

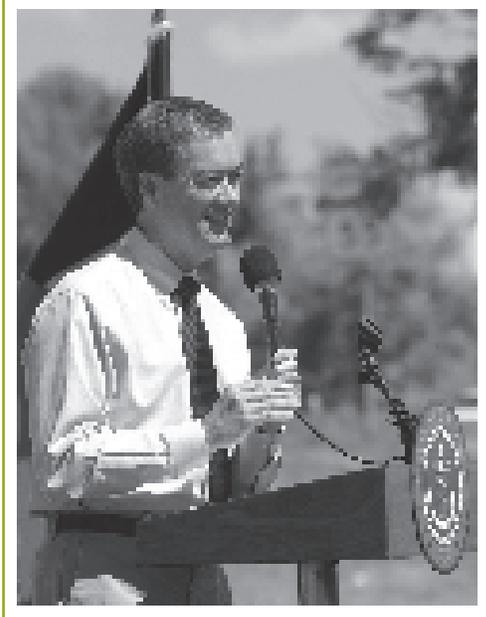
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• WILLIAM DABNEY • LESTER DADY • ANNIE DAHL • DANIEL DAHLKE • CURTIS DAILY • RICHARD OY DARNELL • STEPHEN DARNELL • ROBERT DARRIGO • PHILIP DAUGHERTY • WOODROW DAVES • JOHN DAVID • RAY DAVID • CANDICE DAVIDSON • CARLOS DAVILA • N DAY • STEVEN DAY • DAVID DAZE • ROBERT DEAN • ROBERT DEBOER • STEVE DECHANT • CHUCK DECKER • DEAN DECKER • EDWARD DECKER • JUSTIN DECKER • KIM DEGUZMAN • WILFREDO DEGUZMAN • JUDY DEHAVEN • JOSEPH DEHEART • TOM DEHNER • NATALIE DEHOYOS • CARRIE DEJIACOMO • PAUL DEJULIO • JOHN DELAND • EN DEMETER • GEORGE DEMOS • WILLIS DEMOSS • DANIAL DENBO • RESA DENNIE • CHADRICK DENNING • JON DENNING • GARY DENNY • KENNETH DEPINTO • MAJID MITT • JACQUELYN DEYOUNG • REYNALDO DIAZ • CAROL DICINO • NICKOLAS DICKENS • RONALD DICKERHOFF • STEPHEN DICKERMAN • PATRICIA DICKERSON • THOMAS MARRELL DINGES • JAMES DIORIO • DENNIS DISTEL • ROBERT DIXON • RANDAL DOBYNS • MICHAEL DOCK • DANIEL DODRILL • DANIEL DODSON • LESLIE DOEHLING • EODORE DOOLEY • WILLIAM DORRENBACHER • BUTCH 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COLORADO DEPARTMENT OF TRANSPORTATION
ANNUAL REPORT FY2005

JACOBS • SUSAN JACOBS • ELIZABETH JACOBSEN • DIANE JACOBY • MATTHEW JAGOW • KIRSTEN JAHN • RICHARD JAMES • THOMAS JAMES • ROGER JAMESON • JOHNSTON • TODD JOHNSTON • ANDREW JONES • GLORIA JONES • GREGORY JONES • JOHN JONES • KARLENE JONES • MICHAEL JONES • MICHAEL JONES • HALPH RYED KALANTAR • MATT KALLSEN • ALEXANDRE KARAMI • GREGORY KARLE • JOE KAUFMAN • HAMID KAYHAN • LOUIS KEEN • LOIS KEENE • CHARLES KEEP • KAREN LLY • LISA KELLY • TONI KELLY • VERNE KELLY • STEVEN KELSO • JOHN KELVIN • ELIZABETH KEMP • MARK KENDALL • MICHAEL KENNEDY • CAMILLA KEPLER • GEORGE NITA KHAN • AZIZ KHAN • MOHAMMAD KHANZADEH • BENJAMIN KIENE • DAVID KILE • BRIAN KILLIAN • ERIC KIMBALL • SCOTT KIMBLE • SCOTT KIMMINAU • CHARLES SSELL • HAROLD KITZMAN • MELVIN KITZMAN • LEONARD KIZIUK • DACK KLEIN • CHARLES KLINE • DOUGLAS KLINE • DONALD KLOBNOCK • JEFFREY KLOSKA • TORIN TE KOPLITZ • BURSON KOPPENHAFFER • RONALD KORBE • ROGER KORSVOLD • JACK KORTZ • TIMOTHY KOSAK • DAVID KOSMISKI • DAVID KOTZER • DARREL KOUGH • REHBIEL • CHRIS KRETSCHMAN • DONALD KRIEGER • JOHN KRONEBERGER • PATRICK KROPP • ILYESS KSOURI • MICHAEL KUCEY • MELISSA KUEHN • CRAIG KUEHNEMAN N KULYK • MITHILESH KUMAR • CHARLES LABRAKE • NEIL LACEY • ARTHUR LACOMBE • ANTHONY LACOME • MARK LACOME • LISA LACROIX • MICHAEL LACY • ALBERT

PEOPLE • RESPECT • INTEGRITY • CUSTOMER SERVICE • EXCELLENCE



A Message from the Governor

I commend CDOT for its strong commitment to quality and service. Clearly, the reduction in funding over the past few years has been challenging. Because of the recession – and the suspension of transfers from the General Fund that would have been generated by Senate Bill 1 – funding for CDOT has actually declined nearly 40 percent since 2001. Still, thanks to the voter approval of TRANS in 1999, CDOT has been able to advance many critical projects statewide. Specifically, 13 of the 28 strategic project corridors specified by TRANS have been completed, four are nearing completion or are fully funded, and significant progress has been made on the others.

The largest of those projects, T-REX in Denver, will be completed in the fall of 2006. I believe that transportation should remain one of our highest priorities, and with the passage of Referendum C we can begin refilling the budget reservoir that was drained during the recession. But it will take time. I appreciate the hard work of everyone at CDOT as we strive to meet our common goal of serving the people of Colorado.

Governor Bill Owens



Valuing our Employees

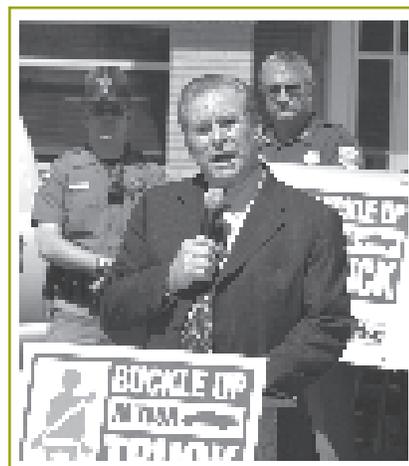
The past couple of years have been particularly challenging for transportation in Colorado. The economic recession resulted in tremendous impacts to the transportation construction industry. All levels of government were faced with budget reductions but the Colorado Department of Transportation (CDOT) was perhaps hit the hardest. What most people don't realize is that CDOT has lost nearly half of its construction budget since 2002. Nearly \$1.2 billion of state motor vehicle-related sales tax revenue (via Senate Bill 97-01) that should have gone to transportation projects was instead used to balance the state's budget.

The passage of Referenda C this November, while by no means a perfect solution for transportation, was a major step towards getting the state's budget back to the funding levels prior to the downturn in the economy. Unfortunately, Colorado voters did not approve Referendum D, which would have allowed CDOT to issue approximately \$1.2 billion in bonds to fund 55 critical projects across the state. However, Referendum C did increase state funding levels, which in turn will enable CDOT to receive those much-needed SB 1 funds again.

We have quality employees here at CDOT who work hard to maximize these transportation dollars to provide the best system, the best service for the citizens of this state. I see evidence of this every day, both first-hand and through communications with department heads and the public.

It has been very rewarding to work together this past year in identifying our collective values: People, Respect, Integrity, Customer Service and Excellence. It helps bring to mind for all of us the true quality of our employees. This quality, I believe, is documented throughout this Annual Report.

CDOT Executive Director Tom Norton



Colorado Tolling Enterprise

The Colorado Tolling Enterprise (CTE) (created via legislation passed in 2002) is a non-profit business operating within, and as a division of, CDOT. The CTE's purpose is to finance, construct, operate, regulate and maintain a system of toll highways that will help finance new-capacity construction on Colorado highways. Existing highways/lanes will remain toll-free.

The CTE will be opening its first toll project in the spring/summer of 2006. It involves converting the existing high-occupancy vehicle (HOV) lanes on I-25 between downtown Denver and the Boulder Turnpike into high-occupancy/toll (HOT) lanes. Carpools and buses will travel free of charge, but solo drivers will be able to pay a toll and access the facility for a quicker, more reliable trip. All tolls will be collected electronically, utilizing technology that exists for other toll highways in the Denver area: E-470 and Northwest Parkway.

The CTE completed a statewide tolling system traffic and revenue feasibility study to begin the process of evaluating and identifying potential toll projects. In 2005, further progress was made on several of these potential projects with respect to the required environmental processes. These environmental studies will determine whether tolling is the best solution for these corridors.

Also in 2005, the CTE convened an ad hoc committee on tolling to determine how to incorporate toll projects into existing planning processes. The Metropolitan Planning Organizations and Transportation Planning Regions that had potential projects in their areas participated with the CTE to establish procedures and policy guidance recommendations.

State Transportation Commission

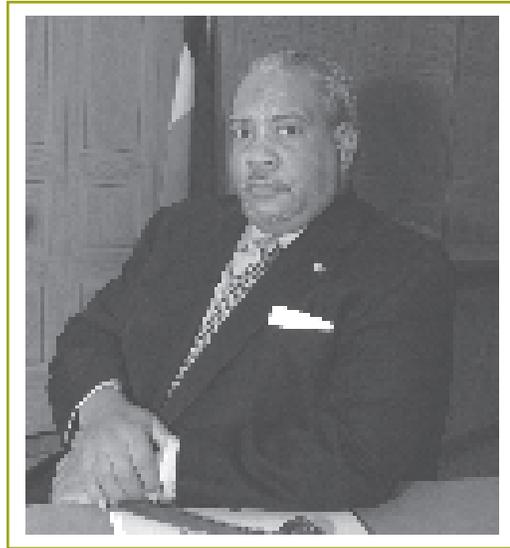
The state's transportation system is managed by CDOT under the direction of the state Transportation Commission, composed of 11 members who represent specific districts. Each commissioner, appointed by the governor and confirmed by the Senate, serves a four-year term. The Transportation Commission directs policy and adopts departmental budgets and programs. (See *Transportation Commission members on pg. 16.*)

Message from the Commission Chairman

Colorado came together in historic bipartisan fashion to ensure our economic recovery by passing Referendum C. However, the job isn't complete. Because voters did not pass Referendum D, we must work with the state Legislature to ensure that Colorado's transportation system is recognized for its vital role in our modern society. Higher education, K-12 and the delivery of medical services are all dependent on our transportation system. Colorado's communities are spread over hundreds of miles, some only reachable via winding mountain passes or narrow, two-lane highways.

As a result, we have a wear and tear on our infrastructure not evident in other states and we often do not have the benefit of convenient detours or comparable alternate routes when our highways are under construction or closed down. Simply maintaining our infrastructure is of primary concern—not to mention reconstructing our highways and supporting alternate modes of transportation to meet the needs of our state's growing population.

Transportation in our state requires the most serious consideration when it comes funding. I look forward to working with my colleagues and members of the transportation community over the coming year to create a grass-roots awareness of transportation and its importance to—and role in—Colorado.



Gregory B. McKnight
Transportation Commission Chairman

Transportation Planning

Division of Transportation Development

The Division of Transportation Development encompasses long-range transportation planning, transportation data analysis, mapping and research, and environmental program development and support.

Intermodal Branch

Using regional transportation plans developed at the grass-roots level-via 15 local Transportation Planning Regions, DTD produces the 20-plus-year Statewide Transportation Plan. Some of the Intermodal Branch's accomplishments in 2005 were: completing a study examining the benefits and costs of improving certain railroad facilities and administering some \$4 million in federal transit grants.

In addition, the Colorado Scenic Byways Program received a \$150,000 federal grant to initiate a training program for local organizations. The Mt. Evans and Silverthread byways were extended, and the Collegiate Peaks Byway was designated as the state's 25th Scenic Byway. Two byways, the Colorado Headwaters and Trails of Ancients, were designated as National Scenic Byways by the Federal Highway Administration.

Research Branch

The Research Program conducted 14 studies in the past year. Of note is a study that demonstrated the feasibility of using bales of used tires for highway embankments, providing a cost-effective use while mitigating a major disposal problem in Colorado.

Environmental Programs Branch

Environmental Programs Branch staff developed new courses for CDOT and non-CDOT employees this past year, with topics ranging from water quality to federal funding. Environmental clearance work has increased over the past two years (387 clearances in 2005, up from 283 in 2003), yet the number of reports completed "on-time" increased from 92% to 99%.

Information Management Branch

The Information Management Branch (IMB) conducted a Freight Data Assessment study in 2005, which identified current data needs of CDOT and its external customers. Staff is currently coordinating the collection/purchase of that freight data. A \$1.9 million multi-state High Priority Corridor Development and Management Plan for the *Ports to Plains Corridor* has been completed. This Plan is being used by Colorado, Texas, Oklahoma and New Mexico departments of transportation to prioritize projects along the US 287 corridor, where traffic has increased due to the enactment of the North American Free Trade Act in 1994.

Planning and Building a Project

How does a project get built?

Every CDOT project is identified in the Statewide Transportation Improvement Program (STIP) based on its ability to solve or improve a particular congestion, safety or system quality problem in the transportation system. Projects must align with the long term corridor visions, goals and strategies set forth in the long-range (20-plus years) Statewide and Regional Transportation Plans.

Public Involvement:

1. Determine appropriate Transportation Planning Region (TPR) and Regional Planning Commission (RPC) representative
2. Participate in planning activities held by RPC and CDOT
3. Regional Transportation Plans are adopted by respective RPC or MPO and integrated into the Statewide Transportation Plan
4. STIP process determines how available funds will be programmed over the next 6 years; CDOT Regions meet with cities, counties and the public to select the projects for inclusion in the draft STIP
5. Joint meetings are held with all TPRs in each CDOT region to prioritize projects
6. Draft STIP is reviewed to ensure compliance with state and federal regulations; made available for public comment, and is then approved by the Colorado Transportation Commission, the Federal Highway Administration and the Federal Transit Administration
7. STIP projects are programmed, budgeted and designed
8. STIP projects are advertised for contractors, contractor selected, and project begins construction



Silverthread Byway extension, SH 149

Highway Projects

Surface Treatment Program The Transportation Commission established surface condition objectives in 1994, earmarking annual funding for surface treatment to meet the objective of: 60% of pavement rated in fair or good condition. About \$95.1 million was budgeted for this program in FY 2005.

Bridge Program The objective is to replace or repair—over the next 20-plus years—the structurally deficient bridges on the state system. The budget for the Bridge Program was \$38.3 for FY 2005.

Rest Area Program Approximately \$3.7 million was budgeted for this program in FY 2005 as part of the Rest Area Plan update. Also, an additional \$800,000 per year is allocated for rehabilitation and restoration.

Additional Statewide Construction Programs These include CDOT's Safety Construction, budgeted \$30.4 million, and Intelligent Transportation Systems (ITS), budgeted \$3.5 million.

Regional Priority Program (RPP) The projects selected and completed under this category are established through the regional planning process. The FY 2005 budget was approximately \$144.5 million for this program, including allocations from CDOT's RPP and federal funding.



US 85, Highlands Ranch Pkwy. to Titan Road: widening

A Sampling of Highway Projects Completed

(Late November 2004 through October 2005)

REGION 1 *Counties: Adams, Arapahoe, Cheyenne, Clear Creek, east Denver, Douglas, Elbert, Gilpin, west Jefferson, Kit Carson, Lincoln, Park, Summit*

- US 6 & 40 Idaho Springs: reconstruction
- SH 9 Hoosier Pass: cable rail installation
- US 24 Limon: roadway, bridge, traffic signal improvements
- US 24 east of Limon: rehabilitation of Kyle railroad structure
- I-25 Castle Pines Interchange: reconstruction

- I-25 Castle Rock railroad bridge: new construction
- I-25 Plum Creek to Tomah Road: median cable rail installation
- I-25 Greenland to El Paso county line: resurfacing
- US 36 Kiowa Creek: bridge approach repairs
- I-70 Frisco Interchange: ramp widening
- I-70 Straight Creek (west of Eisenhower Tunnel): erosion control
- I-70 Bakerville to Empire Junction: resurfacing
- I-70 Idaho Springs: two rockfall mitigation sites
- I-70 Georgetown Hill: rockfall mitigation
- I-70 Denver to west of Frisco: west corridor management
- I-70 Frisco to Copper Mountain: cable rail installation
- I-70 east of Stratton to Burlington: paving



I-70 Idaho Springs rockfall mitigation

- SH 72 Coal Creek Canyon: resurfacing
- SH 83 Hilltop Rd. in Parker to south of Franktown: resurfacing
- SH 83 Lincoln Ave. to Main Street in Parker: median curb and gutter
- SH 83 at South Lake Gulch Rd.: new turn lanes



Powers Boulevard, Briargate to SH 83: new construction

US 85 Highlands Ranch Pkwy. to Titan Rd.: widening
 SH 86 west of Franktown to Founders Pkwy.: two-mile climbing lane
 SH 86 Elizabeth to Kiowa: auxiliary lanes, shoulders, drainage/slope
 SH 86 east of Castle Rock: cable rail installation
 US 285 Kenosha Pass north: resurfacing

Traffic & Safety Projects

Regionwide pavement marking, stenciling and sign replacement
 SH 9 at Alma: variable message sign
 I-25 Larkspur NB bridge: anti-icing system
 SH 74 at Bryant Drive: signal
 I-70 at Burlington: variable message sign
 US 285 at CR 43A: signal

Transportation Enhancement/Local Agency Projects

Elizabeth trail along SH 86
 Limon Main Street medians
 Burlington Longhorn multi-use trail
 Idaho Springs bike/pedestrian path
 I-25 Pinon Rest Area replacement



I-25 Pinon Rest Area replacement north of Pueblo

REGION 2 *Counties: Baca, Bent, Crowley, Custer, El Paso, Fremont, Huerfano, Kiowa, Las Animas, Otero, Prowers, Pueblo, Teller*

Powers Boulevard, Briargate to SH 83: new construction
 US 24 Constitution to Garrett Road: widening
 US 24 Calhan to Ramah: resurfacing
 US 24 Ute Pass: two rockfall mitigation sites
 US 24 Divide: intersection reconstruction
 I-25 Monument Interchange: reconstruction
 I-25 Pinon Rest Areas north of Pueblo: replaced
 I-25 Trinidad south: resurfacing
 US 50 Troy Ave. to SH 233: resurfacing
 US 50 west of Fowler: resurfacing
 US 50 McClave Junction east & west: resurfacing
 SH 71 Rocky Ford north and south: resurfacing
 SH 96 west of Pueblo: resurfacing
 SH 96 Pueblo, Acero to Orman: turn lanes
 SH 105 Palmer Lake to SH 83: resurfacing
 SH 105 Furrow Road: intersection reconstruction
 SH 115 Salt Creek north: climbing/turn lanes
 US 287 Oklahoma to Kiowa/Cheyenne cnty. line: concrete rehab.

Traffic & Safety Projects

Regionwide pavement marking, stenciling and sign replacement
 US 24 East Colorado Springs: variable message sign
 US 50 Pueblo & Las Animas: new traffic signals
 US 50 Business east of Pueblo: variable message sign
 US 50/287 Lamar: fiber optic cable, signal interconnection

SH 96 east of Pueblo: variable message sign
 US 160 Walsenburg: variable message sign
 US 287 Springfield: variable message sign



US 50 Olathe to Montrose: resurfacing

Transportation Enhancement/Local Agency Projects

Midland Trail phase II
 Woodmen Road bike lane improvements
 Bent County Museum phase II historic preservation
 Riverwalk expansion
 Manitou Springs streetscaping/landscaping

REGION 3 *Counties: Delta, Eagle, Garfield, Grand, Gunnison, Hinsdale, Jackson, Lake, Mesa, Moffat, north Montrose, Pitkin, Rio Blanco, Routt*

SH 13 south of Meeker: reconstruction, minor widening
 SH 13/US 6 Rifle area & Rio Blanco Divide: resurfacing, guardrail
 SH 13 Craig to west of Hayden: resurfacing



SH 82 downtown Glenwood Springs: concrete resurfacing

US 24 Leadville west: reconstruction, minor widening
 US 40 Tabernash to Winter Park, east/west of Parshall: resurfacing
 US 40, Craig to Hayden: resurfacing
 US 50 Olathe to Montrose: resurfacing
 US 50 Pine Creek: resurfacing
 I-70 Hanging Lakes Rest Area: refurbishing
 I-70 Rifle to Silt: concrete slab repair
 I-70 Loma Overpass: bridge abutment repair
 I-70 west of Mack: resurfacing
 I-70 DeBeque Canyon: resurfacing
 I-70 Glenwood Canyon: rockfall repair
 SH 82 Glenwood Springs: concrete paving, pedestrian improvements
 SH 131 at Wolcott: bridge reconstruction
 SH 141 Grizzly Creek Bridge: replacement
 SH 141 (32 Road) Grand Junction: resurfacing
 SH 340 & 20 3/4 Road Grand Junction: intersection improvements

Traffic & Safety Projects

Regionwide pavement marking, stenciling and sign replacement
 Grand Junction area: overhead guide signs phase I/II
 Grand Junction North Avenue: widening
 SH 40 east of Craig: deer warning system (reflectors)
 SH 550 south of Montrose: wildlife signs (variable message signs)
 SH 82 & Willits Lane: signal
 I-70 Dowd Bridge anti-icing system



US 34 Big Thompson Canyon: bridge replacements

Owl Creek Road, Pitkin County project: installation of guardrail
 SH 40 at Pine Grove Rd., Steamboat Springs: left-turn lane extension
 SH 6 and Railroad Ave., Rifle project: signal upgrades
 24.5 Road and G Road, Grand Junction: roundabout construction

Transportation Enhancement/Local Agency Projects

Gunnison County West Elk Byway bike/pedestrian trail
 Grand Junction Broadway beautification
 Grand Junction 29 Road phase III
 Fruita Trail phase III
 Steamboat Springs Valley Trail phase II

REGION 4 *Counties: Boulder, Larimer, Logan, Morgan, Phillips, Sedgwick, Washington, Weld, Yuma*

US 6 Pawnee Creek near Atwood: bridge replacement
 US 6 Kiowa Creek to west of Wiggins: bridge replacement
 SH 14 Raymer east: resurfacing
 SH 14 Briggsdale east: resurfacing
 US 34 Akron east: resurfacing
 US 34 Fort Morgan to Brush: resurfacing
 US 34 west of Loveland to Drake: resurfacing
 US 34 Big Thompson Canyon: bridge replacements

US 36 south of Lyons: resurfacing
 US 36 Lyons to Estes Park: resurfacing
 US 36 west of Last Chance: bridge replacement



SH 119 and SH 7: rockfall mitigation

SH 52, I-25 to US 287: resurfacing
 SH 66 east of Longmont: resurfacing
 SH 71 Woodrow south: resurfacing
 I-76 Lochbuie to Hudson: resurfacing
 SH 119 and SH 7: rockfall mitigation
 US 287 Wyoming border south: resurfacing

Traffic & Safety Projects

Regionwide pavement marking, stenciling and sign replacement
 SH 14 Poudre Canyon: sign upgrades
 I-25 Fort Collins to SH 7: median wire rope safety fence
 US 85 at SH 52: new signals
 SH 60 at SH 257 in Milliken: intersection reconstruction
 SH 257 at SH 60 Johnstown/Milliken: intersection improvements

Transportation Enhancement/Local Agency Projects

Greeley intersection/signal upgrades at US 34 & 47th Ave.
 Loveland turning lane installation at US 34 and Taft Ave.
 Boulder County, SH 52 & 79th St. intersection/signal upgrades
 Boulder safety improvements at SH 93/Grinnel and Darley avenues



SH 151 Ignacio: bridge replacement

Ft. Collins signal installation at Larimer CR 17 & Wilox Street
 Estes Park bike trails at Fish Creek Road
 Boulder intersection improvements at Broadway & Table Mesa
 Weld County St. Vrain River bike trail east of I-25
 Ault streetscapes
 Yuma Legion Welcome Center
 Ft. Collins ATMS Expansion (city traffic signals)

REGION 5 *Counties: Alamosa, Archuleta, Chaffee, Conejos, Costilla, Dolores, La Plata, Mineral, Montezuma, south Montrose, Ouray, Rio Grande, Saguache, San Juan, San Miguel*

US 160 west of Durango: landslide repairs
 SH 140 from US 160 to New Mexico state line: resurfacing
 US 160 Grandview east of Durango: widening/reconstruction
 SH 151 Ignacio: bridge replacement



US 50 Poncha Springs to Salida: resurfacing

SH 145 Placerville to Norwood: resurfacing
 SH 145 Ophir: crib wall repair
 US 50 Poncha Springs to Salida: resurfacing
 US 285 at CR G north of Monte Vista: intersection, resurfacing
 US 285 at 5 & 7 Mile roads: box culvert replacements
 US 50 Monarch Pass east: resurfacing

Traffic & Safety Projects

Regionwide pavement marking, stenciling and sign replacement
 Regionwide epoxy striping: two contracted projects
 Regionwide sign replacement: two contracted projects
 Region west side: guardrail replacement
 US 50 Monarch Pass, SH 141 Uravan, US 160 Wolf Creek Pass:
 electronic speed warning signs
 US 160 Wolf Creek Pass: variable message sign
 US 160 Cortez: signal timing
 US 160 South Fork: pavement marking inlay



C-470 Broadway to I-25: median wire rope safety fence

Transportation Enhancement/Local Agency Projects

San Luis streetscapes phase I
 Cortez bikepath phase II
 Ridgeway pedestrian path and bridge

Telluride street paving (Congestion Mitigation & Air Quality funds)
 Creede Visitors Center (right of way acquisition)
 Ignacio sidewalks
 San Miguel County Down Valley Park landscaping
 Bayfield intersection enhancements
 Durango Animas Trail Main Street underpass

Region 6 *Counties: west Adams, west Arapahoe, Denver, north Douglas, east Jefferson*

SH 2 124th to Bromley: resurfacing
 SH 7 Brighton to I-76: resurfacing
 I-25 120th to SH 7: resurfacing
 I-25 HOV lanes at 58th: HOV gates relocated
 I-25 17th to 23rd: construction of frontage road
 SH 30 (Havana) and Mississippi: intersection widening
 US 40 (Colfax) Quebec to Yosemite: resurfacing
 I-76 Wadsworth to Federal: resurfacing
 SH 83 (Leetsdale) Mississippi to Colorado: resurfacing
 SH 83 (Parker) Peoria to Jewell: resurfacing
 US 85 136th to Weld CR 2: resurfacing
 US 85 (Santa Fe) Church to Crestline: resurfacing
 SH 95 (Sheridan) 6th to 25th: resurfacing
 SH 95 (Sheridan) I-76 to 68th: resurfacing
 SH 128 (120th) Federal to Melody: resurfacing



I-225 6th Ave. to 2nd Ave.: bridge replacement

I-225 6th to 2nd: bridge replacement
 US 285 (Hampden), Lafayette to Dahlia: resurfacing
 US 285 Federal to Lafayette: resurfacing
 US 287 (Federal Blvd.) I-70 to 74th: resurfacing
 SH 391 (Kipling) Colfax to 38th: resurfacing
 C-470 Broadway to I-25: median wire rope safety fence

Traffic & Safety Projects

Regionwide pavement marking, stenciling and sign replacement
 Regionwide sign post replacement
 I-270 at SH 2: guardrail improvement
 SH 177 (University): electrical conduit installation
 C-470 (WB) at Santa Fe, Lucent, Broadway and University; and I-70
 (EB) at Kipling: ramp metering

Transportation Enhancement/Local Agency Projects

US 40 (Colfax) minor widening from Peoria to Potomac
 Cherry Creek Drive south bikepath enhancement
 Alameda/Jewell/Bear Creek intersection improvements
 SH 391 (Kipling) at SH 8 (Morrison) intersection improvements
 Broadway at Kenyon signal replacement

Strategic Transportation Projects

The Transportation Commission adopted this program in 1996, which identified 28 high-priority transportation corridors that would receive funding for accelerated construction.

Funding Sources The Strategic Transportation Projects receive funding from federal and state gas tax revenues and from two legislative sources, described below.

Senate Bill 1 This legislation allocates a portion of state General Fund sales and use tax revenue, considered to be motor-vehicle related, to the Strategic Transportation Projects. Due to a decline in the state's economy, CDOT did not receive any revenue from this source in fiscal years 2003 through 2005. However, the 2005 passage of new legislation—Referendum C—will indirectly enable SB 1 funds to flow to CDOT in the next fiscal year. (Referendum C allows the state to retain revenues in excess of the state fiscal year spending levels set forth in TABOR (Taxpayer's Bill of Rights) for the next five fiscal years beginning with the 2005-2006 fiscal year. Beginning in 2011, Referendum C is estimated to allow the state to keep \$995 million above its spending limit, plus annual increases for inflation plus population growth. These estimates, however, are subject to available funds. Money may not be available to reach these totals, especially in the event of another economic downturn.

TRANS In 1999, Colorado voters passed Referendum A allowing CDOT to issue Transportation Revenue Anticipation Notes (TRANS) to speed up completion of the Strategic Transportation Projects. A total of \$1.487 billion in bonds has been issued. Projects that received funding from the sale of bonds were not prioritized. Rather, they were projects that were designed and ready to go to construction.

These funding sources and bond proceeds would have provided the necessary funding to complete nearly all of the 28 projects in just ten years (by 2010). However, the absence of SB 1 funding over the past three years has put most projects not under contract on hold. The exact amount of SB 1 funding that CDOT will receive in FY 06 was undetermined at this report's printing.

PROJECT PROGRESS

Corridors Already Complete

I-25/US 50/SH 47 Interchange
I-25, Owl Canyon Road to Wyoming
C-470 Extension
US 34, I-25 to US 85
Santa Fe Corridor
I-76 at 120th Avenue
US 285, Goddard Ranch Court to Foxton Rd.
I-225 at Parker Road (SH 83)
I-70 East, Tower Road to Kansas State Line
I-70/I-25, "The Mousetrap"
SH 82, Basalt to Buttermilk
US 50, Grand Junction to Delta
I-25, SH 7 to SH 66

Corridors Nearing Completion or Fully Funded

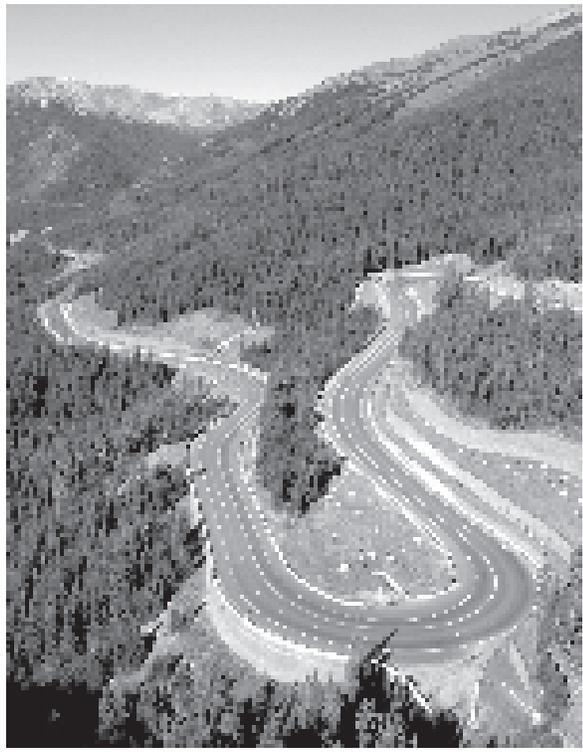
US 287, Broomfield to Loveland
T-REX (I-25 and I-225)
US 40 Berthoud Pass and in Winter Park
I-25 through Colorado Springs

Corridors with Some Remaining Projects

Powers Boulevard in Colorado Springs
US 287, Campo to Hugo
I-25/US 36/I-76/I-270
US 160 Wolf Creek Pass
US 160, SH 3 to the Florida River
US 550, New Mexico State Line to Durango

Major Investment Corridors

I-25, SH 66 to Fort Collins - Environmental Impact Statement (EIS) underway
I-70 West, Denver to Eagle County - Programmatic EIS draft complete
I-25 Denver to Colorado Springs - EIS completed from Lincoln Avenue to Castle Rock; Environmental Assessment (EA) completed from Monument through Colorado Springs
East & West Corridor Major Investment Studies - undergoing necessary environmental clearance to identify future projects



US 40 Berthoud Pass - Complete 2006



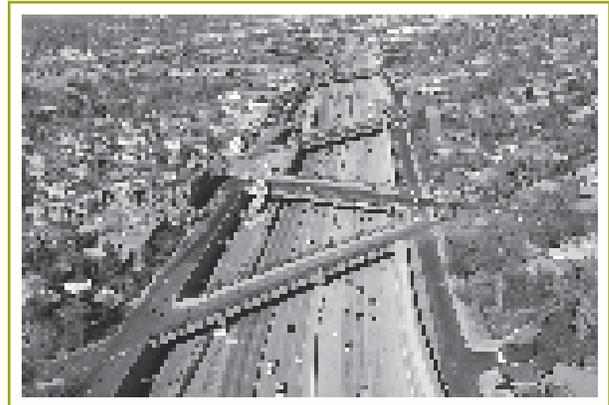
I-25 COSMIX in Colorado Springs - Complete 2007



US 287 Broomfield to Loveland - Berthoud Bypass
Complete 2006



US 160 Wolf Creek Pass, Big Meadows Phase -
Complete 2006



I-25 T-REX in Denver - Complete 2006

Division of Staff Branches

CDOT's Staff Branches includes the divisions of Maintenance & Operations; Business & Technical Support; Project Development; Intelligent Transportation Systems; Materials & Geotechnical; Transportation Safety & Traffic Engineering; Agreements & Market Analysis; and Bridge Design & Management. Staff Branches support the Department's six transportation regions and their program delivery functions by facilitating the provision of statewide policies, manuals, and guidelines; providing professional development programs; providing technical assistance; and providing highly specialized product development elements such as bridge design, final cost estimates, and contracting.

In FY 2005, Staff Branches supported initiatives to: implement a program for training and certification of inspectors on CDOT construction projects to improve quality and durability of construction; implement new software for design and drafting of plans for projects increasing statewide consistency and improving efficiency in development of plans; eliminate leased office space in the Denver metro area through purchase of new buildings and consolidation of some CDOT operations and personnel; and develop methodologies and guidance on innovative methods of project delivery, such as design-build construction or accelerated bridge construction.

Three of Staff Branches' divisions are highlighted with greater detail in CDOT's Annual Report as they more directly impact Colorado citizens. They are Intelligent Transportation Systems, Maintenance and Safety Education,

Intelligent Transportation Systems

The goal of the CDOT Intelligent Transportation Systems (ITS) Branch is to work with the CDOT regions, Colorado State Patrol, local jurisdictions and law enforcement and emergency management agencies to improve and enhance mobility and traffic safety throughout Colorado. This is accomplished by providing traveler information and traffic and incident management services utilizing; variable message signs, highway advisory radio, closed circuit television, the internet, broadcast fax, automated traveler information telephone system, weather stations, vehicle detection and location systems, ramp metering, HOV sign systems, courtesy patrol and coordination with the agencies identified above.

The ITS Branch also works with other Traffic Management Centers and the agencies identified above to develop and implement corridor Incident Management Plans. Recently, fiber optic backbone and other ITS systems were installed from Denver south to Pueblo and west to Frisco. This high-speed communications system allows the ITS Branch the

ability to manage the ITS infrastructure in these corridors and to connect and share information with the partner agencies in the corridor. The Colorado Transportation Management Center, which is part of the ITS Branch, maintains the COTRIP traveler information website (www.cotrip.org), widely recognized as one of the best in the nation (receiving more than 171 million hits last year). CDOT recently received approval for the Colorado Public Utilities Commission (PUC) to be the provider of 511 hotline service (nationwide number for traveler information) for the state.

The statewide traveler information service has been provided in Colorado for many years using the 303-639-1111 and 1-877-315-ROAD phone numbers, which received just over 1.1 million calls this past year. Currently, 100% of the wire line carriers and about 65% of the wireless market share covered by wireless carriers is accessible via 511 in Colorado.

Safety Education

CDOT administers the state's federally-funded traffic safety program. The goal of the program is to reduce traffic deaths on Colorado's highways. Primary focuses of the program include reducing alcohol-related traffic deaths, increasing adult seat belt use and car seat and seat belt use for children, and reducing teen driving deaths.

In 2004 (most recent statistics available), traffic deaths increased to 667, compared to 642 in 2003. According to preliminary statistics in 2005, traffic deaths have decreased by 17% so far this year. From January 1 through November 30, 2005, 522 people died in traffic crashes on Colorado highways, compared to 631 such deaths during the same period in 2004.

In 2004, alcohol was involved in 249 (37.4%) of the 667 fatalities. On July 1, 2004, .08 blood alcohol content (BAC) law took effect in Colorado, lowering a Driving Under the Influence (DUI) charge from .10 BAC to .08 BAC. Colorado still retains a Driving With Ability Impaired (DWAI) offense at .05 BAC.

In 2004, drivers and passengers accounted for 502 of the 667 traffic-related deaths; 282 (56.2%) of these victims were not buckled up. If everyone had buckled up, at least half of the victims should have survived. (The deaths include 29 children from birth through age 15; 16 of these young victims, or 52.9%, were riding unrestrained.)

During 2005, seat belt use in Colorado leveled out at 79.2%, ending four years of steadily increasing usage rates. For children under age five, car seat use increased from 83.4% in 2004 to 87% in 2005. Seat belt use for children ages five through 15 moved up slightly from 69.3% in 2004 to 69.5% in 2005.

In 2004, 93 young drivers and passengers, ages 16 to 20, died on Colorado highways and nearly two-

thirds of the victims were not using seat belts. In 2004 in Colorado, nearly 80 percent of the teen fatalities died with teen drivers at the wheel.

In 2005, new passenger restrictions were added to Colorado's Graduated Driver Licensing (GDL) law in an effort to reduce teen traffic deaths and give young drivers a safer environment while they are learning to drive.



Maintenance

CDOT Maintenance is split into two major categories. Regular maintenance includes: blading surfaces and shoulders, cleaning drainage structures, repairing/revegetating slopes, repairing fences, some rockfall and wetlands mitigation, sweeping and litter removal. Snow and ice control involves plowing, sanding, deicing and controlling avalanches. Maintenance is divided into nine separate sections including a maintenance section to service the Eisenhower/Johnson Memorial Tunnel on I-70. The FY 2005 maintenance budget was approximately \$194 million allocated to these programs: Traffic Services, Roadway Surface, Snow and Ice Control, and Other.



Paving US 6 in Golden, top; plowing I-76 in Denver, below

2005 Maintenance Activities

During the 2005 fiscal year, members of the Maintenance Program staff tended more than 26,000 lane miles by:

Repairing and maintaining more than 1.27 million square yards of roadway surface

Utilizing 293,675 tons of asphalt and 2.25 million gallons of liquid asphalt in asphalt preservation activities

Striping more than 32,080 miles of roadway and creating 1.31 million square feet of pavement markings using 1.90 million pounds of glass beads, 280,948 gallons of paint and 103,799 pounds of thermoplastics

Snowplowing, sanding, and/or deicing 6.414 million miles of highway

Triggering more than 675 avalanches, as a controlled traffic-safety measure

Applying 213,605 tons of salt/sand and 8.804 million gallons of liquid deicer to the highways

Repairing and installing 292,508 feet of snow fence

Disposing of 134,239 cubic yards of trash off the right-of-way with the help of 20,000 Adopt-A-Highway volunteers

Replacing and repairing 81,248 signs and sign posts

Replacing, installing, and repairing over 14,900 million linear feet of fencing along CDOT right-of-way

Providing more than 53,480 hours of traffic surveillance along the I-70 corridor, resulting in quick response to 457 emergencies

Human Resources

Equal Opportunity Center

In fiscal year 2005, CDOT contracted \$44.7 million with disadvantaged business enterprises (DBEs) and Emerging Small Businesses (ESBs, a race-neutral program for all small businesses.) Close to \$37 million was contracted to DBEs in Colorado on CDOT highway construction and design projects, and \$7.7 million was contracted with ESBs. Also, by June of 2005 (the end of the state fiscal year), approximately \$108 million had been contracted with DBEs on the T-REX project, the state's largest transportation project.

CDOT's Center for Equal Opportunity and CDOT's Region 2 Civil Rights Office were honored with the 2005 Governor's Star Award for Creativity for their work on the innovative "Circle of Partnerships" project. The team worked to ensure local participation in the Trinidad Bridge Reconstruction Project in the Trinidad area and increase the economic benefits for small businesses in Trinidad during this large highway construction project. The team also worked to capitalize on the secondary economic benefits of the reconstruction project by recognizing that this multi-million dollar project would bring a number of contractors and their employees to their town each day. The team helped small businesses identify market techniques specific to this opportunity and develop creative marketing ideas for small businesses, and provided business development assistance to ensure long-term viability.

Aeronautics

Funded exclusively from aviation fuel tax revenues directed into the Colorado Aviation Fund, Colorado airports in 2005 were awarded more than \$4 million in Colorado Discretionary Aviation Grants. These grants impacted capital improvement, development, safety programs and maintenance at the 78 public-use airports in the state. In conjunction with the Colorado Discretionary Aviation Grant program, Federal Aviation Administration Airport Improvement Program funds provided \$66.2 million for 35 significant infrastructure projects.

Entitlement refunds generated from aviation fuel taxes reimbursed more \$14.4 million to local community airport sponsors for use in developing, maintaining and operating their aviation facilities.

Revolving principal and interest generated into the Colorado Aviation State Infrastructure Bank continues to provide loan funds for capital projects and to access federal funds. (See *Aeronautics Board on pg. 16.*)

Legislation

Federal SAFETEA-LU President Bush signed into law the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*, or SAFETEA-LU, a measure that will provide the state with an increase in guaranteed federal funding and with authorization for several significant federal transportation programs. SAFETEA-LU provides \$2.45 billion in guaranteed funding for Colorado over the bill's six-year life, including over \$332 million in earmarks for projects around the state. The bill also acknowledges priorities for Colorado, including an increased emphasis on freight and transit programs and recognition of the need for innovative financing programs.

House Bill 1122 The General Assembly approved legislation prohibiting open alcoholic beverage containers in automobiles.

House Bill 1151 This legislation, named for CDOT highway workers Eladio Lopez and Paul Forster killed in the line of duty, doubles fines for all traffic offenses (not just speeding) in work zones beginning July 1, 2006. Revenues go to work zone safety issues.

Senate Bill 9 The dumping of human waste, particularly bottles of urine, along the state highway right-of-way is a serious health issue for CDOT's maintenance workers and Adopt-A-Highway volunteers. The General Assembly recognized the problem and approved legislation to increase the fine for this form of littering to a mandatory \$500.

Senate Bill 36 Distraction is a serious problem in teen driving accidents. The General Assembly moved to prohibit minor drivers from carrying minor passengers during the first six months they have their license, and allows for only one teen passenger during the following six months.

House Bill 1064 This legislation allows Denver metro area cities and counties to join together to form Regional Transportation Authorities for the purpose of raising revenue to fund critical transportation projects, an authority all other areas of the state already had. The RTA formation and tax require a vote of the people.

House Bill 1196 Through this bill, the Legislature diverted HUTF funds to balance the state budget in 2005, taking approximately \$8.9 million in funds that would normally have flowed to the cities, counties, and CDOT.

Referendum C In November, 2005, voters approved Referendum C, allowing the state to retain and spend all revenue for the next five years. For transportation, Referendum C allows Senate Bill 1 funds (see *Other Funding Sources*, pg. 13) to flow again into the state's Strategic Transportation Projects (see project list, pg. 8) and allows CDOT to request a portion of the Referendum C revenue.

Financial Management & Budget

Funding Sources CDOT receives funding from two main revenue sources: state and federal gas taxes. Other funding sources fluctuate depending upon current economic conditions. In determining exactly how to allocate these funds, CDOT uses a system of four investment categories: *System Quality*, which maintains the transportation system's functionality and aesthetics; *Safety*, which includes services and programs that reduce fatalities, injuries, and property damage for system users; *Mobility*, which provides for the movement of people, goods and information; and *Program Delivery*, including functions that support the delivery of CDOT's programs and services.

State Funds CDOT's primary source of revenue is the Highway Users Tax Fund (HUTF), revenue from motor fuel taxes (about 75 percent), motor vehicle registration fees, and driver's license fees. Since 1996, the HUTF has increased an average of 4.3 percent per year. Prior to distribution to CDOT, the state Legislature makes "off-the-top" appropriations to other state agencies whose functions are related to highways or roads. The remaining funds are allocated to municipalities, counties and CDOT pursuant to statutory formulas.

Federal Funds Revenue in the federal Highway Users Trust Fund comes primarily from the federal motor fuel tax. In August 2005, Congress passed the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), covering 2005-2009 (see New Legislation, previous page).

Other Funding Sources These include several revenue sources approved by the state Legislature, all of which are tied to current economic conditions.

Senate Bill 97-01 The Legislature passed SB 1 in 1997; it was originally scheduled to end in 2002. SB 1 allocated 10.35 percent of sales and use tax proceeds to the Strategic Transportation Projects (pg. 8). This percentage represents the estimated amount generated by the sales of motor vehicles and related items such as tires and batteries.

House Bill 98-1202 In May 1998, the Governor signed this bill, which extended the sales and use tax transfer through June 2008. HB 1206, passed in 1999, extended it indefinitely. In the past, CDOT has also received appropriations from the state's Capital Construction Fund for highway construction, though CDOT did not receive an appropriation from this source in FY 2005.

House Bill 02-1310 and Senate Bill 02-179 These identical bills passed in 2002 comprise a comprehensive funding package to help address the state's long-term funding shortfall. The bills state that revenues from the so-called *Growth Dividend* (revenues available due to the state's low projections

FUNDING & INVESTMENTS

Fiscal Year 2005

Actual Revenue	\$931.1 Million	
Highway Users Tax Fund	\$412.8 M	44.3%
Federal	\$354.9 M*	38.1%
Miscellaneous	\$82.1 M	8.8%
House Bill 1310 (2002)	\$81.2 M	8.7%
Senate Bill 1 (1997)	\$0 M	0%

Fiscal Year 2005

Investments	\$931.1 Million	
System Quality	\$300.1 M	32.2%
Mobility	\$229.6 M	24.7%
Program Delivery	\$197.8 M**	21.2%
Safety	\$107.9 M	11.6%
Strategic Projects	\$95.6 M	10.3%

Fiscal Year 2006

Estimated Revenue	\$817.2 Million	
Highways Users Tax Fund	\$428.3 M	52.4%
Federal	\$321.5 M	39.3%
Miscellaneous	\$67.4 M	8.3%
House Bill 1310	\$0 M	0%
Senate Bill 1	\$0 M	0%

Fiscal Year 2006

Estimated Investments	\$817.2 Million	
System Quality	\$249.8 M	30.6%
Mobility	\$166.0 M	20.3%
Program Delivery	\$135.4 M	16.6%
Strategic Projects	\$168 M	20.6%
Safety	\$97.9 M	12.0%

* Estimated federal receipts are based on the federal authorization bill, as the actual federal receipts were not available at this report's printing in December 2005.

**Includes \$53 million high-priority projects allocation.

of the 2000 census) are to be transferred to CDOT transportation construction projects using the following steps: 1) Revenue must bring the General Fund up to its 6 percent growth limitation; 2) If there is a revenue surplus, this would first be used to satisfy the SB 1 transfer; 3) All remaining revenue would be divided 2/3 to state transportation and 1/3 to capital construction needs.

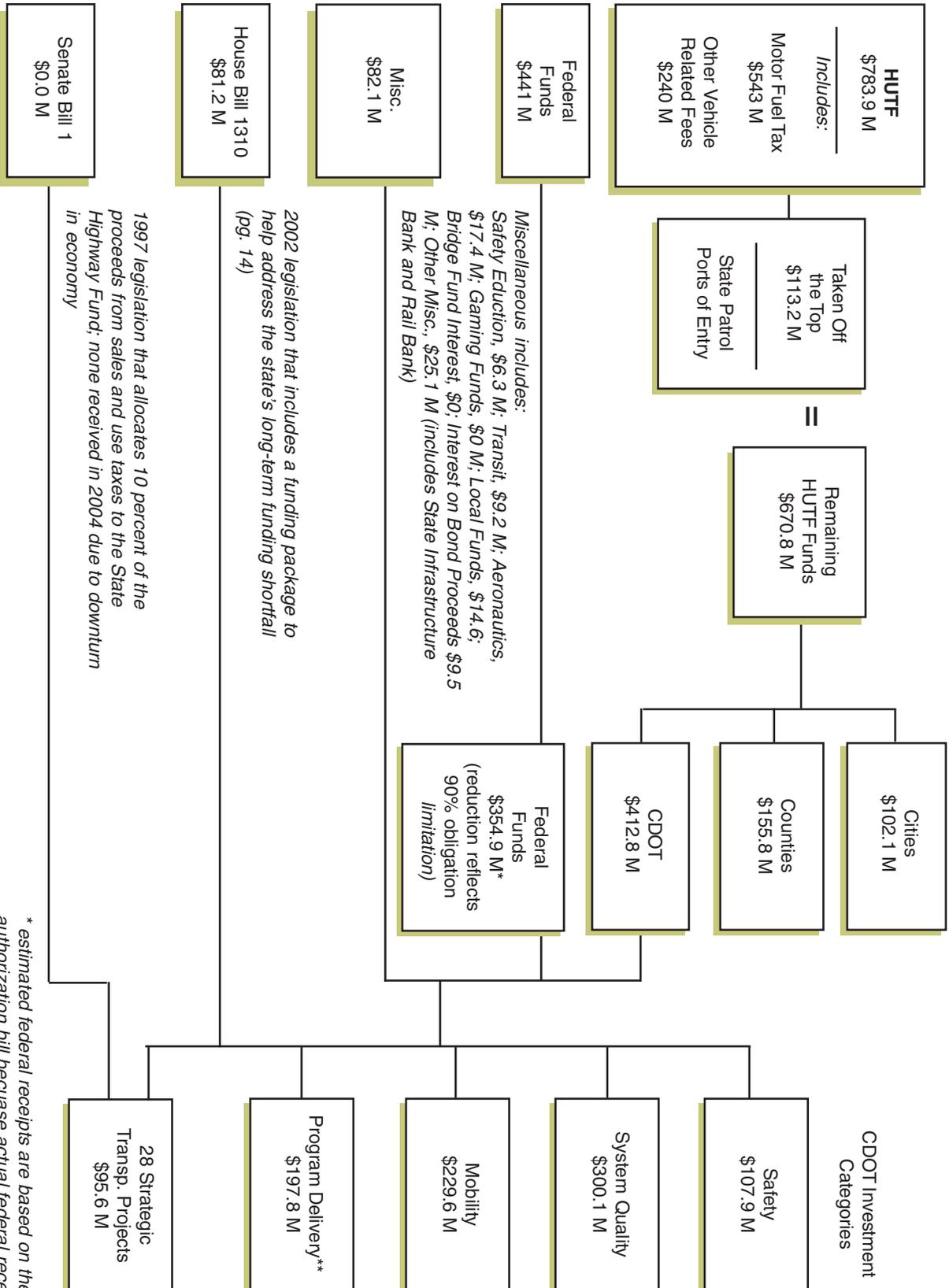
Miscellaneous Sources CDOT assesses fees for overweight and oversize permits on state highways, receives interest on balances in the HUTF and State Highway Fund, and requests appropriations from the State Gaming Fund in order to offset major increases in traffic on state highways in the vicinity of Colorado's gaming areas. (CDOT did not receive monies from this fund in FY 2005).

FY 2005 Revenue Sources

\$1,388.4 Million Total

Distributions
\$1,189 Million Total

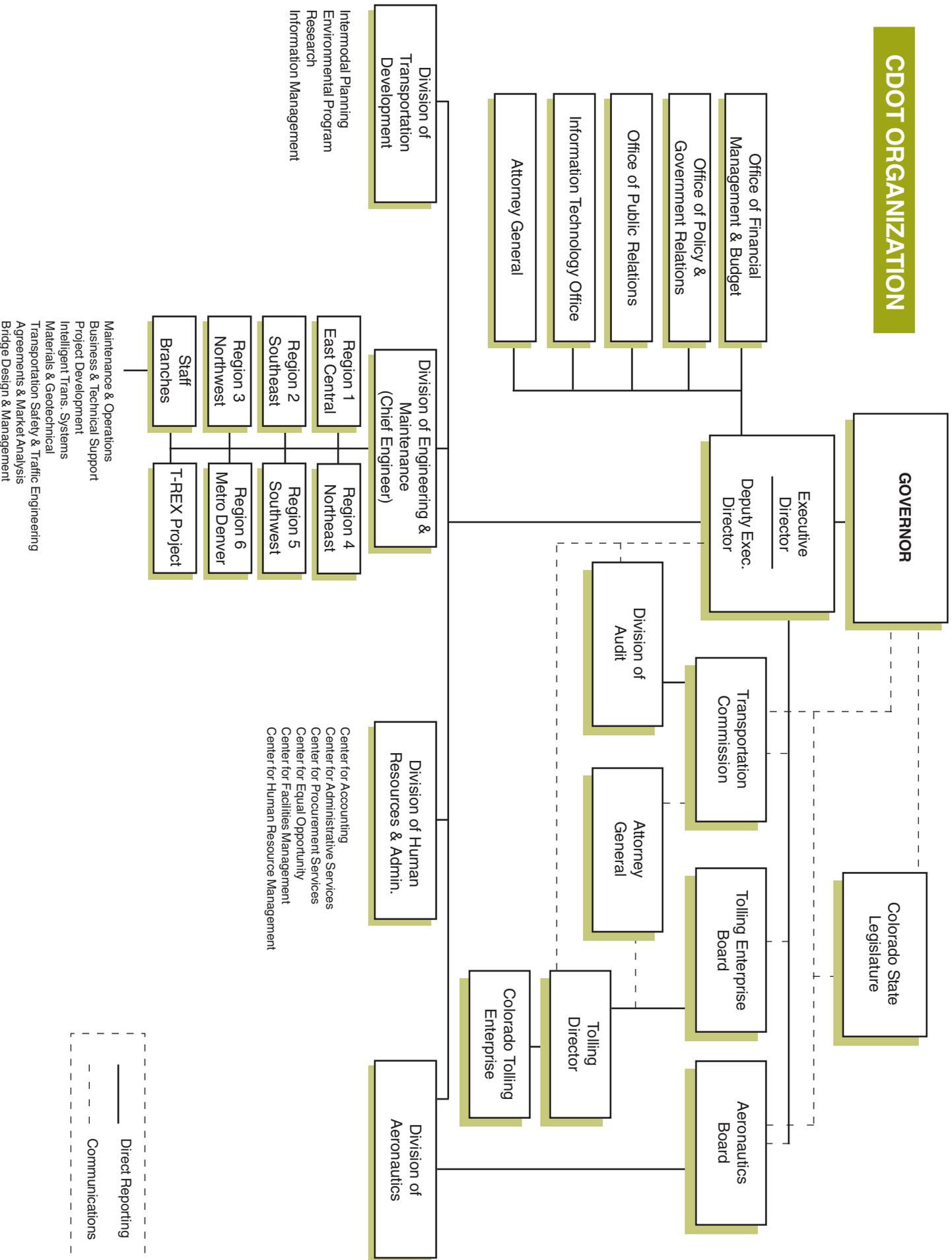
Allocation to CDOT
\$931.1 Million



* estimated federal receipts are based on the federal authorization bill because actual federal receipts were not available at the printing of this annual report, December 2005

**includes \$53 million High-Priority Projects (HPP) allocation

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Craig Siracusa, Chief Engineer

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Tim Harris, Director

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Region 3 (Northwest) Ed Fink (970) 248-7225
Region 4 (Northeast) Karla Harding (970) 350-2103
Region 5 (Southwest) Richard J. Reynolds (970) 385-1402
Region 6 (Denver Metro) Pam Hutton (303) 757-9459
I-25 T-REX Project (Denver) Larry Warner (303) 357-8570

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Travis Vallin, Director

State Transportation Commission and Tolling Enterprise Board

Henry Sobanet (Denver)
Joseph A. Jehn* (Jefferson)
Gregory B. McKnight, *Commission Chairman* (Douglas, Arapahoe)
Bill Swenson (Adams, Boulder)
Bill Kaufman (Larimer, Morgan, Weld)
Thomas Walsh (Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, Routt)
Doug Aden, *Commission Vice Chairman* (Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, Summit)
Steve Parker** (Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, San Miguel)
Terry Schooler (El Paso, Fremont, Park, Teller)
George Tempel (Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, Pueblo)
Kimbra Killin (Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, Yuma)
Jennifer Webster, *Transportation Commission & CTE Board Secretary*
Peggy Catlin, Tolling Enterprise Board Acting Director

**Chairman, Tolling Enterprise Board*

** *Vice Chairman, Tolling Enterprise Board*

Colorado Aeronautical Board

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Harry Felderman, representing eastern plains governments, *Vice Chairman*
E. Patrick Wiesner, representing pilot organizations, *Secretary*
Larry Romrell, representing aviation interests at large
Leo Large, representing western slope governments
Dale Hancock, representing western slope governments
Dennis Heap, representing airport management
Travis Vallin, Director - CDOT Aeronautics Division

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CDOT web site: www.dot.state.co.us*

MISSION *The mission of the Colorado Department of Transportation is to provide the best multi-modal transportation system for Colorado that most effectively moves people, goods and information.*

VISION *To enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on moving people and goods by offering convenient linkages among modal choices.*

VALUES *CDOT values people, respect, integrity, customer service and excellence.*

COVER PHOTOS Front, left to right: Joe Tucker, Intelligent Transportation Systems; Gary Anderson, Maintenance; Darcie Lopez, Materials & Geotechnical. Back, left to right: 8-year-old Aminah participates in a CDOT booster seat demonstration; Kyle Lester, Engineering; Bob Torres, Region 2 Transportation Director and Craig Siracusa, Chief Engineer; Johnnie Minjarez, Maintenance; Ty Ortiz, Materials & Geotechnical (all photos by CDOT Photographer Gregg Gargan)



