



**Colorado Department of Transportation
ANNUAL REPORT FY 2006**

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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: *I-70, DeBeque (front); I-25 Southeast Denver, (back)*



A Message from the Governor

Over the past eight years, working together, we have changed the face of Colorado.

We have made our highways safer. We have paved, widened and improved hundreds of miles of highways in rural and urban areas alike. We have advanced project timelines by years, in some cases by more than a decade. We have finished on time and on budget the largest multi-modal transportation project in the state's history.

This truly has been a collaborative effort. The story actually begins during the term of my predecessor, Governor Roy Romer. In the early 1990s, the state Transportation Commission identified 28 priority projects. Initially, those projects were funded primarily by what is known as Senate Bill 1—1997 legislation that allocates a portion of the state's sales tax to transportation. But even with Senate Bill 1, those projects were slow to progress.

For example, the widening of US 50 from Grand Junction to Delta was not scheduled for completion until 2012. The I-225/Parker Road interchange would not have been finished until 2010. Safety improvements on Berthoud Pass and State Highway 82 would have been delayed for years. And improvements to the I-25 Southeast Corridor, commonly known as T-REX, would have been undertaken as piecemeal and not completed until 2017 at the earliest.

However, all of these projects—and many other—are now complete, thanks to TRANs. With the approval of the voters in 1999, we were able to issue these Transportation Revenue Anticipation Notes (TRANs) that significantly advanced construction on the priority projects. This marked the first time since the completion of the Denver-Boulder Turnpike in the 1950s that Colorado could use bonding to fund highway work, something that nearly every other state does on a regular basis.

Of the original 28 priority projects, 16 were completed by the end of the 2006 calendar year. Another three have been fully funded. The remaining nine projects are in various stages of design, study and/or construction. (Incidentally, only three of the projects would have been

finished at this point without TRANs and work on T-REX would have barely begun.)

There is no question that T-REX has changed the way we think about major transportation projects. By using an innovative design-build concept—and by combining the construction of the highway renovation and light rail line—we saved millions of dollars for taxpayers and years of frustration for drivers. The result is a transportation corridor that will serve commuters and commerce for many decades.

We have made progress in other areas, too. In 2002, a bipartisan effort at the State Legislature resulted in the passage of House Bill 1310/Senate Bill 179, which will provide additional transportation funding in future years. Whenever General Fund revenue exceeds a certain level, two-thirds of the surplus flows into the Highway Users Tax Fund. This legislation also created the Colorado Tolling Enterprise and granted CDOT the authority to approve public-private partnerships. These will be important tools for the Department in coming years.

We have also faced the proverbial bumps in the road. The recession of 2002 and 2003—when overall state revenue dropped by 16 percent—had a significant impact on transportation funding. Anticipated revenue from Senate Bill 1 did not materialize in those years. Now, transportation funding, along with other state revenue, is on the road to recovery. But we have to remember that our work in transportation will never be finished. Roads perpetually need to be refurbished and rebuilt.

It has been my privilege to serve as your governor for these two terms. Transportation has been one of my highest priorities and I hope it will continue to be for future leaders as well. My thanks to everyone at CDOT and to our partners in the private sector for your hard work and commitment to the people of Colorado.

Governor Bill Owens



A Message from the Executive Director

In June of 1956, U.S. President Dwight D. Eisenhower signed the Federal-Aid Highway Act that marked the beginning of the U.S. interstate highway system. That was 50 years ago. Now, as I travel Colorado's interstates, and I-25 in particular, I see how it has transformed in many areas since. I marvel at the vision of President Eisenhower and Congress in helping bring to reality a U.S. interstate system that now totals 46,000 miles. As we celebrated the 50th anniversary of the nation's interstate system, I think of the role the Colorado Department of Transportation has played in building, maintaining, and improving the system.

Over the years, Colorado's interstate system has connected communities, enhanced tourism, and helped our economies flourish. The interstate system is one of America's greatest investments.

It is critical, then, that the investment in Colorado's own interstate and state highway system be strengthened. Our state's transportation infrastructure has been well-used over the past half-century. We've reached the point at which we must replace—or significantly repair—the system we have in order to preserve it for future generations and future growth.

To do this, we need to double our state's transportation maintenance budget, add \$3 billion to complete our state-wide Strategic Transportation Projects, and secure additional funding sources to improve other major corridors that are vital to our state's welfare.

That said, we have accomplished a great deal in recent years. The success of T-REX on I-25 demonstrates a major accomplishment of the gubernatorial administration over the past eight years. With the help of Governor Owens' TRANS bonding initiative, we completed 16 of the 28 Strategic Transportation Projects by the end of 2006.

Internally, CDOT stepped firmly into the 21st Century as we launched the Enterprise Resource Planning system. This powerful software program replaces 50 stand-alone programs with one, increasing the efficiency and accuracy of all our departmental procedures—from highway construction and maintenance to human resource activities. I'm very proud of these and other significant milestones we've reached in our organization.

These accomplishments notwithstanding, we have much work to do. The current Legislature has worked to address the setbacks in transportation funding to the degree possible. But with the increasing demands placed on our infrastructure, the new administration will have an important challenge ahead. CDOT must continue its partnerships with all levels of government, and with others in the transportation industry, to meet this challenge over the next 50 years—and beyond.

CDOT Executive Director Tom Norton

*Pictured with Lieutenant Governor Jane Norton
(no relation) at Colorado's 50th anniversary
of the interstate celebration*

Colorado Tolling Enterprise

Creation of the Colorado Tolling Enterprise (CTE) was authorized in 2002, with the passage of House Bill 1310/ Senate Bill 179. The CTE is a government-owned nonprofit business operating within, and as a division of, CDOT. The CTE exists to finance, construct, operate, regulate and maintain a system of tolling highways in Colorado. The legislation allows for tolling of new capacity only.

The CTE's first project was the opening of the new I-25 HOV/tolled *Express Lanes* in June 2006, which converted existing high-occupancy vehicle (HOV) lanes on I-25 north of Denver. Carpools, buses and motorcycles still travel free of charge, but solo drivers can now pay a toll to access the



A Message from the Transportation Commission Chairman

The coming year will provide many opportunities to highlight the importance of our transportation infrastructure to the Colorado economy. In November 2006, we celebrated the grand opening of the I-25 T-REX project upon final completion of the testing for the light rail system. The highway portion of this vital corridor is the largest project in CDOT history. The cooperation between CDOT and the Regional Transportation District has been outstanding and can serve as a model for how CDOT and transit agencies can partner to find multimodal solutions in other heavily congested corridors throughout the state.

Also in November, the voters elected a new governor and legislators. I believe one of the biggest challenges faced by these political leaders will be to develop a plan to provide for a stable and sustainable long-term funding source for CDOT that will begin to meet the needs outlined in our long-range plan. While the passage of Referendum C in 2005 has provided some much-needed short-term funding, the long-term funding projections are substantially less than what is needed to complete the Strategic Transportation Projects, maintain the current state highway system, and provide for bridge replacement and capacity improvements throughout Colorado.

The Transportation Commission stands ready to work with elected officials at all levels of government to find solutions that are in the best interest of all of the citizens of our state. A well-planned, multimodal transportation system is vital to maintaining a growing economy that will provide economic stability and opportunity for the future of Colorado and its citizens.

Doug Aden, Transportation Commission Chairman



I-25 HOV/tolled Express Lanes, North of Denver

facility for a quicker, more reliable trip. The lanes are proving successful and are meeting first-year revenue and user projections. The long-term benefit of maximizing the use of the highway without adding new lanes is the *Express Lane's* greatest achievement. To limit the number of solo drivers so as not to adversely impact HOVs, toll rates vary by time of day. Proceeds go towards the tolled section's snow removal, maintenance and operations costs.

The CTE has made progress on required environmental studies for several potential toll corridor projects. These studies will determine the best solutions for improving these corridors. In cooperation with the public and local elected officials, CTE will determine if tolling is an appropriate revenue stream to help fund these solutions and promote long-term congestion management.

Each potential toll project being studied has unique goals for managing traffic and providing long-term congestion relief. There is no single approach to these projects and operational aspects vary among future toll facilities. The challenges for future toll projects are mostly political and will require extensive outreach to a number of stakeholder groups to ensure there is a clear understanding of the process and goals of each project. A recent CTE survey shows nearly 95 percent of Denver metro-area residents believe congestion is a problem and more than two-thirds (67.9 percent) think that adding tolled *Express Lanes* is a good way to pay for new lanes and reduce congestion.

Highway Projects: A Year at a Glance

Surface Treatment Program Annual funding is directed to surface treatment in order to meet objectives set by the Transportation Commission (specifically, that 60% of pavement would be rated in fair or good condition). About \$95.1 million was budgeted for this program in FY 2006.

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 2006.

Rest Area Program Approximately \$3.7 million was budgeted for this program in FY 2006 as part of the Rest Area Plan update. Also, an additional \$800,000 per year is allocated for rehabilitation and restoration.

Regional Priority Program (RPP) The projects selected and completed under this category are established through the regional planning process. The FY 2006 budget was approximately \$144.5 million for this program, including allocations from CDOT's RPP and federal funding.

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



Region 1: New curb, gutter, streetlights on SH 9 through Fairplay

- I-70 Fall River to Hidden Valley: resurfacing, bridge upgrades
- I-70 west of Idaho Springs: emergency rockslide clean-up/mitigation
- I-70 west of Idaho Springs: emergency sinkhole repairs
- I-70 Aurora to Agate: concrete slab replacement
- I-70 Bethune east: resurfacing
- I-70 Genoa east and west: resurfacing
- SH 72 Coal Creek Canyon: resurfacing
- SH 83 at South Lake Gulch Road: intersection reconstruction
- US 85 Highlands Ranch to Titan Parkway: reconstruction, retaining walls
- SH 86 east of Elizabeth: minor widening, resurfacing
- SH 105 Wolfensberger to SH 67: resurfacing, guardrail
- SH 119 in Black Hawk: widening and Main Street extension
- US 285 Kenosha Pass: resurfacing

Traffic & Safety Projects

- Regionwide, various locations: signing, striping, pavement markings
- I-70/SH 9 Summit County: cable rail installation
- SH 91 Summit County: curve guardrail-cable rail
- US 285 west of Grant & Fairplay: new variable message signs

Transportation Enhancement/Local Agency Projects

- SH 9 Fairplay: infrastructure improvements (reconstruction including new curb/gutter, storm drainage, water quality enhancements)
- Castle Rock: acceleration lane improvements, Founders Parkway median cable rail



Region 1: Resurfacing US 285 on Kenosha Pass

Highway Projects Completed in FY 2006 (July 1, 2005 through July 1, 2006)

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

- US 6 Clear Creek Canyon: emergency rockslide clean-up/mitigation
- US 6/40 Idaho Springs: reconstruction/infrastructure upgrades
- US 24 in Limon: resurfacing, drainage, curb & gutter
- I-25 El Paso County Line to Greenland: resurfacing, rumble strips
- I-25 at Castle Pines: interchange reconstruction
- I-25 at UPRR in Castle Rock: RR bridge replacement
- I-25 Tomah Road to Plum Creek Parkway: install median cable barrier
- I-70 Frisco on-ramp: widening to two lanes, concrete barrier, paving
- I-70 Bakerville east: resurfacing, guardrail
- I-70 Georgetown Hill: rockfall mitigation



Region 2: New bridge on I-25 at Steel Hollow

REGION 2 Counties: Baca, Bent, Crowley, Custer, El Paso, Fremont, Huerfano, Kiowa, Las Animas, Otero, Prowers, Pueblo, Teller
SH 12 Cucharas River: pipe slip-lining & channel repair
US 24 Calhan to Ramah: resurfacing
US 24 Colorado Springs: widening/reconstruction at Constitution
US 24 in Divide: widening & intersection reconstruction at SH 67
I-25 north of Pueblo, Steel Hollow Crk. & Porter Draw: bridge replacements
I-25 north of Walsenburg: resurfacing



Region 2: US 24 at Garrett Road intersection improvements

I-25 south of Trinidad: resurfacing, guardrail
US 50 west of Fowler: resurfacing, guardrail, bridge repair
US 50 McClave Jct. east & west: resurfacing
US 50 west of Lamar: concrete pavement repairs, replacement
SH 71 north & south of Rocky Ford: resurfacing
SH 96 west of Pueblo: resurfacing
SH 105 SH 83 to El Paso/Douglas county line: resurfacing, guardrail, drainage improvements
SH 105 at Furrow Road: intersection improvements
SH 115 in Penrose: concrete pavement slab repairs and sealing
US 287 north & south of Lamar: concrete pavement repairs, replacement
Powers Boulevard, Briargate to SH 83: new roadway construction

Traffic & Safety Projects

Regionwide, various locations: signing, striping, pavement markings
 Regionwide snowgate installation (11 locations)



Region 3: Resurfacing US 50 Cimarron west

US 50 near La Junta: guardrail/bridgerail
US 50 in Pueblo: intersection improvements at Elizabeth & at Purcell
US 50 in Canon City: new signal at 3rd Street
US 287 Lamar: conduit installation under railroad

Transportation Enhancement/Local Agency Projects

Pueblo: trail construction near CSU, Pueblo campus
 Pueblo County: Nyberg bridge replacement
 Pueblo County: Avondale bridge replacement
 La Veta: pedestrian & bike path
 Cañon City: Arkansas Riverwalk Trail
 City of Las Animas: Bent County Museum, phase two

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

SH 13 Rio Blanco County: minor widening, reconstruction
SH 13 Rifle and Rio Blanco Divide: resurfacing
SH 14 Grizzly Creek: bridge replacement
US 40 Craig to west of Hayden: resurfacing
US 40 Parshall east & west, Tabernash to Winter Park: resurfacing
US 50 east of Montrose near Cimarron: climbing lane, reconstruction
US 50 Montrose to Gunnison at Pine Creek: resurfacing
US 50 east of Montrose, Cerro Summit: shoulders, retaining wall, drainage
US 50 north of Montrose: resurfacing
I-70 Debeque Canyon: resurfacing
I-70 No Name Tunnel: replacement of lighting/ electrical system
I-70 Rifle to Silt: resurfacing
I-70 west of Mack: resurfacing
I-70 Loma: overpass bridge repair
SH 114 east of Gunnison: sight-distance improvements, shoulder widening
SH 131 Wolcott: bridge reconstruction
SH 141 in Grand Junction: resurfacing
SH 340 in Grand Junction: intersection improvements at 20 3/4 Rd.



Region 3: Resurfacing US 40 east/west of Parshall

Traffic & Safety Projects

Regionwide, various locations: signing, striping, pavement markings
I-70 Canyon Creek: incident detection system
SH 82 Glenwood-Aspen: Advance Detection System installation
Railroad Avenue in Rifle: traffic signal upgrades
7th/Patterson in Grand Junction: intersection improvements

Transportation Enhancement/Local Agency Projects

West Elk Byway: hiking/mountain bike trail outside Crested Butte
 Lake City: pedestrian/bike trail
 Steamboat Springs: Yampa Valley Trail
 Steamboat Springs: street paving
 Carbondale: pedestrian/bike trail
 Rio Grande Trail: mapping project
 Pitkin County: street flush truck
 City of Aspen: street sweeper



Region 4: Bridge replacement on US 34, Big Thompson Canyon

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

- US 6 Kiowa Creek west of Wiggins: bridge replacement
- US 6 Pawnee Creek near Atwood: bridge replacement
- SH 7 Lyons to Estes Park: resurfacing and safety improvements
- SH 7 near Lyons: guardrail installation
- SH 14 Raymer east: resurfacing
- SH 14 Crow Creek west: resurfacing
- US 34 Akron east: resurfacing
- US 34 Big Thompson Canyon: rockfall mitigation
- US 34 Big Thompson Canyon: bridge replacements
- US 34 Drake to Estes Park: chip seal
- US 34 Estes Park to Rocky Mountain National Park: resurfacing
- US 34 & 36 west of Dearfield to Wiggins & Last Chance east: chipseal
- US 36 at McCaslin Blvd.: interchange improvements
- US 36 west of Last Chance: bridge replacement
- SH 59 Haxtun to Yuma: resurfacing
- SH 66 west of Platteville: guardrail installation, minor widening
- SH 71 Woodrow to Last Chance: resurfacing, guardrail
- I-76 Fort Morgan to Brush: concrete reconstruction
- I-76 Fort Morgan Port of Entry: reconstruction of scale lane
- US 85 at Spring Creek north of Pierce: bridge replacement



US 287 Virginia Dale north & south: resurfacing and bridge rehabilitation
Region 4 Virginia Dale north and south, resurfacing

Traffic & Safety Projects

Regionwide, various locations: signing, striping, pavement markings
Northwest section: stencil marking

- US 6 near Sterling: signing, pavement markings
- SH 14 Poudre Canyon: drainage improvements
- SH 14 at 1st Street in Ault: signal upgrade
- I-25 frontage roads: epoxy striping
- I-25, I-76 & SH 66: safety improvements
- US 34 near Kersey: signing and pavement markings
- US 34 east of US 385: signal upgrades
- SH 56 at SH 60 and SH 66: new signs
- I-76 sign placement

Transportation Enhancement/Local Agency Projects

- Boulder SH 119/Wonderland Creek: pedestrian underpass
- Boulder SH 93 at Grinnel/Darley: safety improvements
- Boulder US 36/28th St.: corridor improvements
- Boulder County SH 52 at 79th: intersection improvements
- Estes Park: bike/pedestrian trail
- Ft. Collins Mason/Harmony/Fossil Creek: bike/pedestrian trail
- Ft. Collins US 287/Fossil Creek: trail/underpass
- US 85 at Fort Vasquez in Platteville: historic restoration, landscaping, paving for parking lot
- Greeley: traffic closed-circuit video
- Greeley at Sheep Draw: bike/pedestrian trail
- Larimer County: bike/pedestrian underpass
- Larimer County: traffic signals installation
- Larimer County: guardrail installations
- Longmont: bike/pedestrian trail
- Loveland: Taft/US 34 turn-lane installation



Timnath: intersection/signals improvements

Region 5: Resurfacing on SH 145, Placerville to Norwood

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

- US 50 Dawson Creek to Monarch Pass: resurfacing
- SH 140 New Mexico state line north: resurfacing, bridge rail
- SH 141 Uruvan: safety improvements, hazardous materials remediation
- SH 145 Dolores north: rockfall mitigation
- SH 145 Placerville to Norwood: resurfacing
- SH 151 Ignacio east: bridge replacement
- US 160 Durango west: landslide repair
- US 160/SH 172 east of Durango: major widening, intersection improvements, guardrail
- US 160 & US 491 in Durango & Cortez: concrete pavement rehabilitation
- US 160 & US 491 south of Cortez: rumble strips, pavement marking
- US 160 Fort Garland east: resurfacing
- US 160 Wolf Creek Pass at Big Meadows: major reconstruction
- US 550 Molas Pass: rockfall mitigation (phase II)

Traffic & Safety Projects

- Regionwide, various locations: signing, striping, pavement markings
- US 160 Durango west: wildlife brush clearing
- US 550 Ridgway: wildlife escape ramp
- US 285 Monte Vista: signal replacement



US 24 Buena Vista: signal replacement
Region 5: Extension on Ridgeway pedestrian/bike path

Transportation Enhancement/Local Agency Projects

Durango: Animas River Trail, Carvon extension
 Ridgeway pedestrian path and bridge, phase I
 Silverton: Streetscapes, phase II

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

- SH 2** (Colorado) between 56th Ave. and 52nd Ave.: bridge reconstruction
- SH 2** 124th Ave. to Bromley Lane: resurfacing
- SH 7** York St. to US 85: resurfacing
- I-25 at I-270:** new ramp construction
- I-25** HOV lanes at 58th: HOV gates relocated
- I-25** 120th to SH 7: resurfacing
- I-25** 23rd St. to 84th Ave./US 36: HOV/tolled *Express Lanes*
- I-25** 23rd Ave. to 17th Ave.: construction of frontage road
- SH 30** (Havana) at Mississippi Ave.: intersection improvements
- US 40** (Colfax) Quebec to Yosemite: resurfacing
- I-76** Bromley Lane to Lochbuie: concrete reconstruction
- SH 83** (Parker) at Quincy Ave: concrete reconstruction and minor widening
- SH 88** (Federal) Jewell to Belleview: resurfacing



SH 95 (Sheridan) I-76 to 68th Ave.: resurfacing
Region 6: Ramp from southbound I-25 to eastbound I-270

- SH 128** (120th Ave.) Holly St. to US 85: new construction
- SH 224** (74th Ave.) SH 2 (Colorado) to US 85: resurfacing
- I-270** Vasquez Blvd. to I-70: minor widening
- US 285** at I-25 and US 6: sign replacement
- US 287** I-70 to 74th Ave.: resurfacing and signal upgrade
- SH 391** (Kipling) Colfax to 38th Ave.: resurfacing
- C-470 at I-70,** phase II: interchange reconstruction

- C-470 at I-70,** phase II-B: bridge widening for reconstruction
- C-470** Morrison Rd. to Belleview Rd.: resurfacing
- Bridge deck repairs:** 128th Ave. over I-25; westbound US 6 ramp to westbound I-70; eastbound I-70 over 32nd Ave.; I-76 over UPRR near US 85

Traffic & Safety Projects

- Regionwide, various locations: signing, striping, pavement markings
- SH 2 at SH 22** (124th Ave.): intersection improvements
- 6th Ave.** I-70 to Kalamath St.: sign panel replacement
- I-76 at 88th Ave.:** exit ramp improvement
- 120th Ave.,** Melody St. to Main St.: signal upgrades
- 120th Ave.,** Pennsylvania St to Washington Center Pkwy.: signal upgrades
- 120th Ave.** Washington Center Pkwy. to Holly Street: signal upgrades
- SH 121 (Wadsworth)** at 52nd and 53rd Ave.: signal upgrade
- Broadway, Lincoln, Alameda, Kalamath, Santa Fe, 8th Ave, and**



6th Ave: signal upgrades
Region 6: Bridge reconstruction on SH 2 over Vasquez Blvd.

- Colfax Ave.** Cherry St. to Yosemite St.: signal upgrades
- Colorado Blvd.,** 108th Ave to 124th Ave.: signal upgrades
- Quebec St.,** Martin Luther King Blvd. to Lowry: signal upgrades
- Washington St.,** 124th to 120th Ave.: signal upgrades

Transportation Enhancement/Local Agency Projects

- SH 7 east of I-25: reconstruction and widening
- Big Dry Creek: bike path improvements
- Cherry Creek Dr.: reconstruction, minor widening
- Cherry Creek Dr.: sidewalk improvements

Strategic Transportation Projects

The Transportation Commission adopted this program in 1996, which identified 28 high-priority transportation corridors to 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—indirectly enables Senate Bill 1 funds to flow to CDOT again. 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 five fiscal years, which began with the 2006 fiscal year.

TRANS In 1999, Colorado voters passed Referendum A, allowing CDOT to issue Transportation Revenue Anticipation Notes (TRANS) for a five-year period (which ended in FY 2004) to speed up completion of the Strategic Transportation Projects. A total of \$1.487 billion in bonds was issued during that five-year period. 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.

(Please see other transportation funding sources on page 14.)

PROJECT PROGRESS

(As of January 2007)

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 Ct. 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
US 40 Berthoud Pass
I-25 and I-225 (*T-REX*)
US 287, Broomfield to Loveland

Corridors Nearing Completion or Fully Funded

I-25 through Colorado Springs
I-25/US 36/I-76/I-270
US 160 Wolf Creek Pass

Corridors with Some Remaining Projects

Powers Boulevard in Colorado Springs
US 287, Campo to Hugo
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 Corridor & West Corridor: Major Investment Studies; undergoing necessary environmental clearance to identify future projects



US 40 Berthoud Pass Corridor - Completed late 2006



US 287 Broomfield to Loveland Corridor (Berthoud Bypass shown) Completed 2006



I-25 COSMIX in Colorado Springs - Complete late 2007



US 160 Wolf Creek Pass Big Meadows Phase, Completed 2006



I-25 T-REX Corridor in Denver - Completed 2006

Division of Staff Branches

CDOT's Division of Staff Branches includes the divisions of Maintenance & Operations; Business & Technical Support; Project Development; Intelligent Transportation Systems; Materials & Geotechnical; Safety & Traffic Engineering; Agreements & Market Analysis; Bridge Design & Management; and Innovative Contracting. The Division supports 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 2006, 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 the development of plans; eliminate leased office space in the Denver metro area through the 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. The Branches were also successful in supporting CDOT's response to the National Transportation Safety Board (NTSB) report regarding the C-470 girder accident; developing the first Strategic Highway Safety Plan for the state of Colorado as required by federal legislation; and playing a key role in the preparation for transportation system funding allocation.

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 offices 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 both in and out of Colorado and the agencies identified above to develop and implement corridor Incident Management Plans. Recently, fiber optic and other ITS systems were installed from Denver south to Pueblo along

I-25 and west to Frisco along I-70. These high-speed communications systems allow the ITS Branch the ability to manage the ITS infrastructure in these areas and to connect and share information with the partner agencies. One example is the ability to determine and communicate estimated travel times on I-70 between Denver and Vail between 6 AM and 10 PM. The ITS Branch also includes the Colorado Transportation Management Center, where staff monitor these systems and maintain the COTRIP traveler information website www.cotrip.org, widely recognized as one of the best in the nation (receiving more than 210 million hits last year).

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 1.4 million calls this past year. Currently, all land-line phone users and about 85% of wireless phone customers can access 511 in Colorado (the nationwide number for traveler information).

Traffic Safety Program

CDOT administers the state's federally-funded Traffic Safety program (through the National Highway Transportation Safety Administration, or NHTSA) with the goal of reducing traffic deaths on Colorado's highways. The program's focus is primarily on reducing alcohol-related traffic deaths, increasing seat belt and car seat use, and reducing teen driving deaths.

In 2005, (the most recent statistics available) traffic deaths decreased by 9.1 percent to 606, compared to 667 in 2004. Alcohol was involved in 211 (34.8 percent) of Colorado's 606 fatalities. (Colorado's Driving Under the Influence law applies to a .08 blood alcohol content (BAC); the Driving With Ability Impaired offense applies to persons with a .05 BAC.)

Drivers and passengers accounted for 549 of the 606 traffic-related deaths; 339 (61.7 percent) of these victims were not buckled up. Statistics show that if everyone had buckled up, about half of those victims probably would have survived. (The deaths include 27 children from birth through age 15; 14 of these young victims, or 51.9 percent, were riding unrestrained.)

During 2006, overall seat belt use in Colorado increased to 80.3 percent from 79.2 percent in 2005. For children under age five, car seat use decreased to 85.5 percent in 2006 from 87.5 percent in 2005. Seat belt use for children ages five through 15 moved up slightly from 69.5 percent in 2005 to 69.7 percent in 2006.

NHTSA estimates that if Colorado were to pass a primary seat belt law, usage would rise an estimated 8.3 percentage points. This would prevent 36 fatalities, 463 serious injuries, and save \$119,100,000 annually. In 2005 (most recent statistics available), 85 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 Colorado, 56 percent of the teen fatalities occurred with teen drivers at the wheel. The 2005 seat belt usage rate for ages 16 to 20 was 70.4 percent, which is about 10 percent lower than the overall usage rate for Colorado.

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.



Region 1 & 3 Maintenance crews resurface the Vail Pass multi-use trail

Adopt-A-Highway This program brings together individuals, families, and groups such as service clubs, churches, scout groups, and employee associations, who volunteer to clean up litter along our highways. To support the program, CDOT provides litter bags, safety vests, and an informational video, and will haul the litter bags away. To get involved, contact 303-757-9536.

Sponsor-A-Highway The Adopt-A-Highway program was expanded in 2004 to include corporate sponsorships for litter removal on Front Range highways. The program includes approximately 383 miles of highway and allows the program contractor to erect signs recognizing a corporation's financial contribution for litter removal. In exchange, the contractor provides removal services on that sponsored segment of highway, typically once or twice a month. As of December 2006, the program has 11 sponsors that have adopted 88 miles of highway. In FY 2006, they collected 20,520 cubic yards of debris. Corporations interested in becoming a sponsor can call 800-530-7168.

Avalanche Management Program CDOT's Maintenance Program has developed and implemented this program to maintain a level of safety for the traveling public and for maintenance personnel. CDOT's Avalanche Atlas

2006 MAINTENANCE ACTIVITIES

During the 2006 fiscal year, members of the Maintenance Program staff tended more than 26,000 lane miles by:

- ❑ Repairing and maintaining more than 15.8 million square yards of roadway surface
- ❑ Utilizing 290,510 tons of asphalt and 2.19 million gallons of liquid asphalt in asphalt preservation activities
- ❑ Striping more than 32,466 miles of roadway and creating 2.24 million square feet of pavement markings using 1.98 million pounds of glass beads, 293,928 gallons of paint and 104,710 pounds of thermoplastics
- ❑ Snowplowing, sanding, and/or deicing 5.31 million miles of highway
- ❑ Applying 212,071 tons of salt/sand and 7.603 million gallons of liquid deicer to the highways
- ❑ Repairing/installing 80 miles of snow fence
- ❑ Disposing of 267,543 cubic yards of trash off the right-of-way with the help of 20,000 Adopt-A-Highway volunteers
- ❑ Replacing/repairing 107,431 sign/sign posts
- ❑ Replacing, installing, and repairing over 3,600 miles of fencing on CDOT right-of-way
- ❑ Providing more than 53,484 hours of traffic surveillance along the I-70 corridor, which provided quick response to the 457 emergencies that occurred

has over 522 known avalanche paths; CDOT regularly monitors and/or controls over 278 avalanche paths. During the 2005-06 avalanche season CDOT triggered more than 700 avalanches with explosives, of which 351 impacted Colorado highways; spent 6,281 hours performing avalanche mitigation activities and cleanup; and experienced 955 hours of road closures at various locations statewide due to avalanche control.

Human Resources

Equal Opportunity Center

DBE Support In fiscal year 2006, the Center received more than \$245,000 in direct federal project funding for Disadvantaged Business Enterprises (DBE) Supportive Services. This helps CDOT provide training, coaching and business development services so that small and underutilized highway construction contractors and consultants can perform successfully on CDOT projects. In FY 2006, DBE participation comprised 6.5% (more than \$6.6 million) of CDOT's federally funded highway contracts.

ADA Access Activities The Center increased its ADA (Americans with Disabilities Act) activities this past year, particularly with regard to ensuring accessibility and safety for pedestrians with disabilities at construction sites. The Center conducted numerous workshops throughout the state for the purpose of raising awareness of requirements and to collect information about current CDOT practices.

On-the-Job Training (OJT) Programs The Center received over \$500,000 for OJT Supportive Services and provided pre-apprenticeship training for 300 entry-level construction workers. Nearly 250 trainees completed advanced training and licensing, and 133 graduates were placed in construction jobs.

Aeronautics

Funded exclusively from aviation fuel tax revenues directed into the Colorado Aviation Fund, Colorado airports in 2006 were awarded more than \$7 million in Colorado Discretionary Aviation Grants. These grants impacted capital improvement, development, safety programs and maintenance at the 77 public-use airports in the state. In conjunction with the Colorado Discretionary Aviation Grant program, Federal Aviation Administration Airport Improvement Program funds provided \$78.4 million for 36 significant infrastructure projects. Entitlement refunds generated from aviation fuel taxes reimbursed more than \$13.6 million to local community airport sponsors for use in developing, maintaining and operating their aviation facilities. The Aeronautics Division and Colorado Aeronautical Board in partnership with the FAA began the installation of a multiple sensor radar system throughout the mountains of Colorado, the only multi-sensor radar system in the United States. The first two sites for installation are at the Hayden-Yampa Valley Airport and the Garfield County Regional Airport.

(Aeronautics Board members are listed on the inside back cover.)

Legislation

House Bill 1398 modifies the timing of Senate Bill 02-1 transfers. Existing law allowed Senate Bill 1 transfers to occur monthly (*see pg. 14 for SB 1 details*). In 2001, the monthly transfer caused CDOT to be overpaid in Senate Bill 1 funds. House Bill 1398 eliminates that potential by reducing CDOT's Senate Bill 1 transfer to roughly four times per year, with no transfers coming until February 1 each fiscal year.

House Bill 1162 modified many of Colorado's teen driving laws to change teens "under 17" to teens "under 18." It strengthens the penalty for drivers under 18 who violate traffic laws concerning child restraints and seatbelts.

House Bill 78 prevents private toll road developers from using the power of eminent domain, but clarifies that they may partner with CDOT on projects.

House Bill 115 clarifies the ability of local governments to impose reasonable impact fees on a private toll road company.

House Bill 1003 requires private toll roads to follow appropriate state transportation planning and environmental guidelines.

House Bill 1039 makes minor changes to signing rules at comprehensive developments, such as malls and town centers, making signing requirements reasonable for the development.

House Bill 1244 shifts authority for CDOT's Division of Aeronautics administrative budget from the Joint Budget Committee to the Aeronautics Board and the Transportation Commission, as other CDOT division budgets are handled.

House Bill 1390 exempts mobile cranes from the divisible load laws by allowing cranes to haul their counterweights on the same truck as long as a boom dolly or boom trailer is used to distribute the vehicles weight and reduce the negative impact on our highways and bridges.

House Bill 1257 puts in place several mechanisms for a neighborhood to request noise mitigation along state highways. The bill allows for private funding of noise walls in areas approved by CDOT, allows for local government participation in noise mitigation efforts, and specifies the state's waste tire fund as the funding mechanism for the research, development, design, and construction of noise barriers under the bill. CDOT will be required to promulgate rules for the bill and analyze and consider neighborhood requests for noise mitigation, but no existing CDOT funding is designated for the design or construction of noise barriers in the bill.

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.

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 Planning Branch Using regional transportation plans developed via 15 local Transportation Planning Regions, DTD produces the 20-plus-year Statewide Transportation Plan. In 2006, the 2035 update efforts included policy discussions with the Transportation Commission and CDOT planning partners, revisions to the statewide planning rules, and public forums. In concert with CDOT planning partners, a strategic transit program was developed and projects were selected and prioritized.

Also in 2006, two more of Colorado's Scenic & Historic Byways were given national designations: *Trail of the Ancients* and *Colorado River Headwaters* (10 of our state's 25 byways have national designation). The program also developed new partnerships with the Colorado Tourism Office's *Heritage Tourism* program and is featured on the TV program *Explore Colorado*.

Research Branch The Research program conducts research applying directly to planning, design, construction, maintenance or operations at CDOT. It also facilitates the implementation of research findings through knowledge, sharing, specification changes and changes in practices. Research activities in the past year have focused on low-noise pavements; optimized detour drainage structures; design guidelines and standards for automatic bridge anti-icing systems; precast panels to repair concrete pavements intended to minimize construction delays; and unique mobility needs of minority and low-income households for consideration in long-term transportation plans.

Environmental Programs Branch Staff developed new courses for CDOT and non-CDOT employees this past year, with topics including water quality, environmental regulatory permits, federal funding and more. Roughly 1,000 CDOT employees and consultants were trained via classroom settings, the Winter Conference and the annual Environmental Training Workshop. Environmental clearance work has increased over the past two years (1,439 clearances, up from 960 in 2004), yet the number of reports completed "on-time" increased from 94% to 98%.

Information Management Branch The Branch developed functional and technical specifications and substantially completed the development for an enterprise Geographic Information Systems (GIS) internal web mapping application that will support numerous business processes. A Mobility Focus Group Study was conducted to determine the public perception of traffic congestion in Colorado. The findings of the study will be used to define a more comprehensive Congestion Relief Program and develop a Congestion Management System.

PLANNING & 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, is 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 contracted and project begins construction



Collegiate Peaks Scenic & Historic Byway

Division of Accounting & Finance

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

State Funds CDOT's primary source of revenue is the Highway Users Tax Fund (HUTF), from motor fuel taxes (about 75 percent), motor vehicle registration fees, and driver's license fees. Prior to distribution to CDOT, the state Legislature makes appropriations to other state agencies whose functions are related to roads. The remaining funds are allocated to municipalities, counties and CDOT based on statutory formulas.

Federal Funds Revenue in the federal HUTF comes primarily from the federal motor fuel tax. Congress passed SAFTEA-LU in 2005, authorizing funding from 2005-2009 (see *Legislation*, page 12, for details).

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

House Bill 98-1202 This extended the sales and use tax transfer through June 2008. House Bill 99-1206 extended it indefinitely. (CDOT received appropriations of \$10 million from the state's Capital Construction Fund for highway construction in FY 2006.)

House Bill 02-1310/Senate Bill 02-179 Identical bills provide for a comprehensive funding package to help address the state's long-term funding shortfall. Revenues from the *Growth Dividend* (available due to the state's low 2000 census projections) are 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 Senate Bill 1 transfer; 3) All remaining revenue would be divided 2/3 to state transportation and 1/3 to capital construction.

Senate Bill 97-1 and TRANS (Please see pg. 8 for these *Strategic Transportation Project funding details*.)

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.

FUNDING & INVESTMENTS

Fiscal Year 2006

Actual Revenue	\$1,128.2 Million	
Highway Users Tax Fund	\$422.8 M	37.5%
Federal	\$321.5 M*	28.5%
Senate Bill 1 (1997)	\$220.4 M	19.5%
Miscellaneous	\$88.2 M	7.8%
House Bill 1310 (2002)	\$65.3 M	5.8%
Capital Development	\$10.0 M	0.9%

Fiscal Year 2006

Investments	\$1,128.2 Million	
System Quality	\$291.0 M	25.8%
Strategic Projects	\$388.4 M	34.4%
Mobility	\$186.8 M	16.6%
Program Delivery	\$151.8 M	13.5%
Safety	\$110.2 M	9.7%

Fiscal Year 2007

Estimated Revenue	\$941.3 Million	
Highways Users Tax Fund	\$430.5 M	45.7%
Federal	\$408.0 M	43.4%
Miscellaneous	\$102.8 M	10.9%
House Bill 1310	\$0 M	0%
Senate Bill 1	\$0 M	0%

Fiscal Year 2007

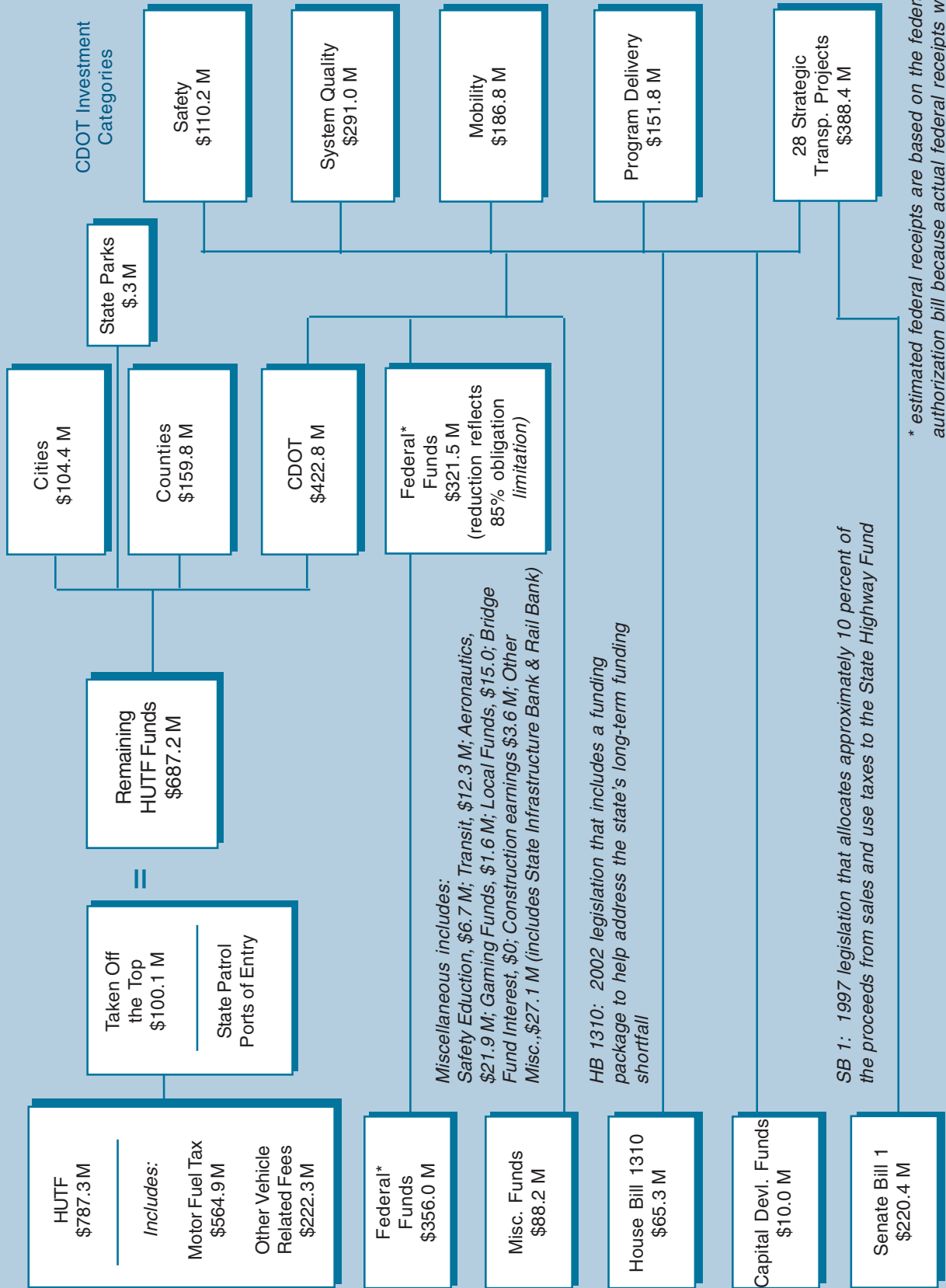
Estimated Investments	\$941.3 Million	
System Quality	\$289.5 M	30.8%
Mobility	\$187.2 M	19.9%
Program Delivery	\$152.5 M	16.1%
Strategic Projects	\$197.7 M	21.0%
Safety	\$114.4 M	12.2%

* 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 2006

FY 2006 Revenue Sources

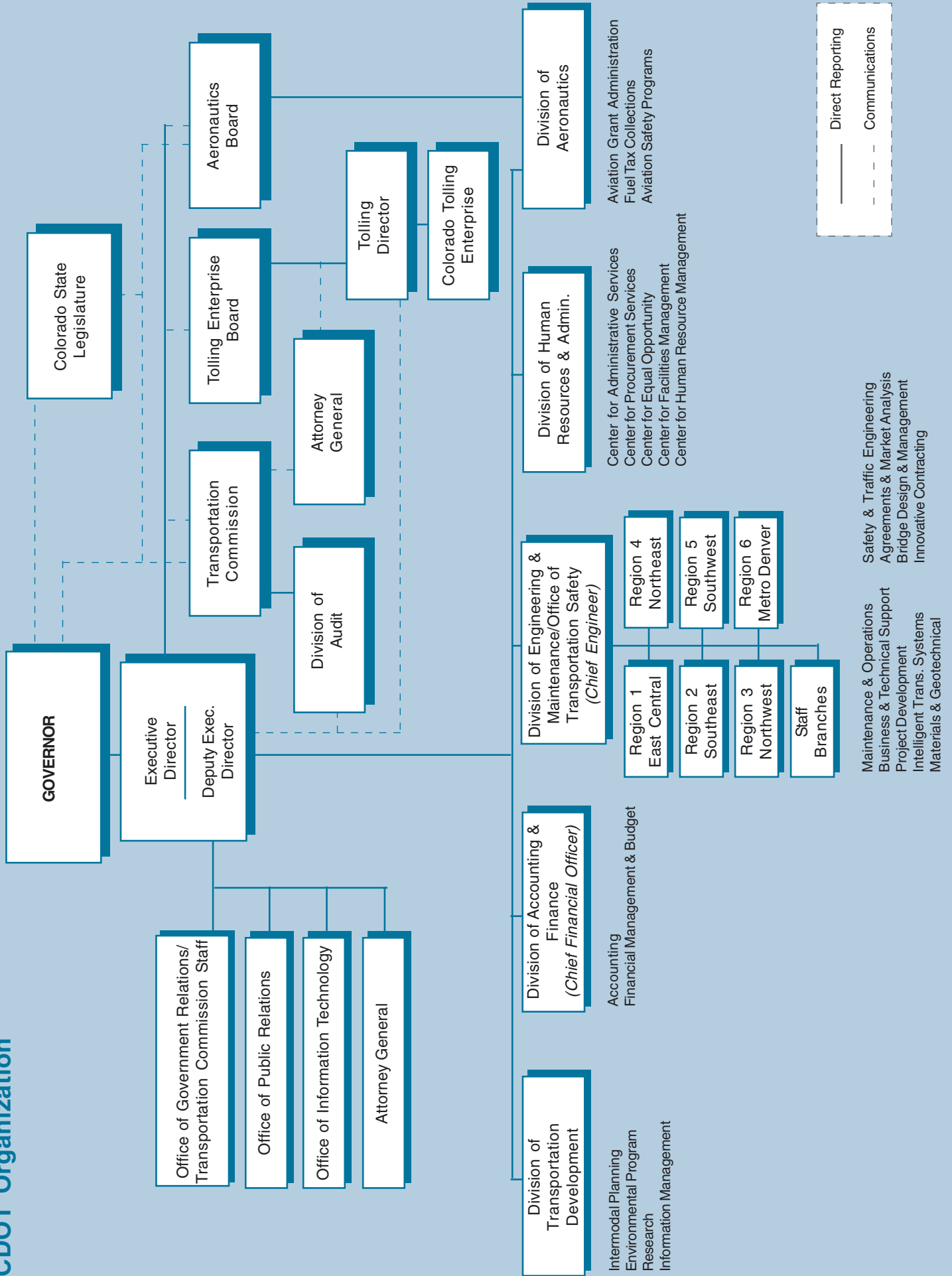
Allocation to CDOT
\$1,128.2 Million

\$1,527.2 Million Total



* 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

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Peggy Catlin, Deputy Executive Director
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Office of the Chief Engineer (303) 757-9206

Pam Hutton, Chief Engineer

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Del Walker, 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
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Region 6 (Denver Metro) Randy Jensen
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Celina Benavidez, Director

Division of Aeronautics (303) 261-4418

Travis Vallin, Director

**State Transportation Commission
and Tolling Enterprise Board (303) 757-9207**

Henry Sobanet (Denver)

Joseph A. Jehn (Jefferson)

Gregory B. McKnight (Douglas, Arapahoe)

Bill Swenson, *Vice Chairman* (Adams, Boulder)

Bill Kaufman (Larimer, Morgan, Weld)

Thomas Walsh (Clear Creek, Gilpin, Grand, Jackson,
Moffat, Rio Blanco, Routt)

Doug Aden, *Commission 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*

Stacey Stegman, *Tolling Enterprise Board Secretary*

*Chairman, Tolling Enterprise Board

** Vice Chairman, Tolling Enterprise Board

Colorado Aeronautical Board

Harold Patton, representing eastern plains governments,
Chairman

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



Taking care to get you there.