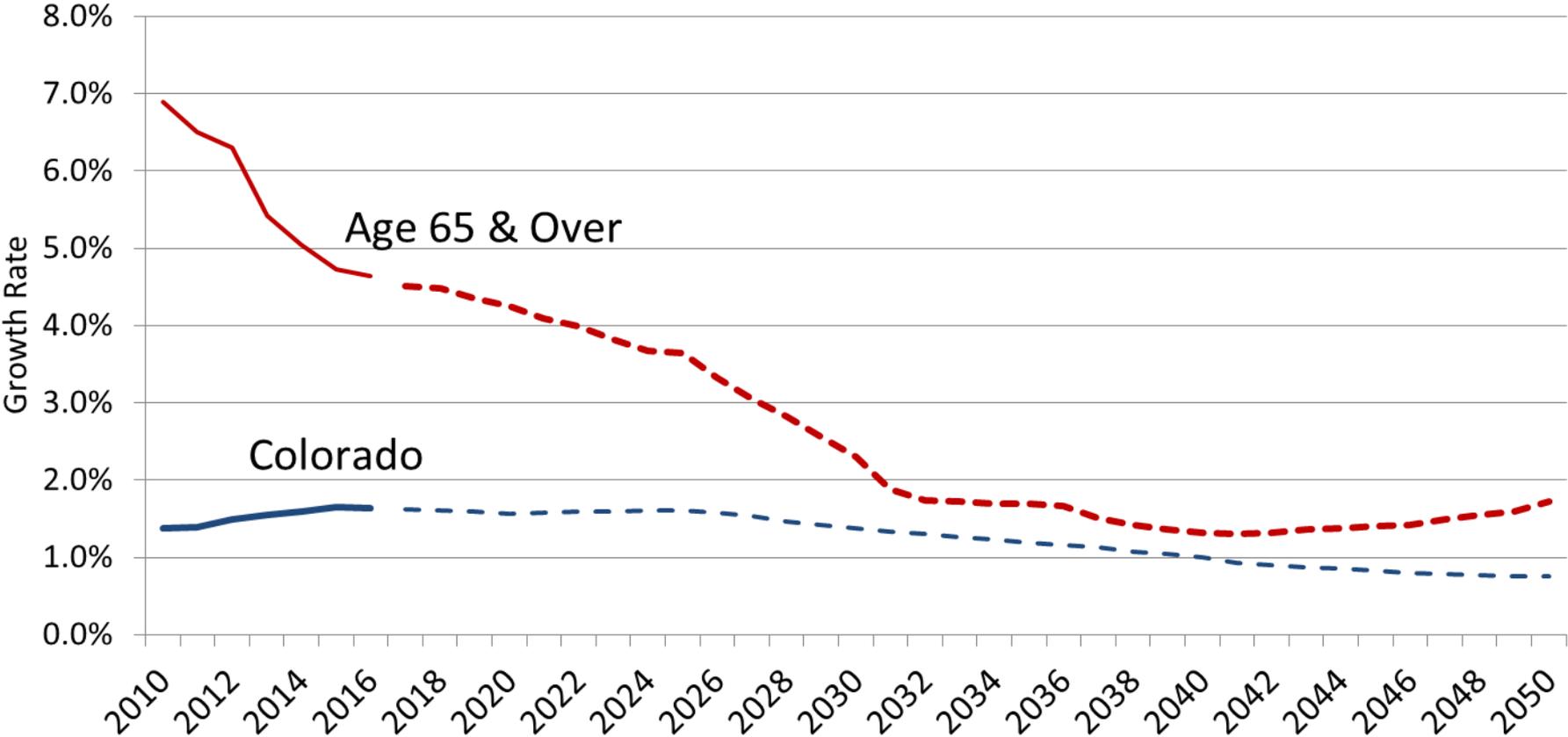
Colorado Population by Age and % Change

■ 2015 ■ 2030

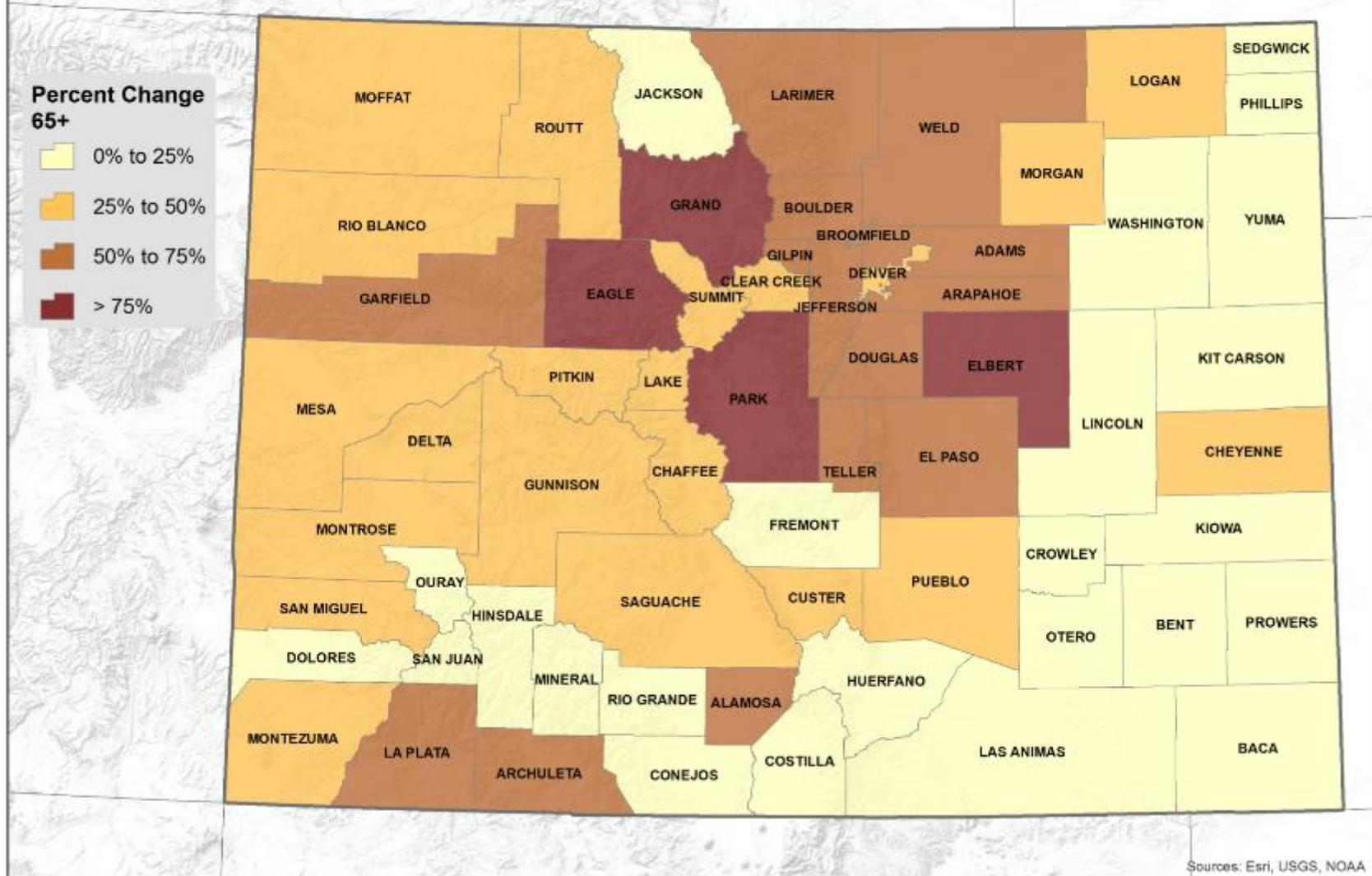


Older Age Population in Colorado

Much higher growth rate than other age groups in Colorado.



Forecast Change in the Population 65+ 2015 - 2025



Aging Issues

- Numbers - 2015-30 increase 65+ 72% from 711,000 to 1,200,000
- **Economic Driver**
 - Impact on occupational mix. Growing at 5% per year. Wages/Income
- **Labor Force**
- Housing - primarily home owners
- Income - Downward Pressure
- Health
- Disabilities
- Transportation
- Public Finance - Downward Pressure



Economic Impact From Aging

- Support .3 jobs per person 65+ = 240,000 in 2014
- Forecast to grow to 410,400 by 2025.
- Top Occupations - office, admin, sales, food prep, health care (personal care aides, nursing assistants, registered nurses)
- Many of the jobs in occupations with low wages, a few at higher wages.
- 1 of every 10 jobs (all) forecast to be home health aides and personal care aides. (Bureau of Labor Statistics)



Labor Force

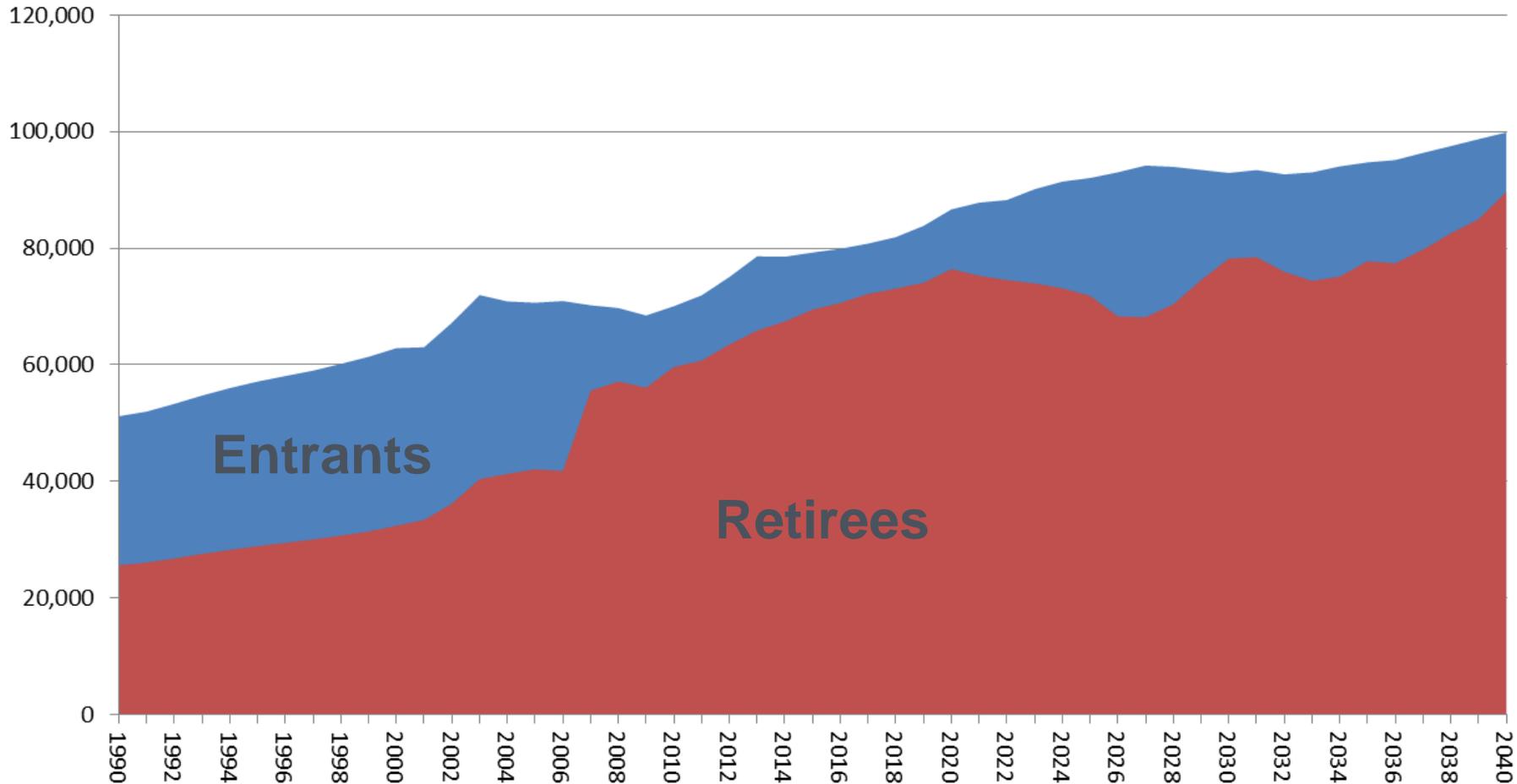
- Boomers are 37% of the labor force (2010)
 - Staying longer in workforce - want and need to
 - Participation rates for ages 65+ increasing.
 - Approx. 1,000,000 workers aging out the next 20 years.
- Increase demands
 - Replacement and demands created by retiree needs
 - Largest increase in leavers between 2020-2025
- Participation falling at the younger end.
- Demands will vary by industry -
 - Education, Health, Utilities, Mining, Govt.
 - **Current low numbers of Long Term Care Workers and Gerontologist**
 - Doctors accepting Medicare
 - Increase in demand for caregivers - informal sector



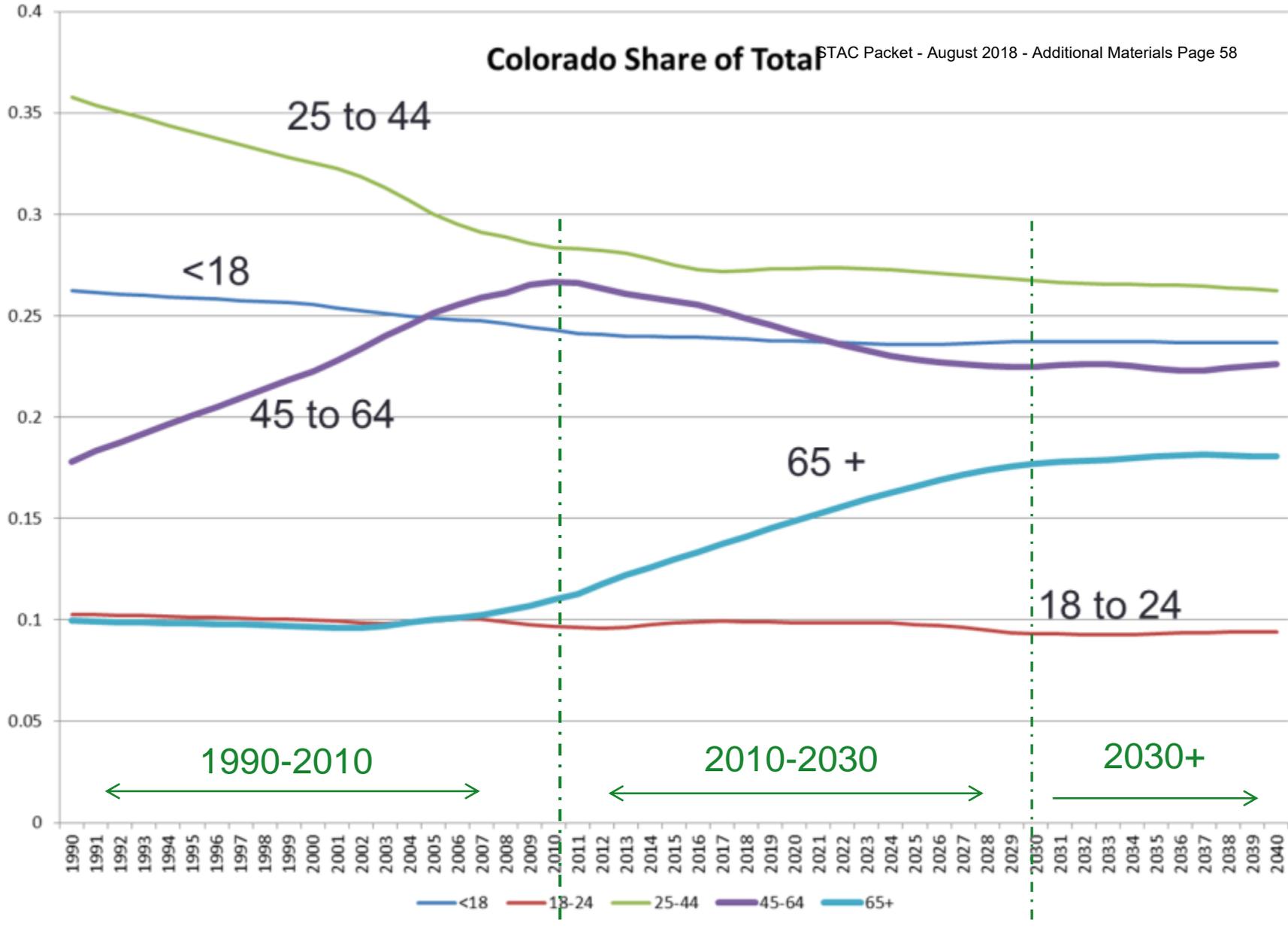
Colorado Labor Force Transition, 60 year olds vs. 20 year olds

Average Age of Entrants and Retirees

■ 20 ■ 60

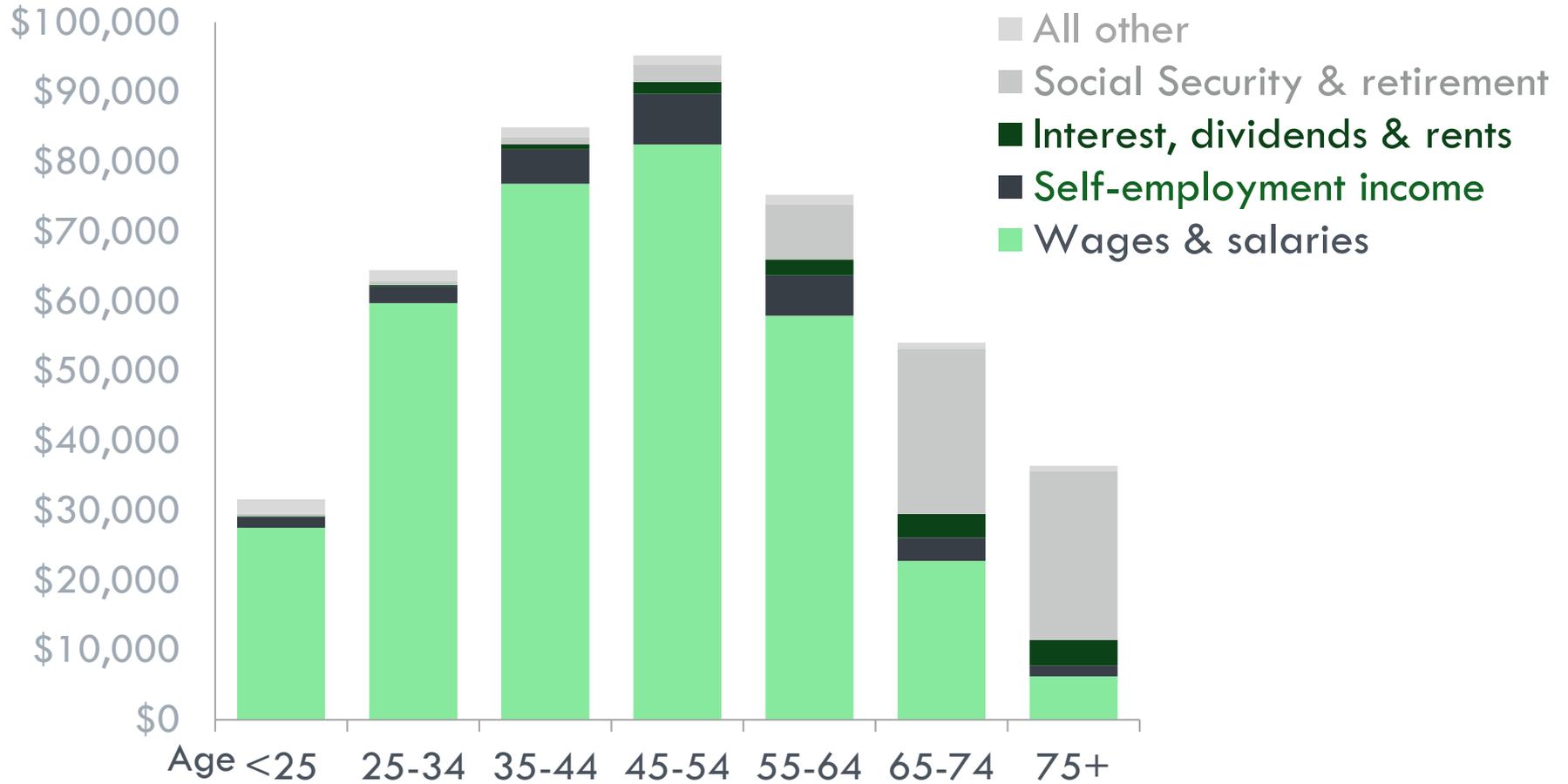


Colorado Share of Total



Incomes peak for those in their 40s and 50s

Average 2015 Incomes



Implications for Public Finance / Planning

- Per Capita income growth will not be as rapid
- Per capita taxable expenditures will likely decline
- Property tax collections per capita dip due to “down-sizing” by elderly population and “Homestead Act” Tax Abatements
- Increasing demand for public services due to aging population
- Policy-makers must plan public finance priorities and expenditure/tax mix accordingly.



Summary of Aging Trends

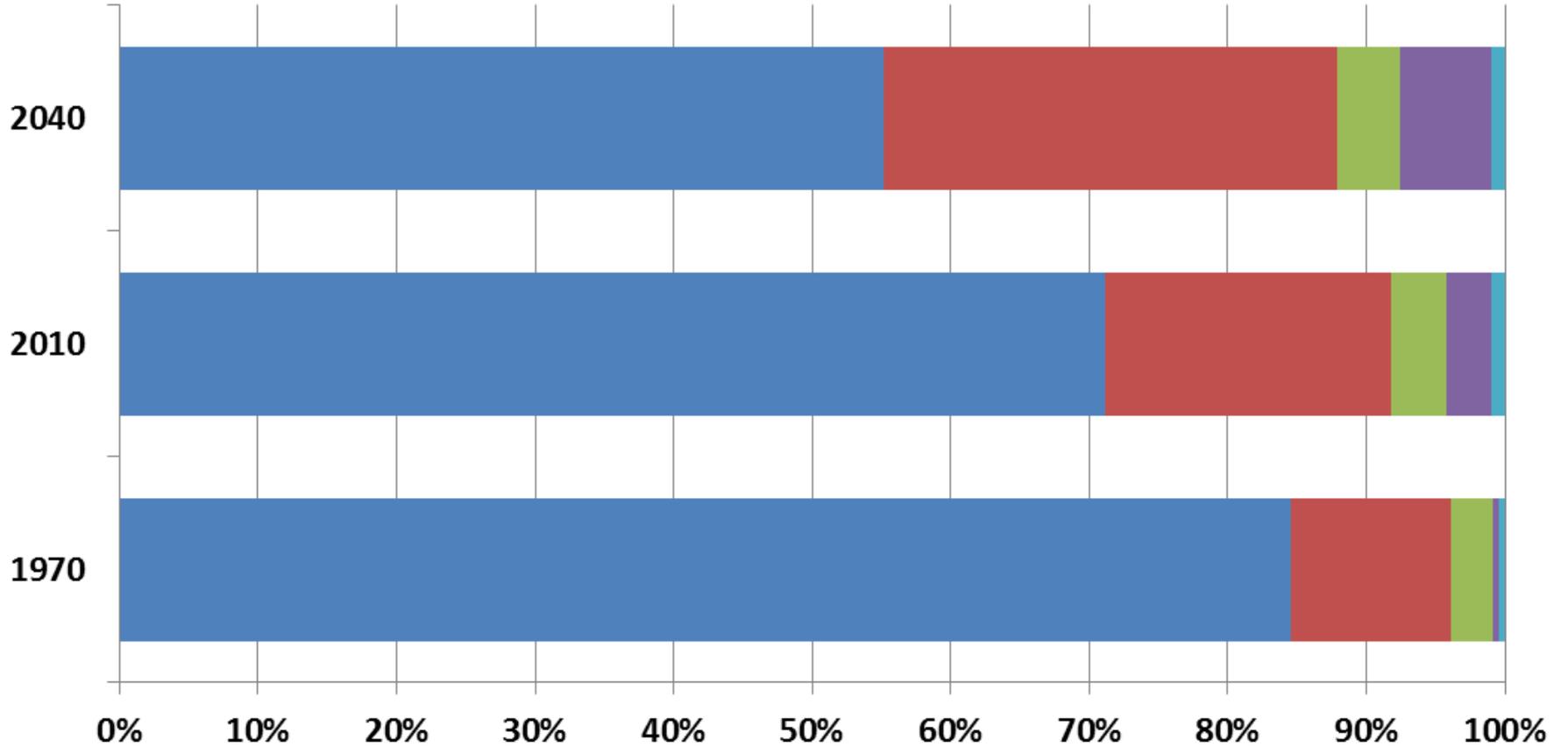
- Numbers issue because Colorado has really never had a large share of people over 65 compared to the rest of its population.
- Largest changes expected in Front Range and Western Slope but will have statewide impact due to numbers.
- Implications for Economy, Labor Force, Housing, Transportation, Healthcare, etc
- Forecasting Net Migration of 65+ to Colorado to remain close to zero but..... that could change
 - Could be higher - based on family
 - Could be lower - based on costs and potential lack of amenities



Ethnicity/Race increasing

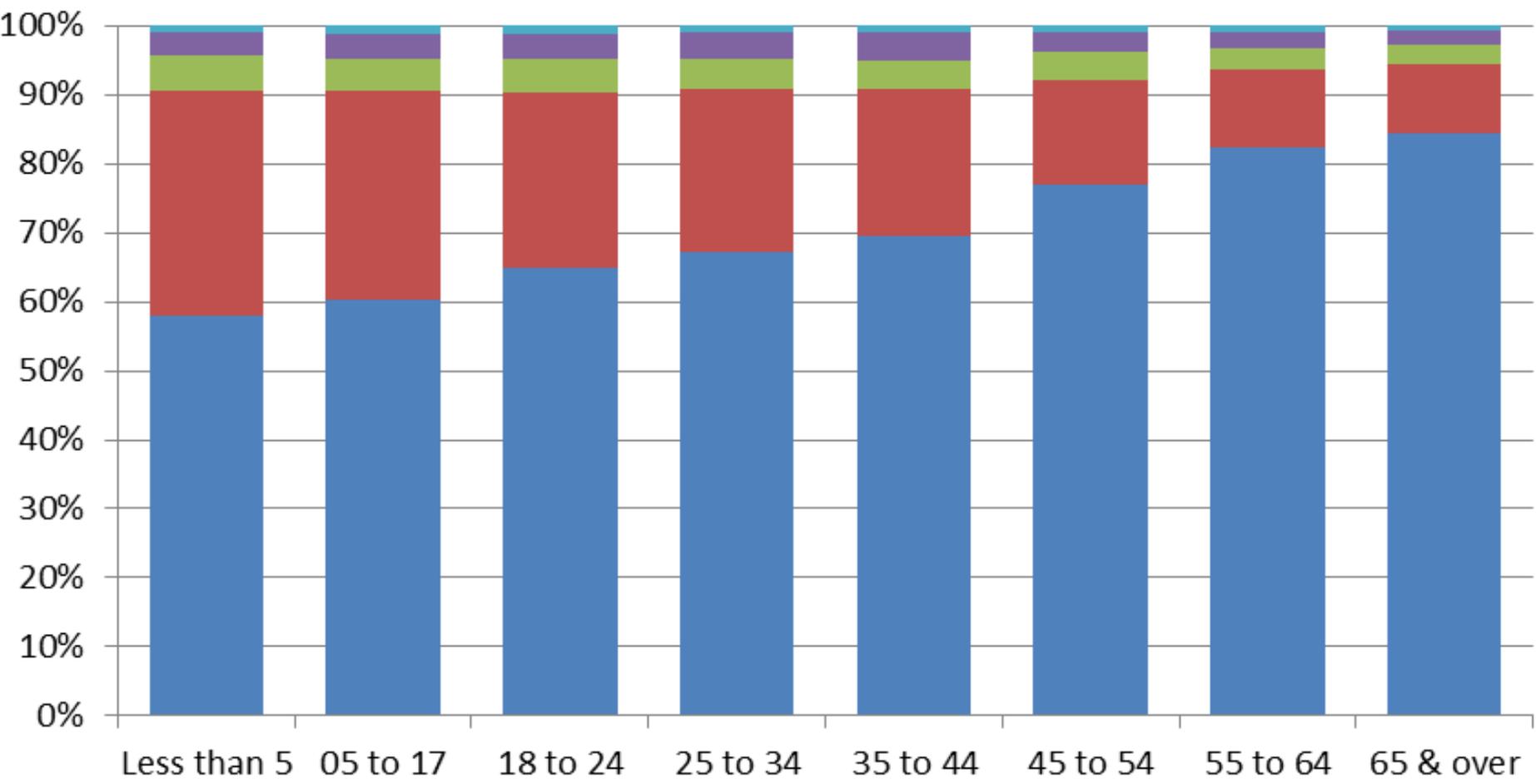
Colorado Population by Race/Ethnicity

■ White not Hispanic ■ Hispanic ■ Black ■ Asian ■ American Indian

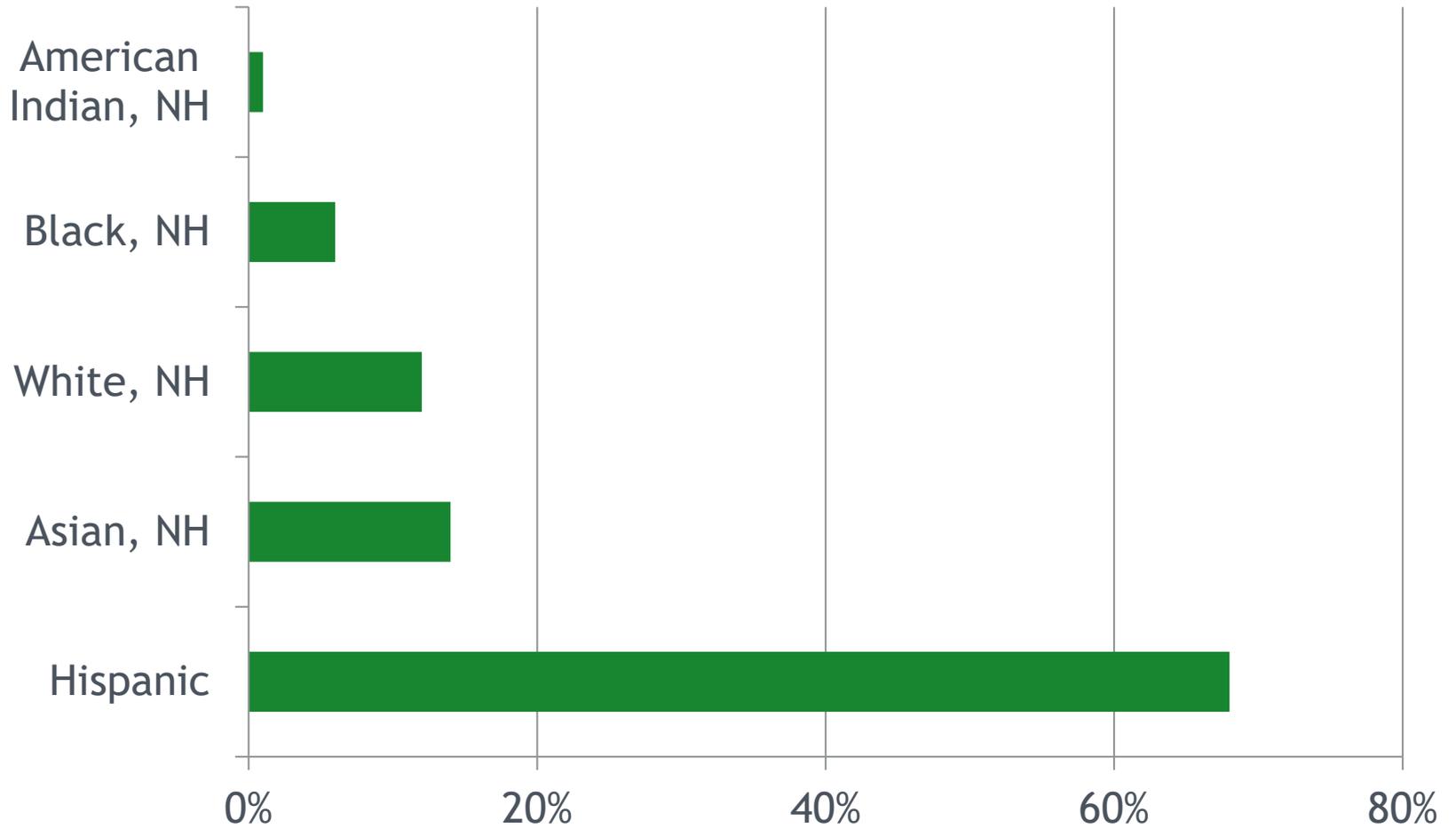


2010 Colorado Population by Race/Ethnicity and Age

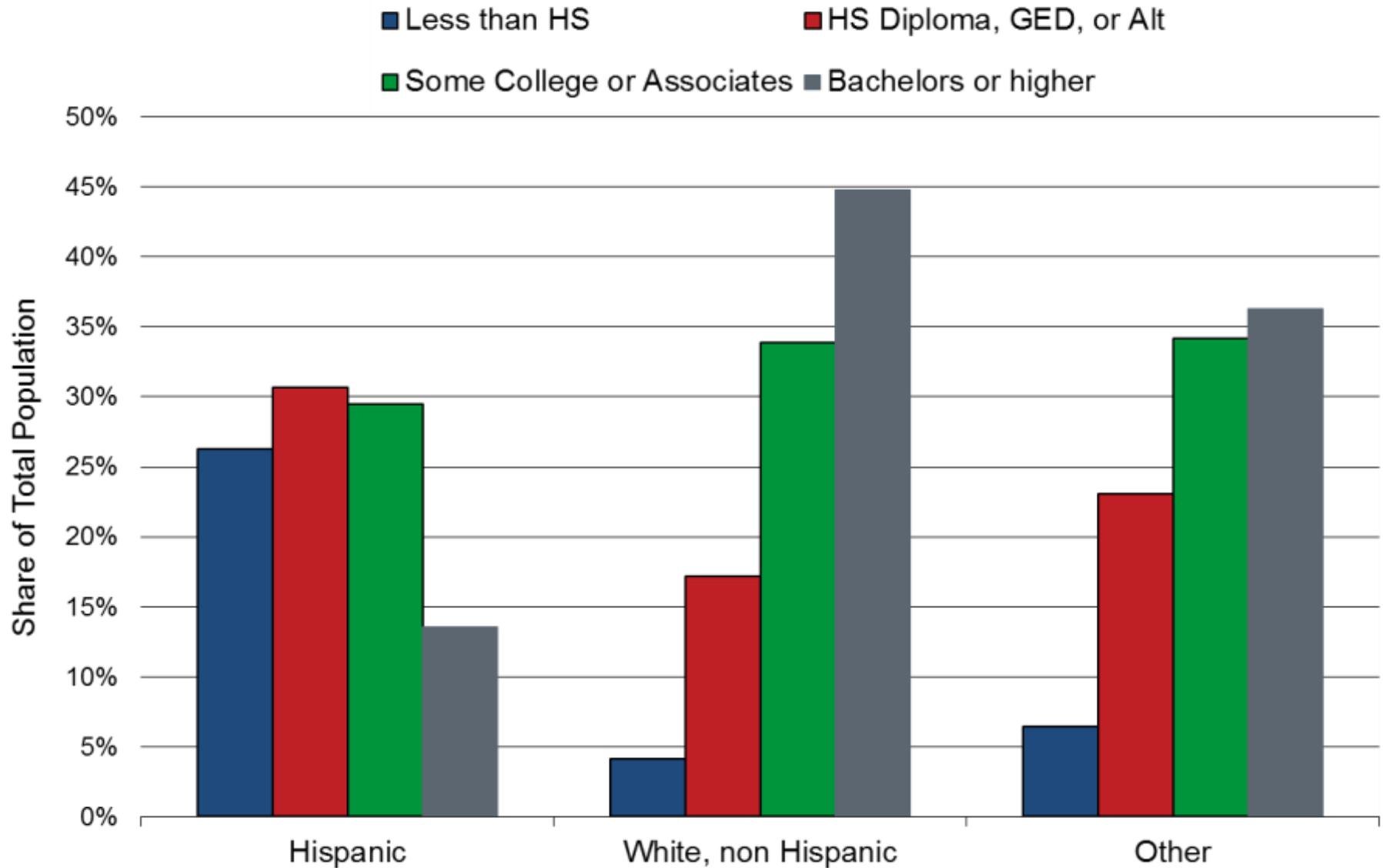
■ WhiteNonHispanic
 ■ Hispanic
 ■ BlackNonHispanic
■ AsianNonHispanic
 ■ AmIndNonHispanic



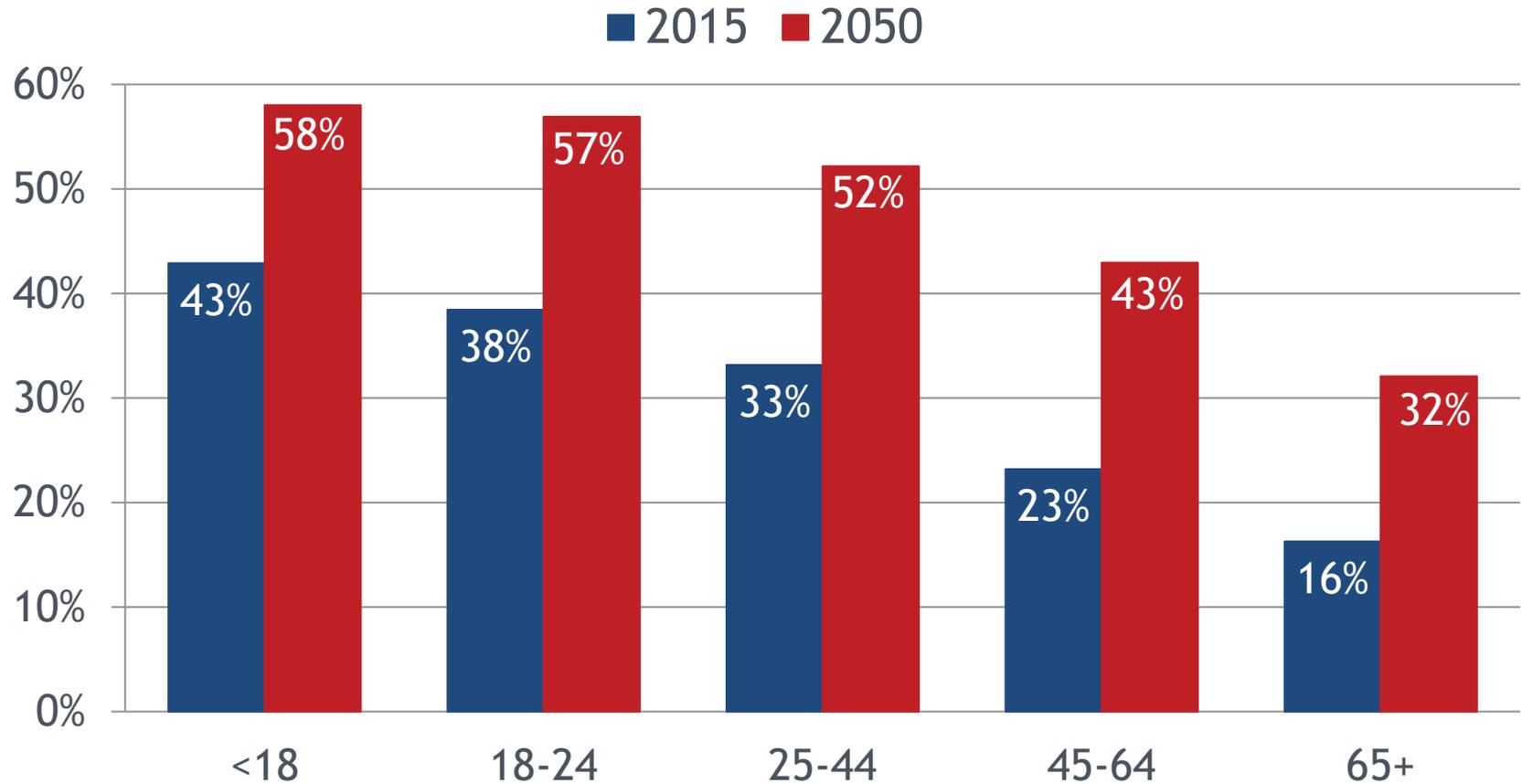
Share of Net Increase in Working Age Population, 2015-2020



Colorado Educational Attainment by Race for 25 to 34 Year Olds, 2014



Hispanic, Black, Asian, and other minority share



Income - Slowing



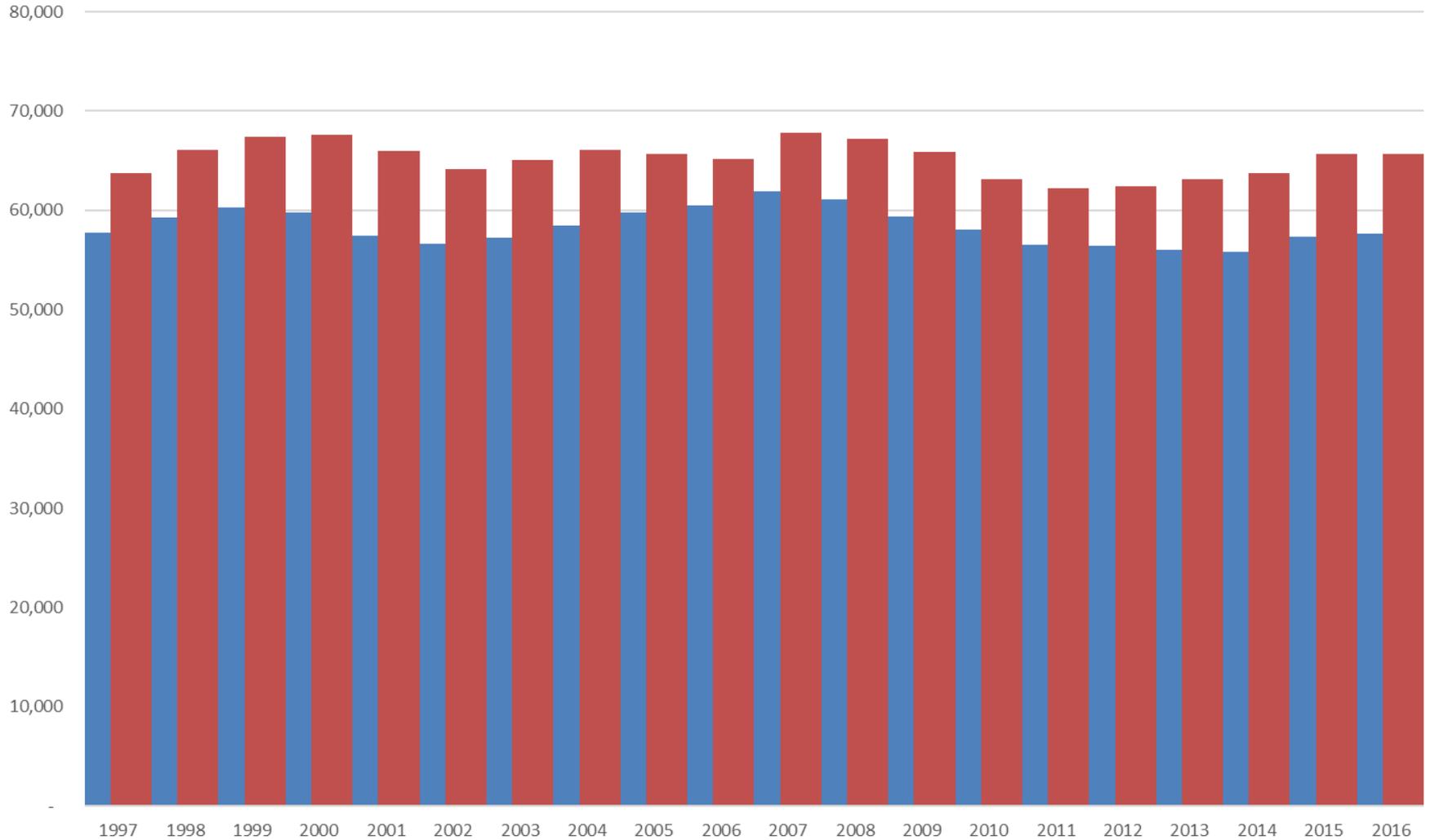
Household Income...its future is demographically challenged.

- Age distributions - “End of “Demographic Dividend”
- Occupational Mix - high and low service
- More race/ethnicity diverse especially at young end but achievement gap is growing as well.
- Household type and size - single and smaller.
- Youth un and under employment - Long term permanent impacts on earnings.

Real Median Household Income

Source: Census Small Area Income and Poverty Estimates, \$2016

■ United States ■ Colorado



Forecast Growing and Slowing

Jobs - Labor Force - Balance

Population forecast methodology

Economic forecast

Jobs

- 2nd & 3rd job

- Commuters

Labor Demand

Cohort-component

+Births - Deaths

+ Net Migration

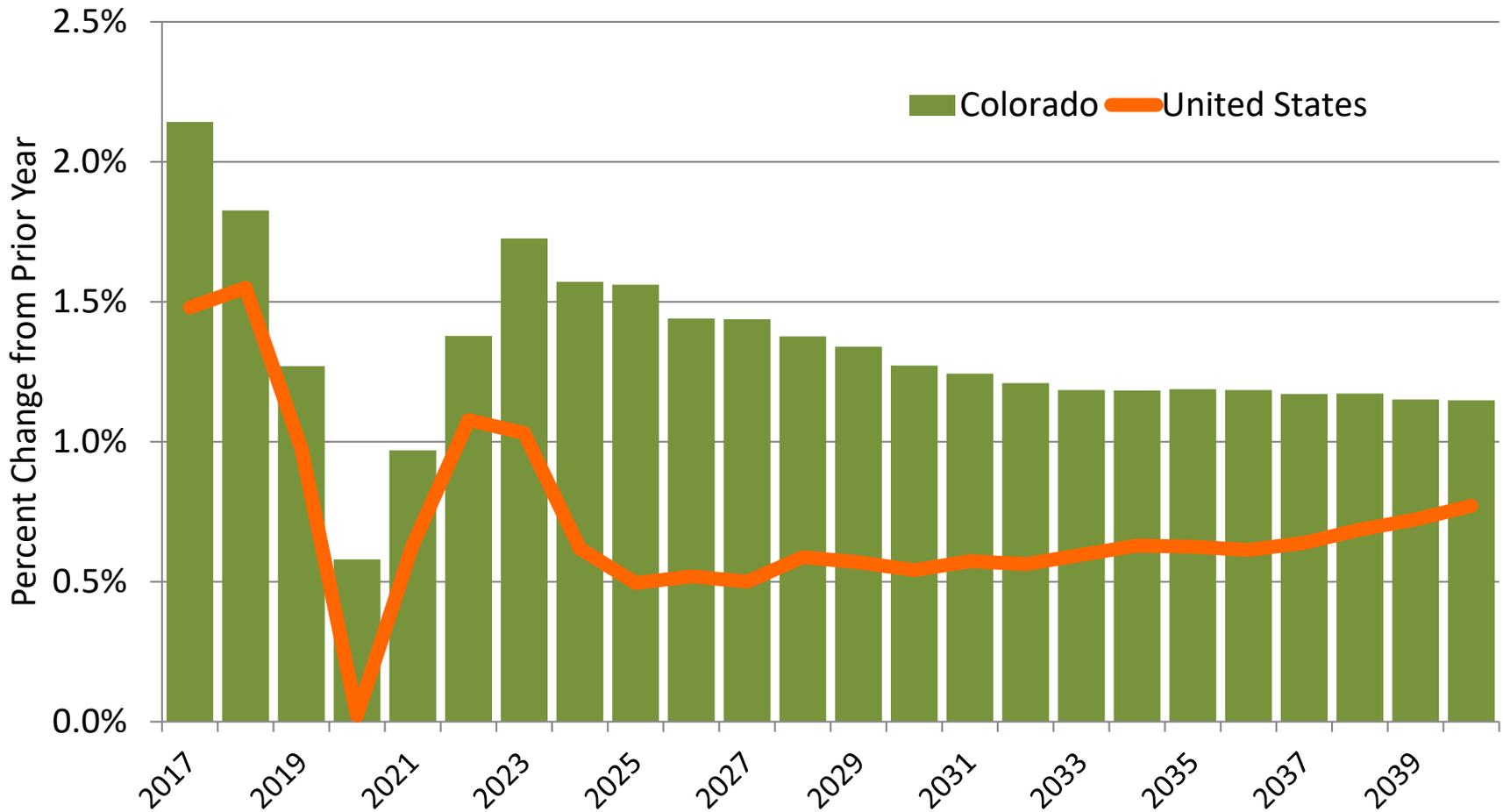
X LFPR

Labor Supply

=

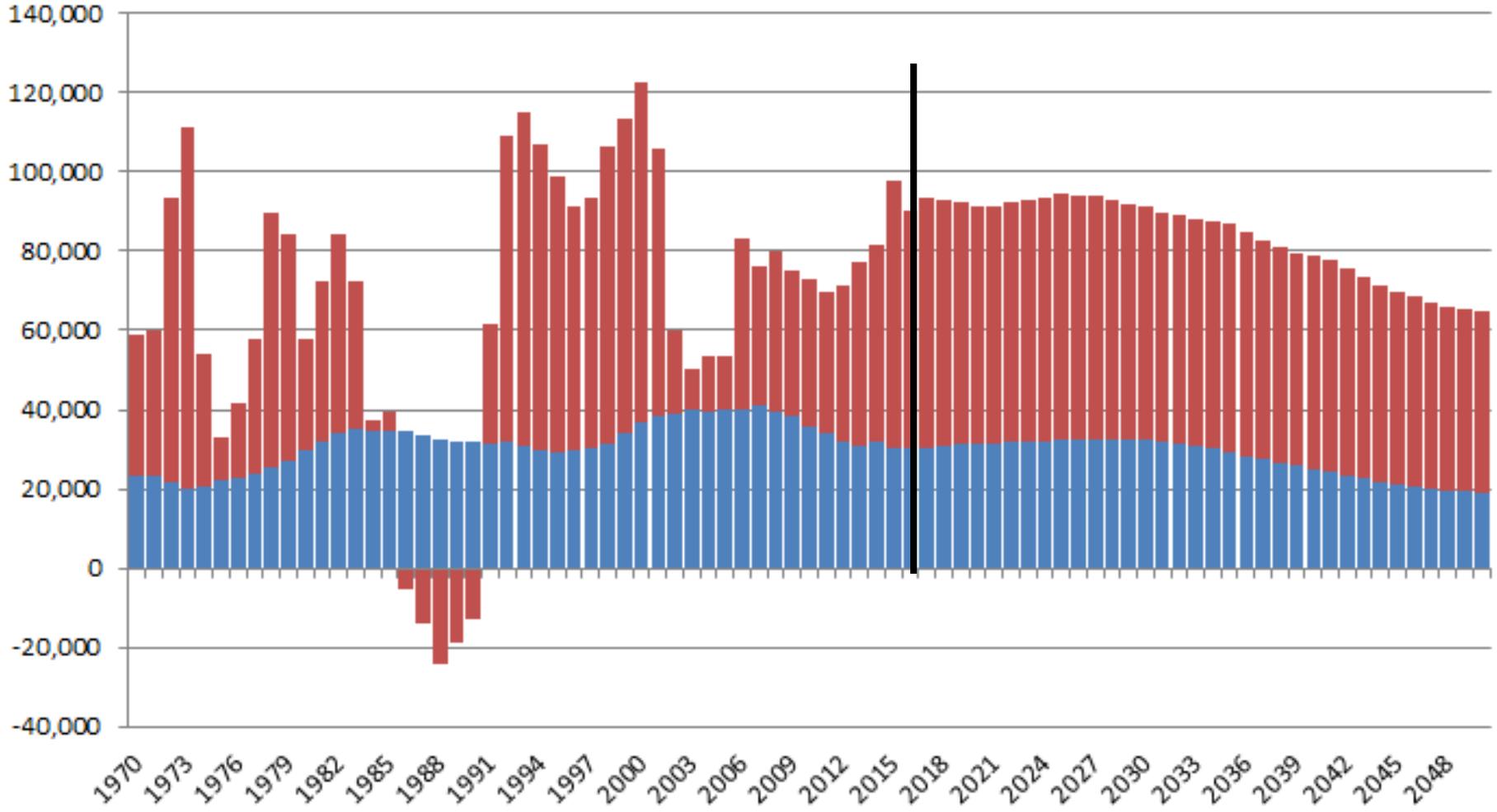
Differences resolved by net migration

Employment Change by Year 2017-40 Forecast

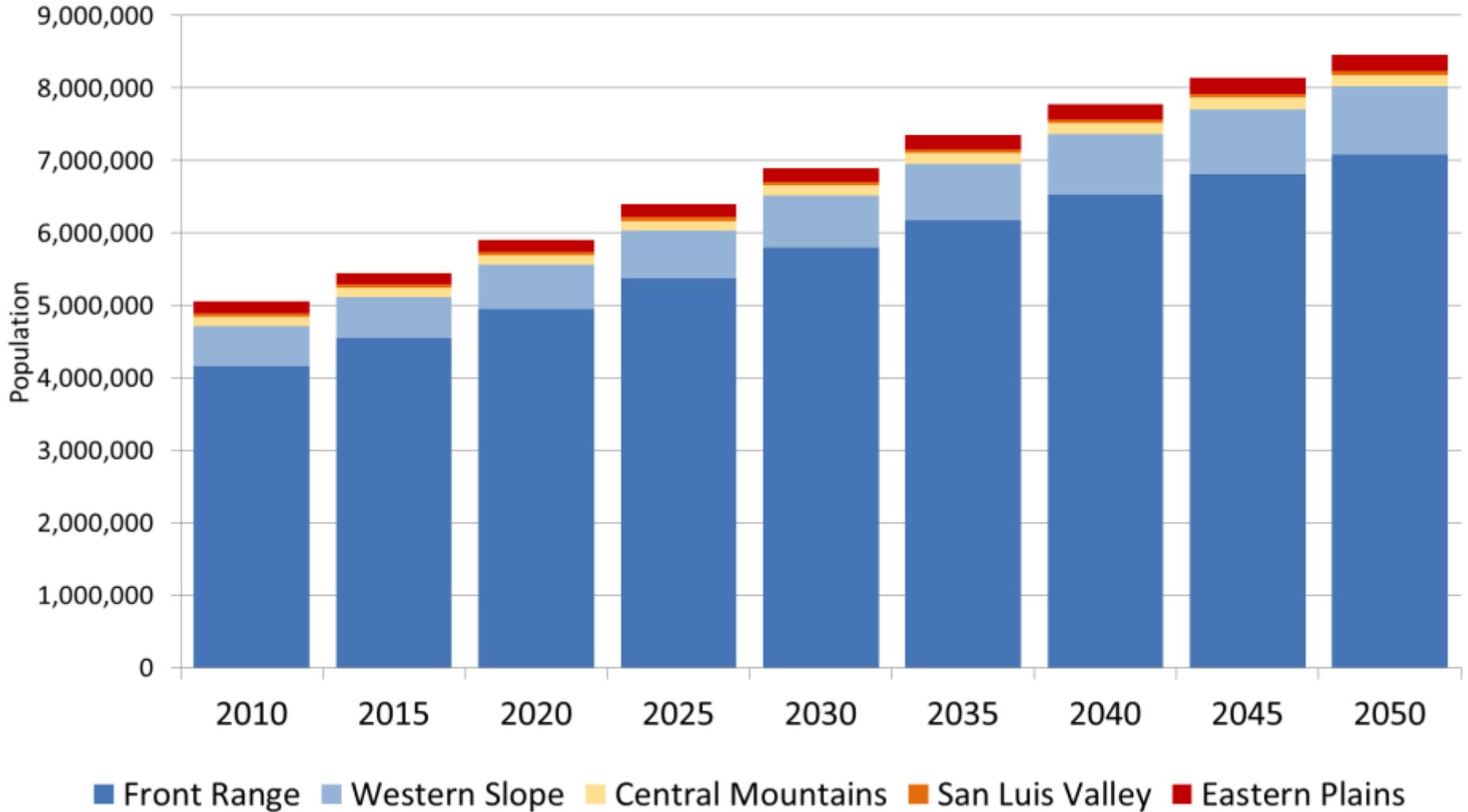


Colorado Population Change 1970-2050

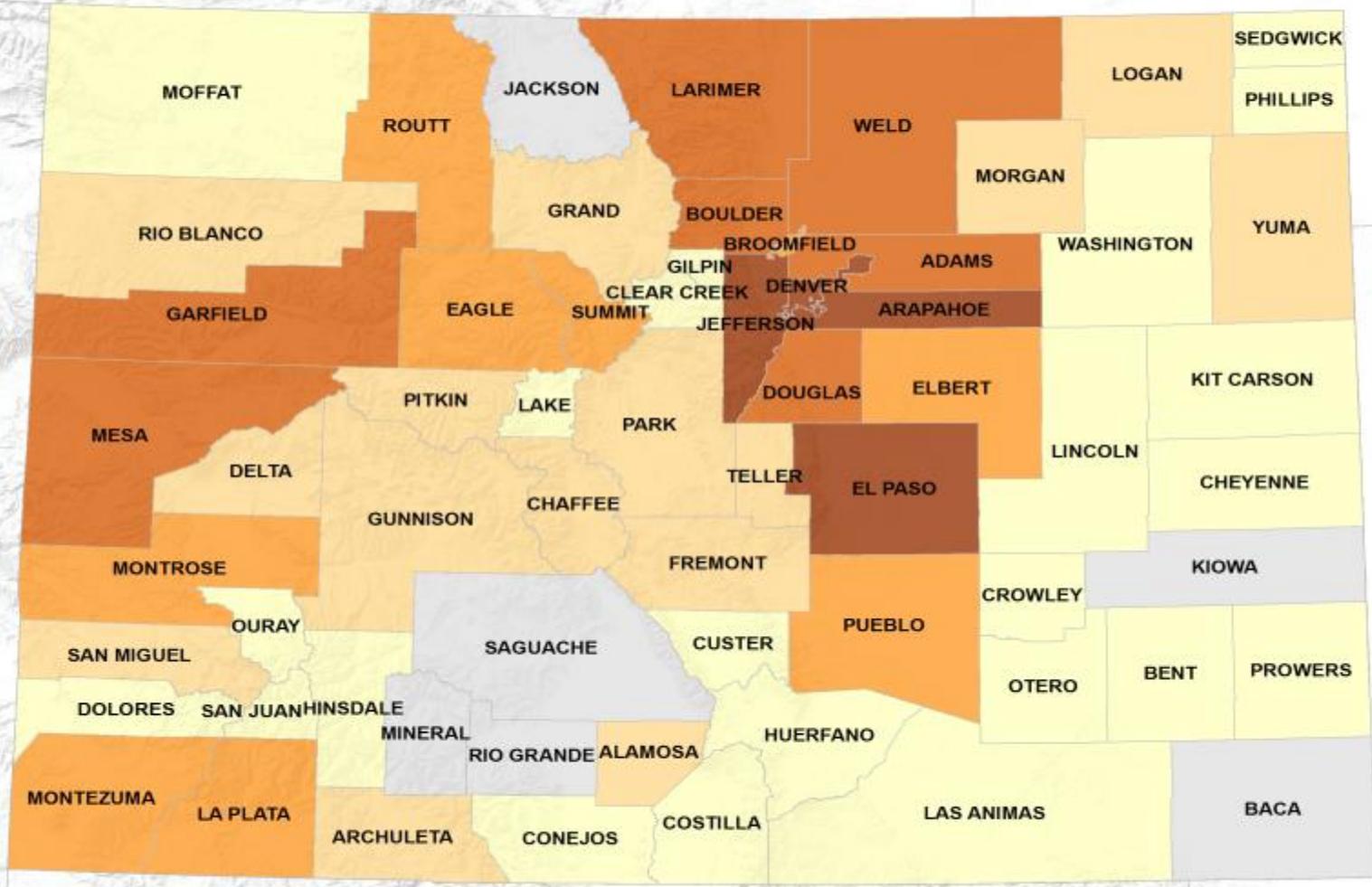
■ Natural Increase (Births - Deaths) ■ Net Migration



Colorado Population Forecast by Region 2010-2050



Forecast County Total Job Growth 2016 to 2040

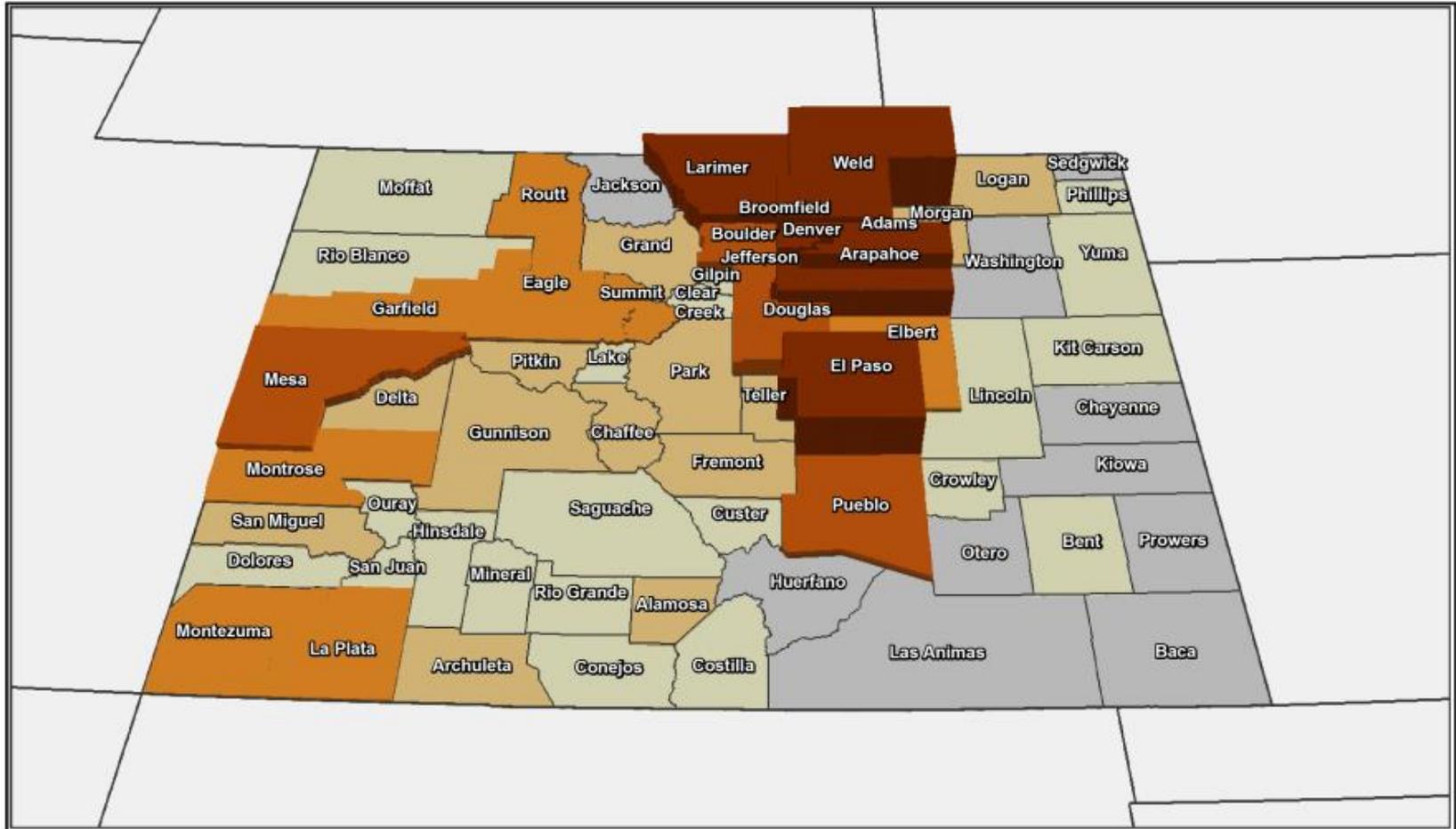


Created by State Demography Office, 10/31/2017

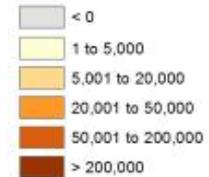
Sources: Esri, USGS, NOAA



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Projected Population Change 2015 to 2050



Colorado State Demography Office, 11/3/2017



Risks (plus or minus)

- Housing - supply, price 6th highest, 2nd worst change in affordability
- National Growth - Fertility, National Immigration Policy
- Water - climate
- Labor force - aging, prepared, race/ethnicity, participation rates, automation
- Infrastructure/Transportation
- State budget/policy
- Education - affordable, range of options, race/ethnicity
- Aging - will we retain them, labor force, services, cost
- Industry changes - downturn, automation



Summary Trends

- Growing but slowing - related to aging and slowing US Growth both population and jobs.
- Disparate growth- what is causing it and what can be done?
- Forecasting continued job growth
- Migration - how do we continue to attract and retain the best worker for the right job.
- Aging - labor force, jobs, income, housing, public finance
- Labor force - strategies to increase labor force participation
- Increase race/ethnic diversity - education, labor force
- Plan for changes in industries - amazon, climate, automation, manufacturing, construction.
- Downward pressure on household income - age, jobs, cost of education, home ownership



Thank you

State Demography Office

Department of Local Affairs

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FORECAST – TRENDS

- Slower job growth through 2020 as U.S. growth rate slows and # of leavers (retirees) increases.
- Increase in Household Jobs – those supported by spending of Retirees and Investment / Unearned Income
- Front-Range (+ Mesa, Garfield & La Plata) location of employment growth due to diversified Economic Base
- Local Resident Services jobs will expand to meet the needs of a growing population



Colorado Births and Deaths

— Births — Deaths

