
**NOTICE OF ELECTION
TO INCREASE DEBT
ON A REFERRED MEASURE**

**NOTICE OF ELECTION
ON A CITIZEN PETITION**

**STATEWIDE ELECTION DAY IS
Tuesday, November 6, 2001**
Polling places open from 7 a.m. to 7 p.m.
(Early Voting Begins October 22, 2001)



**AN ANALYSIS OF THE
2001 BALLOT PROPOSALS**

Legislative Council
of the
Colorado General Assembly

Research Publication No. 489

A YES vote on any ballot issue is a vote IN FAVOR OF changing current law or existing circumstances, and a NO vote on any ballot issue is a vote AGAINST changing current law or existing circumstances.

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September 7, 2001

Dear Colorado Voter:

This booklet provides information on two ballot proposals that will be voted upon at this year's statewide election. The booklet was prepared by the Colorado Legislative Council in accordance with the Colorado Constitution and Colorado law.

Referendum A is a question referred to the voters by the state legislature. During the 2001 legislative session, the legislature approved House Bill 01-1375, a bill that established the ground rules for the board of directors of Great Outdoors Colorado (GOCO) to borrow money to help purchase land. The legislature is submitting to the voters the question of whether the GOCO board can now borrow the money. Amendment 26 is an initiated law that allows the use of surplus state revenue to test an I-70 fixed-guideway system.

The booklet is divided into two sections. The first section contains an analysis of the two proposals, including a description of each proposal, major arguments for and against, and an estimate of the fiscal impact. Careful consideration has been given to the arguments in an effort to fairly represent both sides of the issue. The Legislative Council takes no position with respect to the merits of the proposals. The second section of the booklet contains the ballot question for Referendum A and the title and legal language of Amendment 26.

Sincerely,

Senator Stan Matsunaka
Chairman

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ANALYSES

**AMENDMENT 26
SURPLUS REVENUE TO TEST I-70
FIXED GUIDEWAY**

ANALYSES

The proposed amendment to the Colorado Revised Statutes:

- allows the expenditure of \$50 million of surplus state revenue to plan and test a fixed guideway transportation system for the I-70 corridor linking Denver International Airport and Eagle County Airport; and
- exempts the Colorado Intermountain Fixed Guideway Authority from state constitutional revenue and spending limitations.

Background

Surplus state revenue. The state constitution limits annual growth in most state revenue to the sum of the annual percentage changes in inflation and population. Revenue above this limit must be refunded to taxpayers unless the voters allow the state to keep and spend all or a portion of the surplus state revenue. The proposal asks voters to allow the Colorado Intermountain Fixed Guideway Authority to spend \$50 million of the \$927 million surplus from last year. Spending this \$50 million would reduce an individual taxpayer's estimated average tax refund of \$221 by about \$19 and a couple's estimated refund of \$442 by about \$38 in 2002.

Transportation studies for the I-70 mountain corridor. In 1998, the Colorado Department of

Transportation completed a study of alternative strategies for increasing traffic capacity in the I-70 mountain corridor. This initial study recommended the construction of a high-speed "fixed guideway system" as a long-term alternative for the corridor, plus a program of additional roadway improvements in the near term. In 2004, the Department of Transportation will complete a second study that will fully evaluate transportation options for I-70 and will determine the appropriate solution for the corridor. Examples of fixed guideway systems include light rail trains, passenger rail trains, and monorails.

The Colorado Intermountain Fixed Guideway

Authority. The state legislature created the Colorado Intermountain Fixed Guideway Authority in 1998. The Authority was directed to analyze fixed guideway technologies and to develop a plan for the design, financing, and construction of a fixed guideway system in the I-70 corridor from Denver International Airport (DIA) to Eagle County Airport.

The Authority evaluated potential fixed guideway technologies and decided to pursue testing of a high-speed, elevated monorail system that relies on magnetic propulsion and braking and is designed to climb steep grades at high speeds. The proposal requires the \$50 million of surplus revenue to be spent on testing the monorail's motor and vehicles and on verifying construction and operating costs. Funding for construction of the line would be sought at a later date. The proposal gives the Authority three years to test the monorail system, and testing must occur at the national rail technology test center in Pueblo. If the entire \$50 million is not spent before January 1, 2005, the balance must be returned to the state.

If a monorail line is built, it would run from DIA to Eagle County Airport, making stops on its route across metropolitan Denver and through the mountain communities along I-70. In that case, the Authority expects

to build the first segment of the line between DIA and downtown Denver.

The Authority is governed by a 12-member board, which is appointed by the Governor, the leadership of the state legislature, and the governing bodies of cities and counties within the Authority's territory: the cities of Denver and Aurora, and Clear Creek, Jefferson, Eagle, Garfield, and Summit counties. The board is comprised of a member of the Colorado Transportation Commission and members of various professions and industries, including the transportation and tourism industries.

Arguments For

1) Testing technology for a monorail could be a first step toward solving traffic problems in the I-70 corridor. State transportation officials project that in 20 years motorists will face stop-and-go traffic from Denver to Vail even if the state builds additional lanes on I-70. A monorail could help eliminate congestion at less cost to taxpayers and the environment than adding highway lanes. At capacity, a monorail could move up to 10,000 people per hour, the equivalent of six traffic lanes on I-70. A monorail could be cleaner, quieter, more efficient, and have less of an impact on wildlife than highway widening. It could provide fast, comfortable service that is reliable in all weather conditions. Testing could be the first step toward creating an additional method of access to mountain recreation and employment.

2) Testing may provide final confirmation that the proposed monorail system will be safe and reliable for use in the I-70 corridor. The proposed system combines two technologies that have never been combined before, although both the type of motor and the monorail vehicle have been separately tested. Further testing is important to ensure that the monorail will perform well on the steep grades and tight curves in the I-70 corridor.

3) Testing the monorail technology could provide a benefit to Colorado even if the I-70 monorail is never built. The testing program could result in a new and superior monorail system to which Colorado would own the licensing rights. Thus, the state could profit from owning and selling the technology for the monorail to private organizations and governments worldwide regardless of whether a monorail is built in Colorado. In addition, this new monorail technology could be used to solve transportation problems in communities across Colorado.

Arguments Against

1) A monorail could be expensive, most Coloradans may not benefit from it, and it may not solve traffic problems on I-70. The ultimate cost to build a monorail is not known. The current estimate is four billion dollars, but the cost could be higher. In addition, a monorail could require a large amount of electricity that is not currently available in the I-70 corridor. Many Coloradans may never ride the monorail because it may be expensive and would not provide direct access to places people visit in the mountains. In particular, most people living on the eastern plains, in southern Colorado, and on the western slope will see little benefit. Colorado taxpayers could spend billions of dollars on a monorail that may not relieve congestion and may operate at a loss, requiring continuing subsidy of the line. Testing and construction of a monorail should be paid for by the resort communities and tourism industries that may benefit from it.

2) Colorado taxpayers should not spend \$50 million to test monorail technology when there is no guarantee that a monorail will be the recommended solution to I-70's traffic problems. The Colorado Department of Transportation will not complete its study of transportation alternatives until 2004. If it recommends a solution other than a monorail, or if a monorail is never built, the \$50 million could be wasted.

This \$50 million could be more effectively used to fund statewide priority projects that have already been identified by the 20-year plan of the Colorado Transportation Commission and the Colorado Department of Transportation.

3) This \$50 million is surplus revenue that should be returned to Colorado taxpayers. These refunds are already expected to shrink in the coming years due to a slowing Colorado economy and the use of surplus revenue for additional spending on education. The surplus revenue will be spent by an appointed board that is not directly accountable to the voters. The proposal does not limit the portion of the \$50 million that could be spent for administrative purposes. In addition, Colorado voters should not allow the authority to be exempt from constitutional revenue limitations.

Estimate of Fiscal Impact

The proposal requests voter approval for the state to retain \$50 million in surplus state revenues collected last budget year. Under current law, these surplus state revenues are required to be refunded to taxpayers in 2002. Under this proposal, the moneys would be transferred from the state General Fund to the Colorado Intermountain Fixed Guideway Authority. It is estimated that the proposal will reduce state taxpayer refunds by an average of \$19 per person or \$38 per couple in 2002.

The ballot question:

- allows the board of directors of Great Outdoors Colorado (GOCO) to borrow money to assist local governments, state agencies, and nonprofit land conservation organizations with the preservation of land for open space, parks, and wildlife habitat by issuing bonds that would be repaid from lottery proceeds; and
- limits the amount of money that GOCO may borrow to \$115 million and the total repayment cost, including interest, to \$180 million with no increase in taxes.

Background

What is GOCO? The Great Outdoors Colorado (GOCO) program was created in 1992 to distribute a portion of the proceeds from the Colorado Lottery in substantially equal shares to four categories: wildlife, outdoor recreation, open space, and related local government projects. GOCO awards grants to cities and towns, park and recreation districts, nonprofit land conservation organizations, the Colorado Division of Parks and Outdoor Recreation, and the Colorado Division of Wildlife. Some GOCO grants are used to buy land, although GOCO cannot acquire land in its own name. GOCO is governed by a 15-member board appointed by the Governor and confirmed by the state Senate.

Under the Colorado Constitution, GOCO receives 50 percent of the state's net lottery proceeds, up to a cap that is adjusted for inflation each year. Last year, GOCO's share of

the lottery proceeds was \$39.5 million. Through June 2001, GOCO awarded \$265.9 million in grants for 1,678 projects across the state.

What does this ballot proposal allow? The proposal allows GOCO to borrow up to \$115 million to help acquire land. The total repayment cost on the borrowed money (both principal and interest) cannot exceed \$180 million. Any borrowed money must be repaid within 20 years from GOCO's future lottery revenues.

GOCO may borrow money only for permanent land acquisitions that the board determines are urgent. The borrowed money may be used to finance the purchase of both land and perpetual conservation easements, which permanently restrict how a parcel of land is used. GOCO decides whether and when to borrow money, the interest rate and length of borrowing, and which parcels of land to buy with borrowed money.

How does borrowing affect the amount of land that can be purchased? The relationship between the rate of change in land prices and the cost of borrowing determines how much land can be purchased under this proposal. If land prices increase at a faster rate than the interest rate on the borrowed money, borrowing allows GOCO to finance the purchase of more land. If the value of land that is acquired under this proposal declines or increases at a slower rate than the interest rate paid on the bonds, borrowing reduces the amount of land that can be purchased.

Arguments For

1) The proposal allows GOCO to respond to urgent land preservation opportunities that might otherwise be lost.

GOCO already receives requests for more than three times as much money as it can provide. Also, urgent opportunities may cost more in areas where development pressures and the need for open space are most severe. Without this proposal, GOCO may not have enough money on hand to respond to urgent land preservation opportunities, particularly if several properties come up for sale on short notice.

2) The proposal improves GOCO's ability to help acquire open space today, instead of trying to keep up with future increases in the price of land. If land prices continue to increase, GOCO's dollars will not go as far. Moreover, GOCO helps pay for the preservation of open space with local governments, state agencies, and nonprofit organizations. Giving GOCO the authority to borrow money will allow these entities to protect more open space before prices increase.

3) GOCO is an important component of the state's land preservation efforts, and this proposal provides the agency with another tool for preserving open space. Since its creation, GOCO has helped preserve over 238,000 acres of open space, including 129,000 acres of agricultural land and 47,000 acres for state park and wildlife areas. The more tools that GOCO has available, the better able it is to achieve its goals, especially since lottery revenues fluctuate with jackpot levels and the introduction of new games.

4) The proposal could reduce the cost of long-term agreements to purchase land by allowing GOCO to issue bonds that are exempt from federal and state income tax. The interest rate paid on borrowed money is generally less when the loan is made through tax-exempt bonds.

Arguments Against

1) GOCO already helps buy land at current prices using actual lottery revenues. As of June 2001, GOCO had awarded \$30.8 million more in grants than it received in revenues. Further, with annual lottery receipts of about \$40 million, GOCO has enough money to help acquire land and fulfill its other obligations. The state also has other open space programs in place, such as the income tax credit for conservation easements and the 295,000 acres of state school land set aside for conservation.

Finally, giving GOCO the authority to borrow money on a long-term basis conflicts with the termination, unless renewed, of the lottery and is premature because GOCO's only funding source -- the lottery -- is set to expire in 2009.

2) The law giving GOCO the ability to borrow money does little to protect the public interest. Decisions will be made by an appointed board that is not directly accountable to the voters. The public has only 30 days to file a legal challenge against any activity connected with issuing bonds, even if the bonds are sold through a private sale. The law does not limit the percentage of GOCO's annual budget that can be locked into debt repayment. The proposal may also encourage spending money on land simply because the money is available, even if the land would not be developed anyway.

3) Borrowing money today reduces the amount of money available to address more important needs that may arise in the future. Borrowing is also risky under this proposal because there is no limit on interest rates and land prices might decline or increase more slowly than in recent years. Furthermore, borrowing generally costs more than paying up front because of interest and transaction costs.

4) Reducing the amount of privately owned land may drive up land prices and may increase property taxes paid

by private landowners. The federal government and the state already own 42 percent of Colorado's land. Colorado's remaining land should continue to be privately owned for future generations. Given changing circumstances, permanent government restrictions on private land are shortsighted.

Estimate of Fiscal Impact

The proposal authorizes GOCO to issue up to \$115 million in debt, with a maximum repayment cost, including interest, of \$180 million. The term of any debt is limited to 20 years. The proposal does not increase state or local taxes, nor does it affect the amount of taxpayer refunds from either the state or local governments.

Fiscal Year Spending

Table 1 presents the estimated fiscal year spending for the Great Outdoors Colorado Trust Fund for the current year and the actual fiscal year spending for each of the past four years.

Table 1: Fiscal Year Spending for Great Outdoors Colorado Trust Fund (GOCO)			
Fiscal Year	Fiscal Year Spending (Total Revenue)	Dollar Change from Prior Year	Percent Change from Prior Year
FY2002 (estimated)	\$45,400,000	\$3,905,543	9%
FY2001 (actual)	\$41,494,457	\$3,964,382	9%
FY2000 (actual)	\$45,458,839	\$10,929,667	32%
FY1999 (actual)	\$34,529,172	\$7,618,409	28%
FY1998 (actual)	\$26,910,763	\$9,360,450	54%

Referendum A allows GOCO to issue \$115 million in debt, with a maximum repayment cost of \$180 million. Any debt must be repaid within 20 years or within the period of time that the lottery is authorized. The maximum annual district repayment cost is expected to be \$10,556,907, assuming all \$115 million in debt is issued at an interest rate of 4.5 percent and repaid in monthly installments over a 15-year period.

**AMENDMENT 26
SURPLUS REVENUE TO TEST I-70
FIXED GUIDEWAY**

BALLOT TITLE: AN AMENDMENT TO THE COLORADO REVISED STATUTES CONCERNING THE FUNDING OF A TESTING AND PLANNING PROGRAM FOR A HIGH-SPEED FIXED GUIDEWAY TRANSPORTATION SYSTEM, AND, IN CONNECTION THEREWITH, REQUIRING \$50 MILLION OF EXCESS STATE REVENUES COLLECTED DURING THE 2000-2001 STATE FISCAL YEAR TO BE CREDITED TO A NEWLY CREATED FIXED GUIDEWAY TECHNOLOGY DEVELOPMENT FUND; AUTHORIZING THE COLORADO INTERMOUNTAIN FIXED GUIDEWAY AUTHORITY TO EXPEND MONEYS FROM THE FUND UNTIL DECEMBER 31, 2004, TO DESIGN AND TEST A HIGH-SPEED FIXED GUIDEWAY TRANSPORTATION SYSTEM, INCLUDING BUT NOT LIMITED TO A MONORAIL SYSTEM, TO ENSURE REVIEW AND APPROVAL OF THE SYSTEM UNDER FEDERAL SAFETY STANDARDS, AND TO CONDUCT PLANNING STUDIES, INCLUDING STUDIES OF THE DESIGN, FINANCE, CONSTRUCTION, AND OPERATION OF A FIXED GUIDEWAY SYSTEM CONNECTING DENVER INTERNATIONAL AIRPORT AND EAGLE COUNTY AIRPORT; REQUIRING ANY MONEYS IN THE FUND NOT EXPENDED BY THE AUTHORITY TO BE REFUNDED TO THE STATE ON JANUARY 1, 2005; EXEMPTING THE AUTHORITY FROM CONSTITUTIONAL REVENUE AND SPENDING LIMITATIONS; AUTHORIZING THE AUTHORITY TO EXPEND ANY STATE FUNDS THAT IT MAY RECEIVE; AND DELAYING THE TERMINATION OF THE AUTHORITY FROM JANUARY 1, 2004 UNTIL JANUARY 1, 2005.

Text of Proposed Statutory Amendment

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

SECTION 1. Section 32-16-106(1), Colorado Revised Statutes,

is amended BY THE ADDITION OF THE FOLLOWING NEW PARAGRAPHS to read:

32-16-106. Board of directors - powers and duties. (1) In addition to any other powers specifically granted to the Board in this article, the Board shall have the following duties and powers:

(1) (1) TO CREATE A FIXED GUIDEWAY DEVELOPMENT FUND TO BE ADMINISTERED BY THE AUTHORITY AND TO BE CALLED THE "FIXED GUIDEWAY TECHNOLOGY DEVELOPMENT FUND" FOR THE PURPOSE OF RECEIVING AND EXPENDING FUNDS FROM THE STATE OF COLORADO PURSUANT TO SUBSECTION (1) (2) BELOW.

(2) TO RECEIVE AND EXPEND FOR ALL LAWFUL PURPOSES A TOTAL OF \$50 MILLION OF EXCESS STATE REVENUES FOR STATE FISCAL YEAR ENDING JUNE 30, 2001, TO BE FUNDED AND DEPOSITED INTO THE FIXED GUIDEWAY TECHNOLOGY DEVELOPMENT FUND NO LATER THAN DECEMBER 31, 2001 AND TO BE EXPENDED BY THE AUTHORITY NO LATER THAN DECEMBER 31, 2004. THE \$50 MILLION OF EXCESS STATE REVENUES ARE A VOTER-APPROVED REVENUE CHANGE FOR STATE FISCAL YEAR ENDING JUNE 30, 2001. ANY MONIES IN THE FIXED GUIDEWAY TECHNOLOGY DEVELOPMENT FUND NOT EXPENDED BY THE AUTHORITY ON JANUARY 1, 2005 SHALL BE REFUNDED TO THE STATE OF COLORADO.

(3) TO EXPEND FUNDS HELD IN THE FIXED GUIDEWAY TECHNOLOGY DEVELOPMENT FUND FOR THE FOLLOWING:

(A) THE DESIGN AND TESTING OF A HIGH-SPEED FIXED GUIDEWAY TRANSPORTATION SYSTEM, CONDUCTED, WITHOUT LIMITATION, AT THE TRANSPORTATION TEST CENTER IN PUEBLO, COLORADO;

(B) TO FACILITATE THE ISSUANCE OF SAFETY STANDARDS

AND THE RECEIPT OF A RULE OF PARTICULAR APPLICABILITY FROM THE FEDERAL RAILROAD ADMINISTRATION OR OTHER APPROPRIATE FEDERAL AGENCY; AND

(C) PLANNING STUDIES INCLUDING, BUT NOT LIMITED TO, THE DESIGN, FINANCE, CONSTRUCTION AND OPERATION OF A FIXED GUIDEWAY SYSTEM CONNECTING DENVER INTERNATIONAL AIRPORT AND EAGLE COUNTY AIRPORT.

(m) TO COLLECT, RETAIN AND SPEND ANY AND ALL AMOUNTS RECEIVED BY THE AUTHORITY ANNUALLY FROM ANY REVENUE SOURCE, INCLUDING, BUT NOT LIMITED TO, AMOUNTS RECEIVED AS EXCESS STATE REVENUES, AID, CONTRIBUTIONS, GRANTS AND GIFTS FROM OTHER SOURCES LAWFULLY RECEIVED BY THE AUTHORITY DURING FISCAL YEAR 2001 AND EACH YEAR THEREAFTER FOR AS LONG AS THE AUTHORITY CONTINUES IN EXISTENCE, WITHOUT LIMITATION BY THE REVENUE AND SPENDING LIMITATIONS OF ARTICLE X, SECTION 20 OF THE COLORADO CONSTITUTION.

SECTION 2. Section 32-16-103, Colorado Revised Statutes, is amended BY THE ADDITION OF THE FOLLOWING NEW PARAGRAPH AND LANGUAGE to read:

32-16-103. Definitions. As used in this article, unless the context otherwise requires:

(4) "EXCESS STATE REVENUES" SHALL MEAN THE TOTAL COMBINED AMOUNT OF REVENUES THAT VOTERS STATEWIDE HAVE NOT OTHERWISE, OTHER THAN BY OPERATION OF THIS ACT, AUTHORIZED THE STATE TO RETAIN AND SPEND AND THAT ARE REQUIRED TO BE REFUNDED PURSUANT TO SECTION 20 (7) (d) OF ARTICLE X OF THE STATE CONSTITUTION.

(5) (4) "Fixed guideway system" means a high speed mode of providing transportation for people and goods using fixed guideway technology designed to be compatible with established state and local transportation plans and major investment studies.

(6) ~~(5)~~ "Fixed guideway technology" or "technology" means technology relating to the design, development, and construction of fixed guideways, INCLUDING, WITHOUT LIMITATION, TECHNOLOGY COMMONLY KNOWN AS A MONORAIL. As used in this article, "fixed guideway" has the same meaning as set forth in 49 U.S.C. sec. 5302 (a) (4).

(7) ~~(6)~~ "Territory" means the city and county of Denver, the city of Aurora, and the counties of Clear Creek, Jefferson, Eagle, Garfield, and Summit.

SECTION 3. Repeal. Section 32-16-105(8), Colorado Revised Statutes, is amended to read:

32-16-105. Board of directors - membership - qualifications. (8) Directors of the board shall receive no compensation for their services but may be reimbursed for their necessary expenses while service as directors ~~of the board but no state funds are authorized to be expended for any purpose.~~

SECTION 4. Repeal. Section 32-16-109(1), Colorado Revised Statutes, is amended to read:

32-16-109. Repeal of article. (1) This article is repealed, effective January 1, ~~2004~~ 2005.

BALLOT QUESTION: SHALL THE STATE BOARD OF THE GREAT OUTDOORS COLORADO TRUST FUND DEBT BE INCREASED \$115,000,000, WITH A MAXIMUM REPAYMENT COST OF \$180,000,000, WITH NO INCREASE IN ANY TAXES, FOR THE PURPOSE OF ENHANCING THE GREAT OUTDOORS COLORADO TRUST FUND'S ABILITY TO ADDRESS URGENT AND PERMANENT LAND ACQUISITION PRIORITIES, INCLUDING THE ACQUISITION OF PERPETUAL CONSERVATION EASEMENTS, IN ORDER TO PROTECT THE STATE'S WILDLIFE, PARK, RIVER, TRAIL, AND OPEN SPACE HERITAGE THROUGH THE ISSUANCE OF BONDS, AND SHALL EARNINGS ON THE PROCEEDS OF SUCH BONDS CONSTITUTE A VOTER-APPROVED REVENUE CHANGE?

LOCAL ELECTION OFFICES

Offices of the County Clerks and Recorders

Adams , 450 S. Fourth Ave., Brighton, CO 80601-3195,	(303) 654-6020
Alamosa , 402 Edison Ave., Alamosa, CO 81101-0630,	(719) 589-6681
Arapahoe , 5334 S. Prince St., Littleton, CO 80166-0211,	(303) 795-4511
Archuleta , 449 San Juan, Pagosa Springs, CO 81147-2589,	(970) 264-5633
Baca , 741 Main St., Springfield, CO 81073,	(719) 523-4372
Bent , 725 Bent, Las Animas, CO 81054-0350,	(719) 456-2009
Boulder , 1750 33 rd St., Boulder, CO 80301,	(303) 413-7770
Chaffee , 104 Crestone Ave., Salida, CO 81201-0699,	(719) 539-4004
Cheyenne , P.O. Box 567, Cheyenne Wells, CO 80810-0567,	(719) 767-5685
Clear Creek , 405 Argentine St., Georgetown, CO 80444-2000,	(303) 679-2339
Conejos , 6683 County Road 13, Conejos, CO 81129-0127,	(719) 376-5422
Costilla , 416 Gasper St., San Luis, CO 81152-0308,	(719) 672-3301
Crowley , 110 E. Sixth St., Ordway, CO 81063,	(719) 267-4643
Custer , 205 S. Sixth St., Westcliffe, CO 81252-0150,	(719) 783-2441
Delta , 501 Palmer #211, Delta, CO 81416,	(970) 874-2150
Denver , 1437 Bannock St. #200, Denver, CO 80202,	(720) 865-8400
Dolores , 409 N. Main St., Dove Creek, CO 81324-0058,	(970) 677-2381
Douglas , 301 Wilcox St., Castle Rock, CO 80104,	(303) 660-7442
Eagle , 500 Broadway, Eagle, CO 81631-0537,	(970) 328-8710
Elbert , P. O. Box 37, Kiowa, CO 80117-0037,	(303) 621-3116
El Paso , 200 S. Cascade, Colorado Springs, CO 80903,	(719) 520-6222
Fremont , 615 Macon Ave. #100, Canon City, CO 81212,	(719) 276-7330
Garfield , 109 Eighth St. #200, Glenwood Spgs, CO 81601,	(970) 945-2377
Gilpin , 203 Eureka St., Central City, CO 80427-0429,	(303) 582-5321
Grand , 308 Byers Ave., Hot Sulphur Springs, CO 80451, 3347	(970) 725-
Gunnison , 221 N. Wisconsin, Suite C, Gunnison, CO 81230,	(970) 641-1516
Hinsdale , 317 N. Henson St., Lake City, CO 81235-0009,	(970) 944-2228
Huerfano , 401 Main St. Ste 204, Walsenburg, CO 81089,	(719) 738-2380
Jackson , 396 La Fever St., Walden, CO 80480-0337,	(970) 723-4334
Jefferson , 100 Jefferson County Parkway #2560, Golden, CO 80419,	(303) 271-81113

Kiowa , 1305 Goff St., Eads, CO 81036-0037,	(719) 438-5421
Kit Carson , 251 16th St., Burlington, CO 80807-0249,	(719) 346-8638
Lake , 505 Harrison Ave., Leadville, CO 80461-0917,	(719) 486-1410
La Plata , 1060 Second Ave., Durango, CO 81301,	(970) 382-6297
Larimer , 200 W. Oak St., Ft. Collins, CO 80522,	(970) 498-7862
Las Animas , 200 S Maple St. Rm 205, Trinidad, CO 81082,	(719) 846-3314
Lincoln , 103 Third Ave., Hugo, CO 80821-0067,	(719) 743-2444
Logan , 315 Main St., Sterling, CO 80751-4357,	(970) 522-1544
Mesa , 2424 Highway 6 & 50 Unit 414, Grand Junction, CO 81501,	(970) 244-1662
Mineral , 1201 N. Main St., Creede, CO 81130,	(719) 658-2440
Moffat , 221 W. Victory Way, Craig, CO 81625,	(970) 824-9104
Montezuma , 109 W. Main St. Room 108, Cortez, CO 81321,	(970) 565-3728
Montrose , 320 S. First St., Montrose, CO 81401,	(970) 249-3362
Morgan , 231 Ensign, Ft. Morgan, CO 80701-1399,	(970) 542-3521
Otero , 13 W. Third St., La Junta, CO 81050-0511,	(719) 383-3020
Ouray , 541 Fourth St., Ouray, CO 81427,	(970) 325-4961
Park , 501 Main St., Fairplay, CO 80440-0220,	(719) 836-4333
Phillips , 221 S. Interocean Ave., Holyoke, CO 80734,	(970) 854-3131
Pitkin , 530 E. Main St. #101, Aspen, CO 81611,	(970) 920-5180
Powers , 301 W. Main St., Lamar, CO 81052-0889,	(719) 336-8011
Pueblo , 215 W. 10th St., Pueblo, CO 81003-2992,	(719) 583-6520
Rio Blanco , 555 Main St., Meeker, CO 81641-1067,	(970) 878-5068
Rio Grande , 965 Sixth St., Del Norte, CO 81132-0160,	(719) 657-3334
Routt , 522 Lincoln Ave. Steamboat Springs, CO 80477,	(970) 870-5556
Saguache , 501 Fourth St., Saguache, CO 81149-0176,	(719) 655-2512
San Juan , 1557 Green St., Silverton, CO 81433-0466,	(970) 387-5671
San Miguel , 305 W. Colorado Ave., Telluride, CO 81435-0548,	(970) 728-3954
Sedgwick , 315 Cedar, Julesburg, CO 80737,	(970) 474-3346
Summit , 208 E. Lincoln, Breckenridge, CO 80424-1538,	(970) 453-3475
Teller , 101 W. Bennett Ave., Cripple Creek, CO 80813,	(719) 689-2951
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