



## Only route to infrastructure aid may be from D.C.

*By Kevin Bommer, CML executive director*

Toward the end of the 2021 legislative session, Gov. Jared Polis and legislative leaders worked out an agreement to immediately appropriate \$2 billion of the \$3.8 billion the state received from the American Rescue Plan Act (ARPA). The remaining balance will be appropriated in 2022, and legislation directed a handful of interim task forces to work on proposals to allocate most of the rest.

CML has expressed gratitude on behalf of members for several aspects of the initial allocation, particularly housing. The funded programs will allow municipalities to apply directly for funds that will address significant issues across the state.

However, one section of the planned 2022 allocation for "economic recovery and relief" was not assigned to any interim committees through legislation, but at a meeting with local officials in May it was announced that \$717 million would be set aside for a similar interim process. In a document released as part of that meeting, the administration stated the money would be for "the ongoing needs of economic recovery" and rebuilding "Colorado's economy to ensure we are the best economy in the

country." In the listening tour that preceded the announcement, goals identified by participants included infrastructure that would "help regain full employment and provide additional gap relief efforts and fund unmet needs, especially for communities disproportionately impacted by the pandemic."

CML called on the governor and legislative leaders early on to commit state ARPA funding to infrastructure and was prepared to push for this in the interim process. In particular, the League has advocated for a significant infusion into the Small Communities Water and Wastewater Grant Funds that are specifically for disadvantaged communities under 5,000 population facing crippling costs for upgrading infrastructure. The state provides no continuous appropriations for the funds.

CML also called for the restoration of up to \$400 million in the Energy Impact Assistance Fund in the Department of Local Affairs (DOLA). From 2008-2013, the state siphoned off local grant dollars to backfill the state budget, and in 2015 to backfill the state's TABOR refund obligation. Those funds have never been returned and would otherwise have been responsible for up to \$1 billion in infrastructure and

jobs, generally in disadvantaged parts of the state.

Last week, local governments were told that while there will be some sort of economic recovery and relief interim process, those appointed will not include any local government officials and the intention seems clear to only fund state priorities. Feedback from the meeting seems to indicate that infrastructure will not be a priority because there is an expectation of money coming from the Infrastructure Investment and Jobs Act (IIJA), which is now stalled in the U.S. House of Representatives as a result of a showdown with the Senate over a larger amount of funding through budget reconciliation. The future of both IIJA and the larger package remain uncertain.

Failing to support a direct and immediate infusion into programs that will boost economies and create jobs now is unfortunate, as CML believes it would clearly "help regain full employment and provide additional gap relief efforts and fund unmet needs" in parts of Colorado that needed assistance even before the pandemic. CML will continue to advocate for the state to direct funds to programs that will have a significant local impact consistent with Gov. Polis's *Building Back Stronger* goals.

## Attention clerks holding fall elections

*By Melissa Mata, CML municipal research analyst*

If your municipality is conducting a fall election, please complete CML's election survey at [tinyurl.com/2021fallelection](https://tinyurl.com/2021fallelection). Clerks are asked to submit both the survey and a copy of your ballot to CML.

Also, please make a note to send unofficial results to Melissa Mata at [mmata@cml.org](mailto:mmata@cml.org) as soon as they are available on election night.

For over 25 years, CML has collected critical ballot and related financial data through this survey. It is important that CML has a copy of your ballot to provide accurate

information for its election tables and for media inquiries. Please contact Melissa Mata, at [mmata@cml.org](mailto:mmata@cml.org) or 303-831-6411 or 866-578-0936 with questions.

## Member news

### New Associate Member

#### Weld County

Bruce T. Barker, Esq.  
Weld County Attorney  
P.O. Box 758  
1150 "O" Street  
Greeley, CO 80632  
(970) 400-4390  
bbarker@weldgov.com  
[www.weldgov.com/Home](http://www.weldgov.com/Home)

Weld County, Colorado, is governed by the Weld County Code and Weld County Home Rule Charter. The administration of the county is overseen by 14 dedicated officials elected by voters, and the county is legislated by the Weld County Code, Weld County Home Rule Charter, and Colorado State Statute.

The Town of Gypsum is selling a 2014 Dodge Charger police vehicle. Information on the vehicle is below. Please contact Melvin Valdez at 970-524-3128 or [mvaldez@townofgypsum.com](mailto:mvaldez@townofgypsum.com) for more information.

Vin# 2C3CDXKT4EH279980  
Engine: 5.7 L 345 CID V8 Hemi 16 valve  
ID: 279980  
Body type: 4 door sedan  
Trim Level: POLICE  
Driveline type: All wheel drive  
Class: Luxury traditional full size  
Fuel Type: Gas



### COLORADO MUNICIPAL LEAGUE NEWSLETTER

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## CML part of group to discuss alternatives to outstanding judgments/warrants

By Beauclarine Thomas, CML legislative and policy advocate

House Bill 21-1314 repeals the Department of Revenue's discretionary and mandatory authority to cancel, deny, or deny reissuance for a driver's license or minor driver's license for having any of the following: an outstanding judgment for a violation related to the regulation of motor vehicles or traffic; having a bench warrant for failure to appear to answer for a traffic situation; or an outstanding judgment for failing to present a valid transit pass or coupon. This repeal creates a gap in municipal law that leaves localities without an enforcement mechanism for individuals who break the law. During the legislative session, CML

successfully amended the bill to include the creation of a study group to utilize evidence-based policy to design new equitable accountability tools. This task force will also study the cost of implementing a new system at a local level and develop recommendations for alternative municipal enforcement mechanisms related to traffic violations for potential legislation. The study group convened on Aug. 18 and will begin researching alternative enforcement measures. If you have any questions about the status of this group or would like to provide a recommendation, please email Legislative and Policy Advocate Beauclarine Thomas at [bthomas@cml.org](mailto:bthomas@cml.org).

## SIPA micro-grant application deadline approaching

The Statewide Internet Portal Authority (SIPA) is providing micro-grants to any Eligible Governmental Entity (state agency, local government, special district, K-12 public education, or public university or college) in Colorado. The micro-grant program is designed to connect residents to government by putting more information and services online. Since 2010, more than 292 grants and \$1.36 million have been awarded to governments across the state.

Eligible projects include funding to expand fiber/hardware, archiving ordinances, and cyber security.

The final deadline to apply is 4 p.m. MST on **Aug. 31, 2021**. More information, including frequently asked questions, can be found at [bit.ly/3CSoaUO](http://bit.ly/3CSoaUO). Please reach out to Legislative and Policy Advocate Beauclarine Thomas at [bthomas@cml.org](mailto:bthomas@cml.org) if you have questions.

## CML welcomes Sturgeon



The Colorado Municipal League is excited to welcome Makenna Sturgeon, who joined the CML team as the training and marketing specialist on Aug. 25. In her new role, Makenna is responsible for CML's Associate Member program, training, event marketing, sponsorships, advertising, and video production.

Makenna is a proud Colorado native who graduated from the University of Colorado, Boulder with a B.A. in journalism. Makenna's interest in government and communications began at the Colorado State Capitol, where she served as a legislative aide to Rep. Bob Rankin during her first year of college. She then spent a semester off campus in

Washington, D.C. interning at The Hill, where she covered various committee meetings, events, and the 2018 midterm election as a staff writer. She began working with CU Boulder's Office of Strategic Initiatives (OSI) shortly after, editing and developing online courses. Her final summer and semester at CU were spent finishing her degree in Dublin, Ireland and London, England. She promptly joined the Pac/West Strategies team after returning home, where she worked as a communications associate, assisting with creative development, marketing and communications strategy, and media and stakeholder relations. In her free time, she enjoys hiking, exploring new cities, and reading. Makenna can be reached at [msturgeon@cml.org](mailto:msturgeon@cml.org).

# Revitalizing Main Streets Program announces 16 larger safety infrastructure grant awards worth \$22 million statewide

The Colorado Department of Transportation (CDOT) has selected sixteen transportation projects across the state worth approximately \$22 million as the awardees from the Revitalizing Main Streets Program Larger Safety Infrastructure Grant opportunity. These awards were made possible through the passage of SB21-110, which provided an additional \$30 million to support the Revitalizing Main Streets Program through two separate grant opportunities, Larger Safety Infrastructure Grants and Small Multimodal & Economic Resiliency Projects. The passage of SB-260 further extends this highly successful program beyond the current grant cycle. A total of 72 applications were received and reviewed in-depth by CDOT. Winners of the grant funding include Aurora, Avon, Berthoud, Colorado Springs, Craig, Delta, Edgewater, Fort Collins, Greeley, Lyons, Montrose, Pueblo, Salida, and Wheat Ridge. The selected projects include pedestrian safety, expansion of multimodal systems, and street improvements. Congratulations to all the grant recipients!

## **City of Aurora | \$1,600,000**

**Project: Northwest Aurora Intersection Pedestrian Safety Enhancement.** This project includes design and construction of bulb outs at eight locations in northwest Aurora plus high visibility crosswalk markings. Two of the locations are proposed to be constructed as permanent bulb outs where the curb line will be rebuilt, along with gutters and ramps matching the design standards for the City of Aurora. Rapid implementation bulb outs are proposed at six locations. A combination of concrete curbs, mounted flexible bollards, and striping would be used to delineate the bulb out areas for pedestrians while also providing a vertical signal to drivers. Flexible bollards mounted on concrete curbs will be prioritized on snow routes, decreasing snowplow strikes and increasing the lifespan of the materials.

## **Town of Avon | \$2,000,000**

**Project: US 6 Multimodal Safety and Mobility Improvements.**

This project will improve safety for transit users and enhance pedestrian mobility. US 6 is a major transit corridor in Avon. There are four pairs of ECO Transit bus stops on US 6 between W. Beaver Creek Blvd. and Post Blvd. without pedestrian crossings. The project will construct a roundabout on

US 6 at Stonebridge Drive. The roundabout will traffic-calm the corridor and enable the addition of the River Edge Crossing, the Eagle Bend Crossing, and Mountain Stream Crossing. Actuated Rectangular Rapid-Flashing Beacons will be installed at the roundabout and all the pedestrian crossings to enhance the visibility of the crosswalks. Pedestrian refuge islands will be installed to provide additional safety measures.

## **Town of Berthoud | \$500,000**

**Project: North Berthoud Parkway Trail Gap Closure.** This project will connect the six new neighborhoods on the north side of Berthoud to main street (Mountain Avenue) and downtown. The project will add a pedestrian crosswalk on Berthoud Parkway and a regional trail separate from the roadway located on the west side. The crosswalk includes a pedestrian island and pedestrian hybrid beacons. The trail will proceed 0.5 miles north and connect to the existing trail system at County Road 10E. Existing trails continue west along County Road 10E. Cyclists and pedestrians will be protected from road traffic by jersey barriers.

## **City of Colorado Springs | \$1,600,000**

**Project: Tejon Street Improvements - Phase 1.** The vision for the Tejon Street Improvement Project includes five blocks of Tejon Street through the most active stretch of Downtown Colorado Springs, from Colorado Avenue to Boulder Street. The city anticipates phased implementation of the Tejon Street Improvement Project and this grant will go toward Phase 1 of improvements: the two blocks of Tejon Street between Colorado Avenue and East Kiowa Street.

## **Colorado State University | \$581,735.64**

**Project: Center Bikeway/Mountain Loop Trail Separation and Safety Enhancement.**

Physical separation of existing trail into a 1) pedestrian walkway and 2) bicycle trail (Mountain Loop/Center Bikeway). The project will support physical distancing during COVID on campus while delivering a needed safety modification to improve the predictability at the intersection of two heavily congested bicycle and pedestrian corridors.

## **City of Craig | \$480,000**

**Project: Yampa Street Pedestrian**

**Enhancements.** This award will fund a project in Craig which includes improved ADA conditions including ramps, ADA compliant tree grates, and mid-block bulb-outs to

further promote slower traffic speeds in the downtown area. Active transportation will be increased by offering a more functional, safe, and attractive pedestrian environment. The mid-block bulb-outs will reduce overall speeds to improve safety and comfort of all ages. This project supports ongoing multimodal improvements in Craig slated for 2022. The ADA compliance will enhance safety and accessibility for senior and disadvantaged populations.

## **City of Delta | \$2,000,000**

**Project: Hillside Street Rebuild Adding Multimodal Corridor.** The Hillside Street rebuild project will include full reconstruction of Hillside Street, creating the city's first multimodal corridor and addressing safety hazards including reconfiguration and potential closure of high accident intersections. Hillside St. connects the city's Main Street (Highway 50) to its residential neighborhoods and elementary schools.

## **City of Edgewater | \$841,000**

**Project: 25th Avenue Streetscape Project.**

This project will install a chicane (curve in a road used to slow traffic for safety reasons) for traffic calming, an additional protected bike lane, on-street parking, and Festival Streets (option to remove curb).

## **City of Fort Collins | \$1,437,500**

**Project: Laporte Avenue Improvements.** The Laporte Avenue Improvements – Fishback to Sunset Project will construct multimodal improvements along Laporte Avenue from Fishback Avenue to Sunset Street in northwest Fort Collins. The Laporte Corridor Project seeks to improve vehicular, bicycle, and pedestrian safety along the Laporte Avenue corridor by addressing deficient sidewalks, adding raised bicycle lanes, adding a center reversible turn lane, adding a signalized pedestrian crossing, upgrading the roadway with curb and gutter, and other traffic improvements.

## **City of Greeley | \$2,000,000**

**Project: 16th Street Corridor Enhancement.**

The project will begin with a determination of the improvements needed for pedestrian safety and any required upgrades to meet all ADA rules. In various areas this will entail widening the sidewalks and adding pedestrian refuges or rest areas. An inspection of the current concrete infrastructure has established the need to repair a majority of the concrete. Because

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this project will likely result in a new curb and gutter location, the city would also be able to upgrade the concrete infrastructure.

### Town of Lyons | \$243,000

**Project: US 36 Broadway and Multimodal Improvements.** The project will build a 10-foot-wide multimodal pathway to connect the CO 7 lower project on the west end of downtown Lyons to the trail network on the east end of town. This project will enable pedestrians and cyclists to travel safely on Broadway (US 36). Currently, Broadway (US 36 eastbound) does not have sidewalks or bike lanes. It will also create pedestrian access to the businesses along Broadway (US 36), activate the north side of the highway for improved business access and pedestrian connectivity, and add 51 parking spaces to Lyons commercial downtown area.

### City of Montrose | \$2,000,000

**Project: West Main Complete Streets.** This project will include roadway conversion, ADA compliant sidewalks, and new bike lanes in both directions for the full length of the project area on West Main Street in Montrose to establish this much needed connection for the residents of West Montrose. Final design will be developed

through a public process and in coordination with CDOT.

### City of Pueblo | \$2,000,000

**Project: Pueblo Downtown Multimodal Safety Improvements Project.** In 2016, the City of Pueblo completed the Union Avenue and Main Street Master Plan, funded by 2016 Pueblo County 1A Funds, with a focus on pedestrian access, parking options, and streetscape improvements. This project will implement the intent of the plan—a strong community-developed vision for Union Avenue and Main Street, which are separate but integrated downtown corridors.

### Roaring Fork Transportation

#### Authority | \$1,000,000

#### Project: 27<sup>th</sup> & CO 82 Pedestrian Underpass.

The purpose of this project is to create a grade-separated bicycle and pedestrian crossing of Colorado Highway 82 at 27<sup>th</sup> St. in Glenwood Springs. The need for this crossing has been well-documented since 2011 or earlier, when Fehr and Peers conducted a study, commissioned by CDOT, to investigate and prioritize safety, geometric, and operational characteristics of 47 intersections within Region 3 of CDOT.

### City of Salida | \$2,000,000

**Project: Oak Street Corridor, Gateway to Downtown Salida.** Plans include accommodations for Chaffee Shuttle fixed-route transit stops. The amenities included in this project: pedestrian walkway, pedestrian-scale lighting, landscaping and canopy trees, benches, crosswalks, managed vehicular access points, bike lanes in each direction, improved stormwater drainage, and transit pull-outs – will all contribute to realizing the potential of this corridor.

### City of Wheat Ridge | \$1,360,000

**Project: Wadsworth Pedestrian and Streetscape Facilities: Phase 1 Options #2 & #3.** The overall project improves Wadsworth Blvd. to relieve traffic congestion, manage business access, and provide better facilities for pedestrians and cyclists. Last widened in 1950, the overall project includes improving Wadsworth from 35<sup>th</sup> Avenue to I-70 with innovative, efficient, and safe intersection designs at 38<sup>th</sup> and 44<sup>th</sup> Avenues, safer access for businesses, a continuous, wide, detached sidewalk on the west side and a wide, detached, multi-use path on the east side of Wadsworth that connects to the regional Clear Creek Trail, part of the Peaks to Plains trail system.

## Colorado Transportation Commission rulemaking process update

By Meghan MacKillop, CML legislative and policy advocate

On Friday, Aug. 13, the Colorado Transportation Commission filed a proposed rule that would set into motion requirements set out in Senate Bill 21-260. The bill directs CDOT and the state's five Metropolitan Planning Organizations (MPOs) to engage in planning, modeling, and other analysis to minimize the impacts of transportation projects. The proposed rule would require CDOT and MPOs to determine the total pollution and greenhouse gas emission increase or decrease expected from future

transportation projects and take steps to ensure that greenhouse gas emission levels do not exceed set reduction amounts. Under the rule, if the total greenhouse gas emissions do not fit within a set budget, they would have to be offset through cleaner projects like new transit services, bicycle and pedestrian infrastructure, and local zoning decisions that result in more density. The filing of the proposed rule change begins a 60-day public review period. During this time, CDOT will host public hearings in Grand Junction, Glenwood Springs, Fort Collins, the Denver metropolitan area, Colorado Springs, Durango, and Limon. The hearings will be

offered virtually, allowing any interested stakeholders to participate. The first two hearings will be **Sept. 14**, in Durango, and **Sept. 17**, in Grand Junction. Visit [bit.ly/3sCf8qa](http://bit.ly/3sCf8qa) for a complete hearing schedule and locations. There is also an opportunity to submit written comments during the 60-day comment period from **Aug. 13 to Oct. 15**. For more information, visit the Greenhouse Gas Pollution Reduction website at [bit.ly/3sCf8qa](http://bit.ly/3sCf8qa).

For more information on the rulemaking process, contact Meghan MacKillop at [mmackillop@cml.org](mailto:mmackillop@cml.org).

## In memory

According to the *Aspen Times*, former Aspen Mayor Herman Edel passed away in Oregon at the age of 95. Edel, known by everyone as "Herm," was mayor from 1979 to 1983 during a period of significant change for Aspen.

According to the *Times*, he assisted with the organization of restoration of the Wheeler Opera House and was an early advocate for building affordable housing in Aspen. CML staff remembered him as a humorous

individual, and he was very active in CML, as well as the Colorado Association of Ski Towns (CAST). The full article from the *Times* can be found at [bit.ly/3gHxEZN](http://bit.ly/3gHxEZN).

## Patti Grafmyer gives 30 years of service

By Regan Tuttle, Editor at the Norwood Post

Patti Grafmyer, Norwood's town administrator, recently celebrated 30 years of service. In a career she didn't really plan for, Grafmyer can look back and say that she's loved her job over the years. In 1991, she didn't know what she was getting into. Then, Tony Gallob, on town board, and Ollie Odle, the mayor, approached her when she was waiting tables at Karen's. They convinced her to join the town staff as a billing clerk, working alongside Sonia Orozco.

Soon, Grafmyer was working as billing and deputy clerk. Later she was promoted to interim town clerk; next, the official town clerk; then, appointed as the town's first full-time administrator. (Briefly, in the past, Norwood, Nucla, and Naturita shared a town administrator courtesy of funding through the Department of Local Affairs.) Grafmyer laughed and told *The Norwood Post* she learned from "the school of hard knocks" — and thank goodness for Pat Brown (then the Nucla town clerk) and also Gay Cappis (the county clerk). She's been a certified municipal clerk as of 2001, after multiple trainings in the Boulder area, and annually she attends Colorado City and County Management Association meetings too, along with other town-related meetings

and trainings. "Things are changing constantly, you never get to one place and think you can do it all," she said. "We are a statutory town, and as statutes change, so do the rules."

Thirty years ago, Norwood was strictly a farming, ranching, and mining town. Grafmyer has seen changes in that time. She's happy community leaders work to keep the heritage close, while embracing recreation and other economic bases. Most days, she loves her job overseeing Norwood, though she admits there are "days." Still, the accounting is fulfilling for her, and something she's proud of. In the old days, she and Orozco were reconciling checking accounts to try and make payroll. In fact, Grafmyer remembers once Norwood Sanitation having only \$12.

She likes asking, "How are we going to make this work on the money that we do have?" She attributes solving those types of challenges to supportive boards over the years, along with co-workers and town employees that work together. Being a part of the community and being able to help the community grow into something that everybody wants with the same end goal also means a lot to her. She's proud that she was a part of Norwood getting its first public works building and shop.

"They didn't have to lie on the ground and change their oil," she said. She helped see the water treatment plant expand also. And, in her time, Norwood has land banked and bought town properties. Additionally, with Gretchen Wells' help, Grafmyer is proud of the Pocket Park on Grand Avenue. "That grew into something that the whole community is proud of," she said. There are people who have journeyed alongside her the last several decades. That includes Glen Colson, formerly on town board and the sanitation board, and Kerry Welch, whom she's known since a town recall initiative years ago. She said she and Tim Lippert have also worked together since her start with Norwood.

Grafmyer has no plans to retire at this point. Still, she said that the town is already growing people into positions to support Norwood and what she does, when the time is right. She said she hopes future town staff follow her lead and take Norwood even further. "That's the way I feel," she said. "They'll learn the hard way too, but that will only make them stronger leaders. And I'll always be here for them."

*Reprinted with permission from the Norwood Post.*

## Virtual workshop opportunity from CDOT

The Colorado Department of Transportation Staff Bridge Branch is currently supporting a number of projects and initiatives that are expected to provide benefits for local agency bridge owners. On **Sept. 30, 2021**, CDOT will be hosting a virtual information session to provide further details on the following topics:

- **Off-system Bridge Funding (BRO)** – The Off-System Bridge Program primary objective is to inventory, inspect, evaluate, replace and rehabilitate major structures (i.e. major bridges and major culverts) on the public roads owned by Colorado counties and municipalities. This program is funded by the Bridge Off-System line

in the annual Colorado Department of Transportation (CDOT) Budget. The Off-System Bridge Program (BRO) funds major structure (bridge or culvert) replacement or major rehabilitation on eligible structures. Local agencies that own eligible structures can apply for these funds each year after the Special Highway Committee sends out the call for applications.

- **SIMSA** – System for Inspection and Management of Structural Assets - CDOT is developing a web-based data reporting and connected mobile inspection software which will assist in the inspection and reporting for locally-owned bridges. There is opportunity for

local agencies to get involved with this development and directly access any inspection or design information that CDOT has for locally-owned bridges and culverts that have spans greater than 20' along the centerline of a roadway.

- **Timber Bridge Repairs** – CDOT is currently developing a worksheet for timber girder repairs that may be useful for local agencies with timber bridges that need girder or stringer repairs. This new worksheet is expected to reduce the amount of reactive maintenance needed for these structures, increase the load-carrying capacity, and increase the lifespan of the structures.

# CML LEGAL CORNER



## Here's how your municipality will be involved in national opioid settlements



By David W. Broadwell, CML  
general Counsel

For the past several years, many state and local governments throughout the country have been suing the manufacturers and distributors of opioid painkillers on the theory that reckless over-distribution of these drugs has fueled the opioid crisis, thereby causing state and local governments to incur costs and damages associated with abating the crisis.

In July, a proposed settlement agreement was announced in one of the nationwide lawsuits involving a group of major opioid distributors. The settlement could result in as much as \$26 billion being paid out to state and local governments throughout the U.S. over time, with the potential for \$300 million being distributed to the state of Colorado. However, the key to achieve that amount of payout will depend upon county and municipal agreement to the settlement as explained in this column.

### The roadmap ahead

The distributor settlement agreement lays out a chronology of events which must fall into place in order for the distributors to be willing to pay out the full \$26 billion.

In the first phase, just concluded on Aug. 22, the attorney general of each state faced a deadline to announce whether their state would participate in the settlement. Colorado Attorney General Phil Weiser joined the vast majority of states in announcing that Colorado would indeed participate. Now the distributors have until Sept. 4 to announce whether they agree that enough states have signed on to make it worth their while to proceed to the next step of seeking local government buy-in to the settlement.

If the distributors agree to proceed, the settlement agreement provides for a 120-day sign-up period for local governments in

each settling state. In essence, each local government is being asked to waive any present or future claims against the opioid distributors in exchange for participating in the payout of the \$26 billion pot. As the settlement agreement is structured, buy-in from three key groups of local governments will be crucial to maximizing Colorado's receipt of settlement dollars:

- The litigating local governments. (On the municipal side, this group consists of Alamosa, Aurora, Black Hawk, Brighton, Broomfield, Commerce City, Denver, Federal Heights, Greeley, Hudson, Lakewood, Northglenn, Sheridan, Thornton, Westminster, and Wheat Ridge.)
- Every county in the state above 10,000 population.
- Every municipality above 10,000 population. (The settlement agreement lists 47 Colorado municipalities that fall into this category.)

All Colorado municipalities regardless of size will also be invited to become "participating subdivisions" in the settlement process. Participation will entitle any municipality to receive a direct distribution of a fraction of the settlement dollars as noted below.

### How will the settlement proceeds be allocated in Colorado?

The settlement agreement contains basic formulas for dividing settlement proceeds between states and their local governments. However, the agreement allows and even encourages each state to come up with its own customized "State-Subdivision Agreement" to redefine the way the money will be divided to suit the needs and desires of that particular state.

For over a year, a coalition of Colorado counties and municipalities have been successfully negotiating a memorandum of understanding (MOU) that would allocate

Colorado's share of settlement proceeds as follows. These percentages will apply to the pending distributors settlement as well as future settlements with other defendants:

- 20% direct allocation to all "participating" local governments that have signed on to the settlement.
- 60% allocation to newly-formed regional entities that will be governed by local officials to combat the opioid crisis on a regional level.
- 10% allocation for statewide infrastructure projects.
- 10% allocation to the state for discretionary spending.

During the local government sign-up process that is expected to begin in mid-September, each county and municipality will be asked whether they wish to participate in the distributors settlement by signing two interrelated and mutually dependent documents: (1) a "Subdivision Settlement Participation Agreement" committing the local government to waive any present or future claims against the distributors; and (2) the MOU detailing how settlement dollars will be allocated in Colorado. In other words, the approval of the waiver will be expressly contingent on an understanding about how the settlement proceeds will be spent in Colorado.

### Watch for more information coming soon

CML has been pleased to work with Attorney General Weiser, Colorado Counties Inc., and the coalition of local governments to make the MOU a reality and arrive at a distribution formula that flows the bulk of the settlement proceeds to the regional and local level. Municipalities will soon receive much more detailed information about the MOU and the pending settlement agreement during the signature process that is about to begin in September.

## Research Corner: 2020 Census data released

On August 12, the U.S. Census Bureau released redistricting data to the states and the public. States may use these data in redrawing congressional, legislative, and local district boundaries. The Census Bureau will also deliver the final redistricting data toolkit to all states and the public by September 30. To explore 2020 Census data, please visit [bit.ly/2W4tCDg](https://bit.ly/2W4tCDg)

The State Demography Office has posted multiple tables, shapefiles, and other resources on its webpage at [bit.ly/3iW0SFG](https://bit.ly/3iW0SFG). These resources are updated as tables and products are compiled, so visit this page frequently to get the most up-to-date summaries of Census 2020 data for Colorado.

### Colorado Census data<sup>1</sup>

Total population (2020)  
**5,773,714**

**21<sup>st</sup>**  
largest state



**744,518**  
change in population  
(2010-2020)

**9<sup>th</sup>**  
largest numeric  
increase among states

**14.8%**  
change in population  
(2010-2020)

**6<sup>th</sup>**  
largest percentage  
increase among states

**48** Colorado counties  
gaining population  
(2010-2020)



Colorado county with largest percent  
change in population (2010-2020)

**Broomfield County 32.6%**

Most populated Colorado county

**El Paso County 730,395**

Least populated Colorado county

**San Juan County 705**



**8**

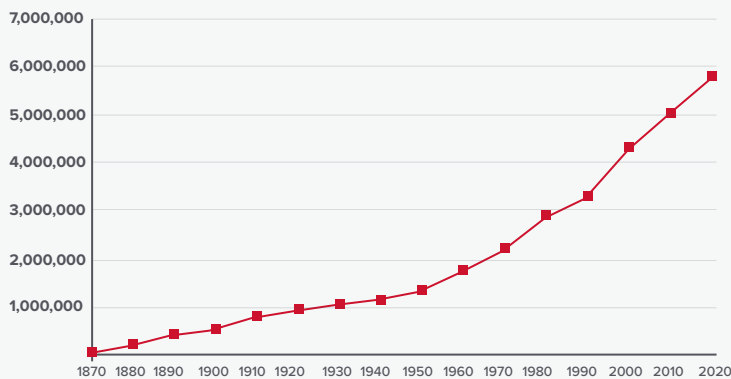
Congressional seats  
to represent Colorado

**16** Colorado counties  
losing population  
(2010-2020)

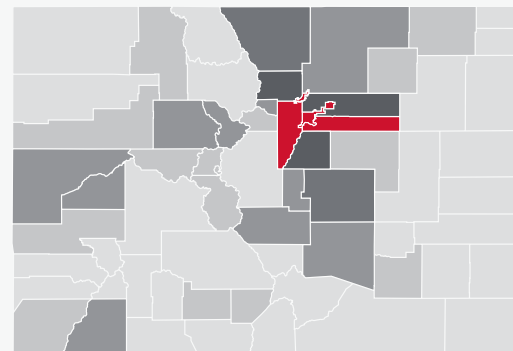


<sup>1</sup>U.S. Census Bureau

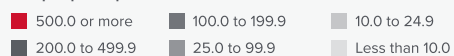
### Colorado population (1870 - 2020)



### Population density in Colorado counties 2020

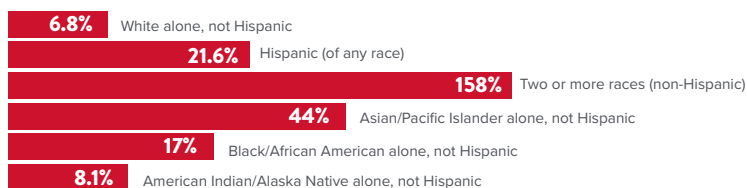


People per square mile



### Percentage growth by race and ethnicity<sup>2</sup>

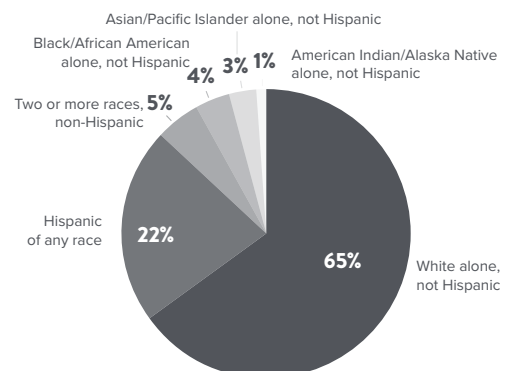
Every race and ethnic group grew in Colorado over the decade\*



<sup>2</sup>Colorado State Demography Office

\*It is important to note that these data comparisons between the 2020 Census and 2010 Census race data should be made with caution, taking into account changes made to the Hispanic origin and race questions and the methods of coding answers. [bit.ly/3iYhAUU](https://bit.ly/3iYhAUU)

### Race and ethnicity of Colorado population 2020





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- Research corner: 2020 Census data released

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