

Colorado Department of Transportation 2007 ANNUAL REPORT



The Blizzard of 2007

(Excerpts from CDOT's "Springtime in the Colorado Rockies" article, October 2007 *Public Roads*, by Nancy Shanks and Mindy Crane, Colorado Department of Transportation Public Relations)

"Toto, we're not in Kansas anymore." While the changes in Colorado's climate and environments may not be as dramatic as Dorothy's trip to Oz, they often catch visitors—even locals—off guard and unprepared. And severe Colorado storms, like those that pummeled the Front Range this year, can leave stranded travelers wishing they had a Yellow Brick Road to guide their journeys.

Over the past 10 years or so, Colorado has suffered the same decreasing amounts of snow and rain as other regions have. So when the aptly named "Mother of All Snow Storms" (MOASS) hit Denver and the state's Front Range in 2003, people were simply out of the practice of dealing with snow and ice in their towns and on their highways. Vehicles literally piled up on the roadways, livestock died and people were stranded not only on the roads, but in their homes.

Highway maintenance workers from the Colorado Department of Transportation (CDOT) traveled from all over the state to the Front Range, bringing extra equipment and manpower to battle what Mother Nature had not delivered in a long time. But the 2006-07 winter brought back "Son of MOASS," and as sequels typically go, this was a *bad* one. In fact, for five weeks in a row, one storm after another rolled through the Front Range and eastern plains leaving behind up to three feet of snow and drifts ranging from 12 to 20 feet.

The multiple snowstorms put CDOT maintenance crews to the test; most worked everyday for a minimum of five weeks. Out on the plains of southeastern and eastern Colorado, crews battled whiteout conditions and snowdrifts, which frequently closed the majority of highways in the area, including a 150-mile stretch of Interstate I-70 from Denver to Kansas.

In the Denver metro area, crews dealt with similar conditions, all in the presence of frustrated and impatient motorists. Piles of snow along highway shoulders and ramps had to be removed in order to make room for the next snowstorms. Even travel into and out of Denver International Airport was cut off for days. Unfortunately, for people not wishing to wait at the airport for the next flight out, their travel home or to a hotel was also cut off, as surrounding Interstates were closed.

By January, every maintenance patrol in the Front Range was faced with untimely product shortages and numerous equipment breakdowns. Crews were dispensing large amounts of solid and liquid deicers week after week, and supplies were already low after two December blizzards that hit back-to-back during the Christmas holiday. CDOT mechanics were repairing nearly 15 trucks a week due to the unusual amount of activity. From December 18, 2006, through January 8, 2007, CDOT spent more than \$7.1 million in winter maintenance activities that included supplies, manpower, overtime hours and equipment repairs. (A maintenance section's typical winter budget is between \$3 and \$4 million—CDOT has nine maintenance sections across the state.)

On the morning of January 6, 2007, CDOT avalanche crews received a call that there had been an avalanche on US 40 over Berthoud Pass, a highly-traveled highway leading to one of Colorado's premier ski resorts. Crews had conducted successful avalanche mitigation a few days prior, so the incident came as a surprise. The avalanche occurred at approximately 10 AM., crossing the highway and taking two cars with it. The vehicles were pushed over the edge and down the slope. Amazingly, the eight passengers in the vehicles all survived with fairly minor injuries. The slide was estimated to be 15 feet deep and 300 feet wide. Crews cleared snow and conducted additional avalanche control work, reopening US 40 by 8 PM that night.

This has indeed been an extraordinary winter in Colorado—one that's taken both travelers and CDOT maintenance workers literally by storm. But for those who patrol some 23,000 lane miles on through Colorado's Rocky Mountain highways, "There's no place like home!"

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MISSION *The mission of the Colorado Department of Transportation is to provide the best multimodal 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 safety, people, integrity, customer service, excellence and respect.*

COVER PHOTO: CDOT Maintenance crews and equipment came from all over the state to assist with the storm that pummeled the Front Range in December 2007. (This photo on I-25 in Denver, taken by Greg Hayes, CDOT Region 6 Maintenance, was featured in Public Roads Magazine's "2007 10 Best Winter Maintenance Photo" contest.)



A Message from the Governor

Transportation in the 21st Century: Keep Colorado Moving

A sound infrastructure, including a multimodal transportation network, is essential to serving Colorado's growing population and sustaining a vibrant economy. Whether used for commerce, recreation, agriculture or for getting our children to and from school, a strong and integrated transportation system is vital.

Unfortunately, Colorado's highway system is deteriorating and failing to meet our needs. Many roads and bridges are in a desperate state of disrepair and traffic congestion is growing worse. Congestion in urban areas costs each of us \$1,500 annually in lost productivity and time. Additionally, poor road conditions cost motorists \$264 a year in operating and repair expenses.

The Colorado Department of Transportation and others have spent considerable time and money studying our transportation needs, including more than \$100 million on environmental reviews and plans to improve safety and traffic flow on US 36, I-70, I-25, US 287, US 550 and US 160, among other important highways. It is now time to make wise use of these investments.

As we move forward, I will be guided by the following principles: assure that currently available funds are spent efficiently; seek adequate funding to maintain existing infrastructure, alleviate congestion and improve mobility; investigate additional funding mechanisms; collaborate and seek input from all stakeholders; improve relationships among CDOT, regional planning organizations, local governments, transit providers, and other transportation agencies; and structure transportation investments to protect Colorado's environment and Coloradans' quality of life, including pursuing multi-modal transportation solutions.

As Governor, I will bring a fresh, balanced approach to how we invest in our infrastructure, plan for future growth and protect the environment. Simply stated, the process for funding our transportation system is antiquated and needs a 21st Century overhaul.

During my first 90 days in office (beginning January 1, 2007), I convened a Colorado Transportation Finance and Implementation Panel to examine and recommend solutions that will allow us to better prioritize and implement our infrastructure needs. The committee's work began on April 5, with a Transportation Summit that brought stakeholders together from around the state to address the transportation challenges and opportunities that lie ahead. The panel hosted 13 discussions across Colorado, gaining valuable input towards identifying cost-effective transportation strategies and exploring the revenue streams that can support them.

The panel has evaluated current spending practices, the CDOT 2030 Plan, and air quality issues; assessed Colorado's transportation fiscal structure, and funding and priority-setting processes; and proposed new funding mechanisms and priorities for existing and future projects.

It will take a full range of local, regional and statewide strategies to produce the 21st Century transportation infrastructure needed for Colorado to thrive. I welcome the challenge—and look forward to working with many involved to find solutions.

A handwritten signature in black ink that reads "Bill Ritter Jr." The signature is written in a cursive, slightly slanted style.

Governor Bill Ritter



As the Colorado Department of Transportation's new executive director (since January 2007), I am pleased to present our Fiscal Year 2007 Annual Report. In this report, you will get a brief look at the multitude of accomplishments in the past fiscal year—projects completed, innovations implemented and new ways of doing business. What the report cannot fully describe for you are the depth and commitment of CDOT employees themselves.

As one of the newest of those employees, I have been amazed at what I've learned about my coworkers. Many come from families that include several generations of CDOT employees. Many are renowned nationally and internationally for their knowledge in areas such as bridge engineering, innovative construction techniques, avalanche control, and anti-icing and deicing procedures.

CDOT is an organization of nearly 3,300 employees at more than 250 locations statewide, working effectively and efficiently within their own areas of responsibility. When the need arises, and particularly during a crisis situation, our employees from all over the state pull together to help each other. We share resources, equipment, and people in order to get the job done.

All CDOT accomplishments are made possible by the dedication of our employees. They travel the same state highways and live in the same communities as any other Colorado citizen. The plans they draw up, the projects they prepare for bidding, the improvements they make to our transportation system, and the roadways they clear in the winter—all these things they do for their fellow citizens as well as for themselves. There is great pride in this work and I witness it daily.

CDOT employees live and work to serve the traveling public, Coloradans and visitors alike, so that all of us may have the freedom to travel when and where we want as safely as and effectively as possible. What a great mission!

A handwritten signature in cursive script that reads "Russ George".

Russ George
CDOT Executive Director



I am pleased to have had the opportunity to serve as chair of the Colorado Transportation Commission during the past year and have been asked to remain in that role for the coming year. I will continue to work with my fellow commissioners and the excellent staff at CDOT to provide the citizens of Colorado the best multimodal transportation system possible.

Developing a plan to provide for a stable and sustainable long-term funding source for CDOT will remain a high priority in the next year. In April, Governor Ritter appointed his Transportation Finance and Implementation Panel. That 32-member panel held meetings all over the state to seek public input and released its recommendations in 2007 on how to address funding challenges for future transportation needs. Convincing the public to take action on these recommendations will be necessary in order for CDOT to fulfill its commitment to complete the state's 28 Strategic Transportation Projects, maintain the current state highway system, provide for bridge replacement and much needed multimodal capacity improvements throughout the state.

The Transportation Commission would like to thank all of our planning partners for their continued commitment and support during the past year. We stand 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 Colorado. A well planned multimodal transportation system is vital to maintaining a growing economy that will provide economic stability and opportunity for the citizens of Colorado.

A handwritten signature in cursive script that reads "Doug Aden".

Doug Aden
Transportation Commission Chairman

(Please see a list of Transportation Commissioners on the inside back cover.)

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. Below are just a few of each branch's accomplishments.

Intermodal Planning Branch Via the federal *Safe Routes to School* program, CDOT awarded funds to 16 local governments totaling \$1.3 million. Federal Transit grants were awarded to 44 different organizations; \$1.3 million was administered, primarily for the purchase of buses to transport the elderly and disabled; and \$6.5 million was distributed for the operating and capital costs of providing public transportation in rural and small urban areas. Staff distributed close to 30,000 each of bicycle maps and manuals throughout the state promoting safer bicycle travel. The 2007 campaign "Share the Road. Don't be a Road Hog" was kicked off via media and community partnerships to promote education and cooperation among all those who travel in our state, whether they're drivers, riders or pedestrians.

Research Branch Staff conducted research applying directly to planning, design, construction, maintenance and operations at CDOT. Last year, research activities addressed a broad spectrum of applied research questions, including those on worker safety, transportation safety, greening in the state government, work zone speed control, and more. Two research papers written by staff containing significant findings on the *Relationship between Congestion and Safety on Urban Freeways* were well received by the Transportation Research Board of the National Academies.

Environmental Programs Branch Staff developed new courses for CDOT and non-CDOT employees, with topics including Wetland Soils and Plant identification, Project Erosion Control Compliance Inspection Training, and more. Roughly 1,000 CDOT employees and others were trained via classroom settings and conferences. Staff completed and put online the first version of the NEPA (National Environmental Policy Act) manual. Environmental clearance requests have declined slightly over the past year (1,191 clearances completed), and the number of reports completed on time increased to 99 percent.

Information Management Branch The GIS Section deployed an Internet mapping application that is linked to CDOT's Enterprise Resource Planning software. The Branch collected traffic data at over 2,300 traffic count stations located on Colorado's state highways and off-system roadways. Staff worked in cooperation with the Federal Highway Administration (FHWA) to develop a state DOT Travel Monitoring Program survey and have completed a final report for use by FHWA and other state DOTs. The Mobility Analysis Section continues to collect travel time and delay information on all congested corridors as part of CDOT's Mobility Performance Measures program. Staff conducted several freight related studies that will be incorporated into future Statewide Transportation Improvement Program (STIP) updates.

Building Projects: A Public Process

Determine Possible Projects

Statewide and Regional Transportation Plans: 20-Plus Year Plans

The Statewide Transportation Plan integrates Transportation Commission policy with Regional Transportation Plans. Both Regional and Statewide Transportation Plans identify transportation needs, corridor visions, policy, and investment strategies for all modes of transportation in the state.

☐ The public can participate in regional and state planning activities—within local Transportation Planning Regions (TPRs)—hosted by the Regional Planning Commission (RPC), Metropolitan Planning Organization (MPO) and/or CDOT.

☐ Individuals get involved in the corridor vision development and prioritization process, helping identify the transportation needs in areas of congestion, mobility, safety, system preservation or maintenance. Transportation needs are determined in response to community values, economic development, and environmental considerations.

Which Projects Get Built?

Statewide Transportation Improvement Program (STIP): 6-Year Plan

The STIP identifies how available funds will be programmed over the next six years. Every STIP project must align with the long-term corridor visions, goals and strategies set forth in the Statewide Transportation Plan adopted by the Transportation Commission. The STIP must comply with state and federal regulations.

☐ The public can attend the Project Priority Programming Process (4P) meetings lead by CDOT. This process consists of optional county meetings, as well as mandatory individual and joint TPR meetings. Recent accomplishments, available funding, and current local and regional project priorities are discussed at these meetings.

☐ Individuals living in large urbanized areas can take part in the MPO programming process as part of the STIP development.

☐ Individuals can review the draft STIP and provide comments. The Transportation Commission then releases the STIP for approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Projects Are Implemented

STIP projects are budgeted on an annual basis, allowing work to begin on environmental clearances, design, right of way acquisition, or construction.

☐ Individuals can review status of major projects at the CDOT or project web site.

Highway Projects: A Year at a Glance

CDOT awarded 151 contracts for construction projects totaling \$478.3 million (many of these are multi-season).

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 \$138.4 million was budgeted for this program in FY 2007. Fifty-eight projects were awarded to contractors; 41 for asphalt resurfacing, 13 for concrete and 4 included a combination of both materials.

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 (both on- and off-system) was \$44.1 for FY 2007.

Regional Priority Program (RPP) The projects selected and completed under this category are established through the regional planning process. There was no money budgeted for this program in FY 07, due to lack of revenues. There was \$103 million in supplemental funds made available later via HB 1310-02 transfers to CDOT (total transfers amounted to \$291.2 million, providing funding to other programs as well.)

Additional Statewide Construction Programs These include CDOT's Safety Construction, budgeted \$28.3 million, and Intelligent Transportation Systems, budgeted \$8.5 million. Traffic & Safety divisions statewide installed a total of 31 new traffic signals in FY 2007.



REGION 1 US 6 Clear Creek Canyon

I-70 Empire Junction to Georgetown: resurfacing
 I-70 Eisenhower/Johnson Tunnels: resurfacing
 I-70 Eisenhower/Johnson Tunnels: electrical upgrades
 I-70 Straight Creek: sediment control
 US 85 Sedalia north: widening, concrete reconstruction
 SH 86 Kiowa: intersection, drainage improvements at CR 45
 US 285 Aspen Park to Conifer: landscaping, erosion control

Traffic & Safety Projects

(In addition to annual striping/signing)

SH 9 Breckenridge: Variable Message Sign (VMS) installation
 I-70 Eisenhower Tunnel: new lighting/VMS installation
 I 70 Eisenhower Tunnel to Bakerville: median guardrail
 I-70 Clear Creek County: camera/detection equipment

Transportation Enhancement/Local Agency Projects

Summit County, Swan Mountain Recreation Pathway

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

SH 12 Whiskey Creek, west of Stonewall: bridge replacement
 US 24 Payton/Bradshaw Road: intersection improvements
 I-25 South Academy Blvd. to Fountain: resurfacing
 I-25 north of Pueblo: resurfacing



REGION 1 SH 9 at Park Avenue in Breckenridge

Highway Projects Completed in FY 2007 (July 1, 2006 through June 30, 2007)

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

US 6 Golden west: resurfacing
 US 6 Clear Creek Canyon: rockfall mitigation
 SH 9 Hoosier Pass, north side: resurfacing, drainage
 SH 9 Breckenridge north: widening, roundabout, drainage
 I-25 Larkspur to Greenland: resurfacing
 US 40/287 Hugo east: resurfacing
 US 40/287 Wild Horse east: concrete reconstruction
 I-70 Georgetown Hill: rockfall mitigation



REGION 2 I-25 at Eagleridge Blvd. in Pueblo

- I-25 north of Trinidad/south of Pueblo: pipe upgrades
- I-25/US 50/SH 47 interchange, Pueblo: concrete repairs
- US 50 Hungerford Hollow, east of Fowler: bridge replacement
- SH 67 Deckers to Westcreek: reconstruction
- SH 69 Rosita Creek, south of Westcliffe: bridge replacement
- SH 69 north of Walsenburg: resurfacing
- US 85 Security: widening/reconstruction
- SH 96 west Pueblo: resurfacing
- SH 115 Florence: widening



REGION 2 SH 67 Deckers to Westcreek (before)

Traffic & Safety Projects

- (In addition to annual striping/signing)
- US 50 Cañon City: fiber optic installation
- US 50 west of Cañon City: guardrail installation
- US 50/287 Lamar: traffic signal improvements
- SH 165 north of Rye: guardrail installation

Transportation Enhancement/Local Agency Projects

Pueblo: Santa Fe Avenue Streetscaping



REGION 3 I-70 at 24 Road in Grand Junction



REGION 3 US 24 through Leadville

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

- SH 13 north of Craig: bridge replacement
- SH 13 north of Meeker: resurfacing
- US 24 Leadville west: reconstruction/widening (phase II)
- US 50 east of Montrose, Cerro Summit: resurfacing, guardrail
- US 50 Cimarron Valley/west of Gunnison: resurfacing
- SH 65 south of Mesa: resurfacing
- I-70 at 24 Rd., Grand Junction: new bridge, 2 roundabouts
- I-70 Utah state line east: resurfacing
- I-70 Clifton east: resurfacing
- I-70 Glenwood Canyon west: concrete resurfacing eastbound
- I-70 Hanging Lake Tunnel: emergency crack repairs
- SH 131 Catamount south: reconstruction
- SH 131 Wolcott: bridge reconstruction
- SH 133 Wolcott to Avon: resurfacing
- SH 134 Gore Pass: resurfacing
- SH 149 Lake City: bridge reconstruction, phase I

Traffic & Safety Projects

- (In addition to annual striping/signing)
- US 50/550, Montrose: two traffic signals
- US 50 at 29 Rd., Grand Junction: intersect. reconfig./signal
- SH 82 and SH 133 Aspen-Glenwood: pavement marking/stencil
- I-70 DeBeque Canyon to Glenwood Springs: center skip taping
- I-70 at Fruita: ramp signals
- SH 133 Redstone south: guardrails

Transportation Enhancement/Local Agency Projects

- Montrose Ute Museum: outside interpretive exhibit upgrades
- Rifle Ped/Bike Trail
- Roaring Fork Transit Agency Rio Grande Trail
- New Castle Streetscape
- Fruita US 6 Landscaping
- Mesa County 32.5 Road Pathway in Grand Junction
- Grand County Headwaters Trail
- Kremmling Streetscape
- Routt County MacGregor Bridge
- Steamboat Springs Pine Street Bridge
- Basalt Ped/Bike Trail
- Independence Pass Foundation SH 82 Reclamation/Ret. Walls

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

- SH 7 Lyons to Raymond: resurfacing
- SH 7 (Arapahoe Road) at 75th Street: reconstruction



REGION 4 I-76 Fort Morgan to Brush

- SH 14 Briggsdale east: resurfacing
- I-25 various Park and Ride improvements
- I-25 Poudre Rest Area: relocation and construction
- I-25 SH 66 to SH 14: concrete reconstruction
- US 34 Wray east and west: resurfacing
- I-76 Fort Morgan to Brush (Phase II): reconstruction
- SH 52 Prospect Valley west: resurfacing and minor widening
- SH 59 near SH 138: bridge replacement
- SH 60 at 83rd: reconstruction
- SH 66 at Saint Vrain River: bank construction
- SH 113 SH 138 to Nebraska: resurfacing
- SH 157 Boulder: expansion joint repair
- US 287 Berthoud Bypass: new construction
- US 287 at Larimer County Rd. 54G: realignment
- US 385 Wray north: resurfacing

Traffic & Safety Projects

- (In addition to annual striping/signing)
- Regionwide flashing beacon upgrade
- Northwest section: stencil marking
- Northeast section: new signs
- Sterling: new signs
- I-25 and SH 402 off-ramp signals
- US 287 north of Ft. Collins to the WY state line: new signs
- US 36 various locations: variable message board installation

Transportation Enhancement/Local Agency Projects

- Larimer County: SH 287 & LCR 54G intersection improvements
- Greeley US 34 Business Rt.: left-turn lane/signals at SH 83
- Boulder County Dilemma Zones, three on SH 52

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

- US 24 Trout Creek Pass: bridge replacement
- SH 62 & US 550 in Ridgway: accel lane, resurfacing
- SH 149 Creede: shoulder repair
- SH 145 west of Telluride: climbing lane, phase I
- US 160 west of Pagosa Springs: resurfacing, bridge work
- SH 172 New Mexico state line north: resurfacing
- US 285 Poncha Pass: resurfacing
- US 550 north of Durango: resurfacing
- US 550 Molas, Red Mtn. passes: culvert repair, phase I

Traffic & Safety Projects

- (In addition to annual striping/signing)
- US 160 Cortez: decel lane extension, new pharmacy access
- SH 184 west of Mancos: ranch access
- US 160 Durango: new pharmacy access
- US 160 east of Durango: residential development access
- US 285 north of Poncha Springs: development access



REGION 4 I-25 Poudre Rest Area

- US 550 north of Durango: Trimble Lane signal/aux lane
- US 550 Silverton: intersection improvements/aux lanes
- SH 172 south of Durango: development aux lanes
- SH 172 south of Durango: church access and aux lanes

Transportation Enhancement/Local Agency

- Durango Animas River Trail extension
- Costilla CR P.6 Curves safety improvements
- Telluride E. Colorado Sidewalks
- Bayfield CR 521 to Mill St.: pedestrian facility

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

- SH 2 at Vasquez: bridge replacement
- SH 2 (Colorado) MLK Blvd. to Vasquez Blvd.: resurfacing
- SH 2 (Colorado) Hampden Ave. to Buchtel Blvd.: resurfacing
- US 6 Simms to Colfax Ave.: resurfacing
- I-25 Bronco Arch bridge: emergency repair



REGION 5 US 550 Molas Pass



REGION 5 Telluride Sidewalks

- I-25 84th Ave. to 120th Ave.: resurfacing
- I-25 at 16th St.: pedestrian bridge construction
- I-25 at Broadway (final phase): bridge replacement
- I-25 at 120th Ave.: bridge replacement
- SH 26 (Alameda) Decatur to I-25: resurfacing
- SH 30 (Hampden/Havana) Yosemite to Parker Rd.: resurfacing
- I-70 Brighton Blvd. to Vasquez Blvd.: expansion joint repair
- I-76 south of Bromley Lane to Lochbuie: resurfacing
- I-70 at I-25: expansion joint repair
- SH 83 (Parker) at SH 85 (Arapahoe), phase II: interchanges
- SH 83 (Parker Rd.) I-225 to Lehigh Ave.: median barrier
- SH 88 (Bellevue Ave.) Broadway to University Blvd.: resurfacing
- SH 93 south of Boulder, Diversion Canal to Wadsworth Blvd. (SH 128): resurfacing and closure gate



REGION 6 16th Street Pedestrian Bridge

- SH 128 (120th Ave.) at Wadsworth Blvd. (SH 121): reconstruction
- SH 121 (Wadsworth Blvd.) C-470 to Waterton Rd.: resurfacing
- C-470 Kipling Pkwy. to Bowles: resurfacing
- C-470 Broadway to Wadsworth Blvd.: median cable guardrail
- C-470 at Morrison Rd. (SH 8): expansion joint repair
- Bridge deck repairs:** Simms Ave. at US 6; SH 58 at Ford and I-70 at Union Pacific Railroad
- Broadway** 58th Ave. to SH 224: resurfacing

Traffic & Safety Projects

- (In addition to annual striping/signing)
- US 6 at Wadsworth: overhead sign structure replacement
- I-25 Santa Fe Dr. to I-70: sign panel replacement
- SH 121 (Wadsworth), Bellevue & Crestline: signal replace
- US 285 at C-470: signal replacement
- SH 391 (Kipling St.) at 38th & 44th Aves.: signal replacement

Transportation Enhancement/Local Agency Projects

- Greenwood Village SH 85 (Arapahoe Road) at Boston St. and Clinton St.: widening and realignment
- City/County of Denver: Broadway 16th to 20th St.: reconstruction
- Adams County 120th Ave. Extension: Holly St. to US 85
- Chatfield State Park Improvements: widening for bike lanes
- Adams County Niver Creek Trail: York St. Bike/Ped Underpass
- Arvada Van Bibber Creek Trail: Bicycle/Pedestrian Underpass



REGION 6 120th Avenue in Denver



Scenic and Historic Byways

An extension over Independence Pass, above, on the Top of the Rockies National Scenic Byway, was designated; and ten of Colorado's 25 byways now have national designations, as two were added this year: the Trail of the Ancients and Colorado River Headwaters. The Scenic Byways Program received \$3.8 million in federal and local matching funds for 17 projects statewide. The program received an award from the American Association of Highway Transportation Officials for its Colorado Grassroots Training Program. Among tourism initiatives, Colorado's byways are now featured on "Explore Colorado," on KUSA TV, and the byways program became part of a five-state marketing program centered on the Four Corners area.

Strategic Transportation Projects

Progress Update

The Transportation Commission adopted this program in 1996, which identified 28 high-priority transportation corridors to receive funding for accelerated construction. Some notable, recent progress on these corridor projects includes the following:

I-25 Colorado Springs: the final phase, the nine-mile COSMIX (Colorado Springs Metro Interstate Expansion), was completed in January 2008;

I-25/US 26/I-76/I-270: the tenth and final phase which constructs a 2,200-foot long flyover ramp from eastbound I-270 to eastbound I-76 is nearing completion

US 287, Campo to Hugo (*Ports to Plains route*): work progressed on a 13-mile segment of concrete reconstruction between Lamar and Springfield

US 287/US 40 railroad overpass was replaced and four miles of US 287 were reconstructed east and west of Wild Horse;

US 550 NM State Line to Durango: right of way purchases for the corridor are underway and a second construction phase has been advertised;

US 160, SH 3 to the Florida River (east of Durango): the EIS was completed and widening/interchange construction will begin in the summer of 2008 as a modified design-build project;

I-70 West EIS: the new Western Slope I-70 Mountain Corridor Program Area was developed to better address the increasing transportation developments along the corridor and support local communities with a uniform approach and context sensitive design and construction.

Funding Sources

The Strategic Transportation Projects receive funding from federal and state gas tax revenues and from the sources described below.

Senate Bill 97-01 This 1997 legislation allocates a portion of the state's 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 SB 97-01 funds to once again flow to CDOT. 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.

SB 97-01 and HB 02-1310 Status Report CDOT is pleased that the laws which allow SB 1 and HB 1310 transfers to occur remain intact and unchanged. This was a major accomplishment for the 2007 legislative session, and success occurred in large part because changes to these laws were opposed by both CDOT and Governor Bill Ritter. It is important that all transportation funding sources remain intact while the Governor's Transportation Finance and Implementation Panel considers changes in the way transportation is funded in Colorado.

PROJECT PROGRESS

(As of January 2008)

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
I-25 through Colorado Springs

Corridors Nearing Completion or Fully Funded

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

(Funding Sources continued on page 9)

Colorado Tolling Enterprise

Creation of the Colorado Tolling Enterprise (CTE) was authorized by HB 02-1310/SB 179. It 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. Legislation allows for tolling of new capacity only.

The CTE's first project is the I-25 HOV/tolled Express Lanes, which opened in June 2006. This project converted existing high occupancy vehicle (HOV) lanes on I-25 north of Denver into high occupancy toll (HOT) lanes as directed by 1999 legislation. Carpools, buses and motorcycles still travel free of charge, but solo drivers can pay a toll to access the facility for a quicker, more reliable trip.

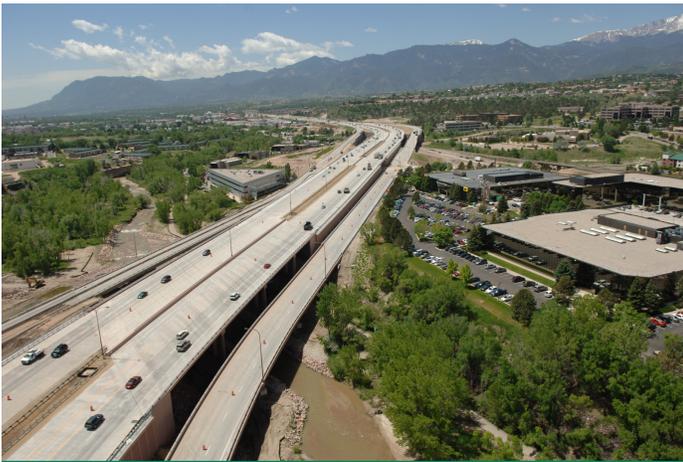
The lanes are very successful and far exceeded first-year revenue and user projections. Revenues of \$2.2 million represent a 180 percent increase over the first-year projections of \$800,000. To limit the number of solo drivers so as not to adversely impact HOVs, toll rates vary by time of day. Proceeds go towards the facility's snow removal, maintenance and operations costs, and repayment of a loan to construct the conversion. Previously, the Regional Transportation District funded much of the maintenance costs of the facility.

The CTE is continuing to make progress on required environmental studies for several other potential toll corridor projects. These studies will determine the best solutions for improving these corridors. In cooperation with the public and local elected officials, the 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 will vary among future toll facilities.

Division of Audit

The Division of Audit, organized into Internal and External branches, reports directly to the Transportation Commission through the Audit Review Committee. The Internal Audit Branch conducts performance audits to determine the adequacy and effectiveness of CDOT's system of internal control; provides investigative services related to allegations of fraud, waste, abuse, or employee misconduct; and provides consulting services to the Transportation Commission and CDOT management. During FY 07, staff completed 10 performance audits and investigations of various CDOT organizations and functions. They also developed an "Audit Hotline" to provide employees with a tool to anonymously report suspected fraud, waste, or abuse. The External Audit Branch conducts final cost audits of CDOT contracts to assure payments were made in compliance with the contract terms and with federal and state regulations. The Branch also audits contractor claims and conducts training for internal and external audiences. During 2007, staff completed 78 final cost and contractor claim audits.



I-25 COSMIX in Colorado Springs - Complete early 2008



US 287 Berthoud Bypass - Completed in 2007

FUNDING SOURCES, *continued*

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.

(See other transportation funding information on page 14.)

Staff Branches

In FY 2007, Staff Branches supported initiatives to: implement a program for engineering training to ensure that key engineering staff maintain the appropriate knowledge and background for successful project development and delivery; implement an updated Stewardship Agreement with the Federal Highway Administration highlighting improved quality assurance guidelines and performance measurement; improve Homeland Security provisions within CDOT that ensure a multidisciplinary approach to emergency planning and preparedness in protection of critical infrastructure; support and provide guidance on innovative methods of project delivery, such as design-build construction or accelerated bridge construction; realign safety education and enforcement activities to reduce the number and severity of accidents on the system; prepare for transportation system funding allocation. Five of the Staff Branches are highlighted with greater detail below, as they more directly impact Colorado citizens.

Intelligent Transportation Systems

CDOT's Intelligent Transportation Systems (ITS) Branch works with various stakeholders 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 (VMS), 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 patrols and coordination with partnering agencies.

In FY 07, crews installed 13 traffic cameras on I-70 between Denver and Frisco and three more VMS boards between Denver and Vail. Two VMS boards were installed on US 34 in Loveland. Staff also began a pilot project for generating trip travel times on US 6 in Denver; implemented streaming video to Breckenridge and Eagle County for community access TV stations; and installed emergency call boxes on SH 86 in Elbert County.

The ITS Branch also includes the Colorado Transportation Management Center, where staff monitor these systems and maintain the traveler information Web site www.cotrip.org, widely recognized as one of the best in the nation (receiving nearly 500 million hits in calendar year 2007). The statewide traveler information service (303-639-1111 and 1-877-315-ROAD) phone numbers received 1.7 million calls in 2007. All land-line phone users and all wireless phone customers can now access 511 in Colorado (the nationwide number for traveler information).

Safety Education Program

Statistics CDOT administers the state's federally-funded traffic safety program. The goal of the program is to reduce traffic deaths on Colorado's highways. Primarily, the program focuses on 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 2006, (the most recent statistics available), traffic deaths decreased by 11.7% from 606 in 2005 to 535 in 2006; alcohol was involved in 219¹ (40.9%) of these fatalities. Colorado has a blood alcohol content (BAC) law that backs a Driving Under the Influence (DUI) charge for a BAC of .08. Colorado also retains a Driving While Ability Impaired (DWAI) offense at .05 BAC.

In 2006, drivers and passengers accounted for 461¹ of the traffic-related deaths; 75 were motorcycle fatalities and 386 were drivers and passengers in other motor vehicles. Of the 386, 233 (60.3%) were not buckled up; if everyone had buckled up, about half of those victims should have survived. The total number of driver and passenger deaths included 25¹ children under the age of 16¹. Thirteen¹ (52%) of these young victims were riding unrestrained.

Overall seat belt use in Colorado increased from 80.3% in 2006 to 81.1% in 2007. For children under the age of five, car seat use decreased from 85.5% in 2006 to 83.1% in 2007. Seat belt use for children ages five through 15 remained the same at 69.7% in 2006 and 2007.

In 2006, 66¹ young drivers and passengers, ages 16 to 20, died on Colorado highways, and 45¹ (68%) of these victims were not using seat belts. In 2006, 42¹ (64%) of these fatalities occurred with teen drivers at the wheel. An Additional six teens, ages 16-20, died in motorcycle crashes in 2006. The 2007 seat belt usage rate for ages 16 to 20 was 72.9%, which is about 8% lower than the overall usage rate for Colorado.

Impaired Driving Education/Prevention CDOT purchased a Breath Alcohol Testing van for Weld, Larimer and Morgan counties, enabling law enforcement to process impaired drivers at the scene of sobriety checkpoints.

Checkpoint Colorado, held from Memorial Day through Labor Day, enables law enforcement agencies across Colorado to conduct sobriety checkpoints in their municipalities. Participating agencies are funded through Law Enforcement Assistance Fund (LEAF) and federal grants. Ten agencies were selected through a problem identification process and 116 sobriety checkpoints were held, with assistance from the Colorado State Patrol (CSP).

CDOT administers the LEAF funds, which are collected from DUI convictions and used to fund law enforcement agencies' DUI programs. Over 50 law enforcement agencies received LEAF funding in FY 07. LEAF agencies, Checkpoint Colorado agencies and CSP participated in eight DUI enforcement campaigns through "The Heat Is On!" In FY 07, a total of \$229,987 was spent to fund 116 checkpoints.

CDOT and Mothers Against Drunk Drivers (MADD) partnered to promote youth safety initiatives by facilitating alcohol education presentations in schools and youth facilities; establishing UMADD programs at the university level; recruiting for Youth In Action programs and more. CDOT provides an interactive drunk driving simulator, which was visited by 17,500 students from Colorado high schools. CDOT partnered with "Team Fort Collins" to train liquor retailers to recognize false IDs in an effort to decrease access to alcohol by minors. This multi-agency/retailer group also engaged youth in the prevention of underage drinking through education and mentored other local community organizations around youth alcohol issues.

State of Colorado Highway Fatalities

	2002	2003	2004	2005	2006
TOTAL Fatalities	743	644	667	606	535
Alcohol-Related Fatalities	317	258	249	242	219 ¹
% Alcohol-Related Fatalities	42.7	40.1	37.3	39.9	40.9
Occupant Fatalities (drivers and passengers)	662	575	586	549	461
Fatalities (per 100 million vehicle miles traveled)	1.71	1.48	1.46	1.26	1.10

Source: Fatality Analysis Reporting System and Safety and Traffic Engineering Branch

2006 Data Subject to Change per Colorado Coroners/Hospital Reports through February 2008

¹ Based on Fatality Analysis Reporting System (FARS) data as of Sept. 10, 2007

Occupant Protection CDOT partners with organizations statewide through federal safety grants to conduct infant and booster seat check up events with certified child passenger safety technicians. At least 25 of these events were held last year, in addition to public-scheduled appointments to visit local fit stations.

CDOT hired a full-time law enforcement liaison to work with law enforcement agencies to aggressively enforce occupant protection laws.

Funds were provided for numerous teen seatbelt initiatives and child safety seat outreach events designed to increase the correct usage of occupant protection systems in vehicles. Partnering with health departments and students, CDOT conducted safety programs such as the High School Challenge, where students in six Denver-area schools competed to increase seatbelt usage on their campuses (overall usage increased by 26 percent to an average use rate of 69 percent).

Other initiatives include the "Click It or Ticket" Campaign, in coordination with the CSP; and an annual Seat Belt Survey on various state highways, which is conducted by Colorado State University. The National Highway Transportation Safety Administration (NHTSA) is funding the Teen Seat Belt Pilot Project, a high-visibility enforcement and advertising campaign targeting teens and their families.

Bridge Design & Management

CDOT typically inspects state-owned bridges every other year or every fourth year. However, bridges that are in poor condition or cause concern are inspected more frequently. A nationwide bridge rating system uses a scale from 1 to 100 (one being the worst). If warranted, a bridge can receive a status of *Structurally Deficient* or *Functionally Obsolete*. A number of variables are used to produce this rating but the main focus is on capacity and condition.

Regarding capacity, inspectors determine whether a bridge can safely accommodate current traffic levels including load capacity. Reviewing condition of the bridge parts and materials, inspectors note any corrosion on the concrete, steel and girders. They also look for internal damage and fatigue (cracking that grows over time). Low bridge ratings do not necessarily point to an unstable bridge. Bridge ratings are calculated 55 percent on structure, 30 percent on service and functionality and 15 percent on whether they are essential for public use.

CDOT spends approximately \$30 million per year on state system bridge replacement and major rehabilitation projects (including inspections). Some bridges are replaced with other funding sources when combined with highway construction projects. CDOT has 3,775 bridges on the state system (2007 reporting database). Of those, 116 are in need of replacement and 379 are in need of rehabilitation. (The total number of bridges in the state is 8,660, which includes city and county owned structures.)

Bridge staff inspected 1,707 structures on the state system in FY 07 and contracted inspection of 2,280 on other roadways. On the state system, 29 bridges were replaced and 108 existing bridges had critical inspection findings that are addressed on a case by case basis. There were 102 minor bridge rehabilitation projects bid to contractors in 2007 (some projects remain underway).



REGION 2: A temporary Acrow panel bridge truss was installed above this SH 120 bridge deck (east of Florence) that had been load restricted due to a loss of a truss section. This temporary bridge takes traffic off the existing deck truss and carries a single lane of traffic. A full bridge project is scheduled.

Maintenance

CDOT maintenance work is split into two major categories. Regular maintenance includes: blading, cleaning drainage structures, slope and fence repair, some rockfall and wetlands mitigation, sweeping and litter removal. This includes upkeep and operations for the state's 34 rest areas (two are scenic pullouts only), which was allocated \$3.7 million in FY 07. Snow and ice control involves plowing, sanding, deicing and controlling avalanches. CDOT's annual budget for snow and ice is about \$40.6 million. This past winter, however, CDOT spent an estimated \$55.7, which included an additional \$15 million on snow and ice activities, due largely to the Front Range blizzards (see details on inside front cover).

Avalanche Management Program CDOT has implemented an avalanche management program to maintain a level of safety for the traveling public and maintenance personnel. CDOT's Avalanche Atlas has over 522 known avalanche paths and crews regularly monitor and/or control over 278 of those. During the 2006-07 winter, CDOT triggered more than 464 avalanches with explosives, of which 159 impacted Colorado highways. CDOT experienced 184.5 hours of road closures due to avalanche control and spent 7,586 hours performing avalanche mitigation.

Materials & Geotechnical

Rockfall Program CDOT's Rockfall Program staff responded to or surveyed 47 incidents or potential incident sites. These responses are in addition to the regular rockfall inspections performed by maintenance crews along rockfall corridors. Any mitigation work resulting from these incidents is typically funded through the regional maintenance budget and sometimes supplemented with Transportation Commission contingency funds. In FY 07, six of these responses for rockfall evaluations resulted in rockfall mitigation, which was determined necessary for highway safety.

Additional scheduled mitigation projects were conducted in coordination with regional engineering staff and totaled just over \$3 million in FY 07 (the program's average annual budget). A project on I-70 at Georgetown Hill consisted of installing approximately 730 feet of rockfall fence. Another project on US 6 in Clear Creek Canyon involved rock bolting, draping mesh and installing rockfall fence. Crews also incorporated a new rock slope stabilization technique on this project, which involves injecting polyurethane resin into the slope—a sort of "rock glue."

2007 Maintenance Activities

During the 2007 fiscal year, members of the Maintenance Program staff tended more than 26,000 lane miles by:

- ❑ Repairing and maintaining more than 9.7 million square yards of roadway surface
- ❑ Utilizing 270,941 tons of asphalt and 196,646 thousand gallons of liquid asphalt in asphalt preservation activities
- ❑ Striping more than 43,820 miles of roadway and creating 535,033 thousand square feet of pavement markings using 4.4 million pounds of glass beads, and 224,554 gallons of paint
- ❑ Snow plowing, sanding, and/or deicing 7.1 million miles of highway
- ❑ Managing 1,387 hours of road closures, at various locations statewide, due to snow
- ❑ Applying 1.6 million tons of salt/sand and 9.9 million gallons of liquid deicer to the highways
- ❑ Repairing/installing 215,330 ft. of snow fence
- ❑ Disposing of 107,665 cubic yards of trash off the right-of-way with help of approximately 10,800 Adopt-A-Highway volunteers; and another 6,368 bags of trash with the support 80 corporate sponsors
- ❑ Replacing and repairing 139,612 signs and sign posts
- ❑ Replacing, installing, and repairing over 25.5 million feet of fencing along CDOT right-of-way



Maintenance and rockfall crews worked together when a slide occurred on SH 133 north of McClure Pass on April 18, 2006. The highway was closed for more than a week while crews cleared 2,000 cubic yards and a contractor stabilized the area.

Human Resources

Equal Opportunity Center

Business and Work Force Support In FY 2007, the EOC received approval for a two-year pilot program funded by the FHWA for a Business Opportunity & Work force Development Program (BOWD). The \$1.2 million program (first-year funds) focuses on working with 20 Disadvantaged Business Enterprises (DBEs) on developing their business and their work force. It also enhances projects across the state designed to increase the number of minority and women construction employees qualified to work on highway construction projects. To date, 10 of the BOWD participants have received work with CDOT, and the number of work force program graduates has increased.

Outreach Activities The EOC's partnering and networking series fosters business relationships and opportunities between prime contractors & consultants, DBEs, and Emerging Small Businesses (a race-neutral program for all small businesses). Collaboration with the Trinidad community resulted in numerous business partnerships related to the \$38 million bridge replacement project on I-25. This three-year project was started in 2007 with over \$2 million in work with small, disadvantaged businesses.

ADA Access Activities The EOC's ADA (Americans with Disabilities Act) activities focused on ensuring accessibility and safety for pedestrians with disabilities at construction sites. The EOC is collaborating with CDOT's engineering staff to utilize new and innovative practices that are expected to create a safe and accessible environment across the state.

Division of Aeronautics

Funded exclusively from aviation fuel tax revenues directed into the Colorado Aviation Fund, Colorado airports in 2007 were awarded more than \$6 million in Colorado Discretionary Aviation Grants. These grants provided capital improvement, development, safety programs and maintenance at 77 public-use airports. In conjunction with the Colorado Discretionary Aviation Grant program, Federal Aviation Administration (FAA) Airport Improvement Program funds provided \$76.8 million for 42 significant infrastructure projects. Entitlement refunds generated from aviation fuel taxes reimbursed more than \$9.9 million to local community airport sponsors for use in developing, maintaining and operating their aviation facilities. The Aeronautics Division, the Colorado Aeronautical Board and the FAA began the installation of a mountain-area radar surveillance system. Currently being tested at four airports, the system will increase airport capacity and improve safety for arrivals and departures during peak winter season operations. It is the first multi-sensor radar system installed in the lower 48 states. Aeronautics staff lead 24 pavement management inspections and 37 safety inspections this year.

Legislation

SB 95 eliminates the statutory cap on the number of full-time employees (FTE) allowed to be employed at CDOT. CDOT was the only agency with a statutory cap on FTEs. By repealing this limit, the Transportation Commission now has the authority to determine the appropriate number of employees for CDOT.

HB 1117 requires a person under 18 years of age who is an operator of a motorcycle or motorized bicycle and a person under 18 years of age who is a passenger on a motorcycle or motorized bicycle to wear a protective helmet that is designed according to certain specifications.

HB 1190 specifies that the amount of sales or use tax levied by a Regional Transportation Authority (RTA) that the Department of Revenue may retain as payment for collecting, administering, and enforcing the tax may not exceed the net incremental cost of the collection, administration, and enforcement. This allows an RTA to retain more of the tax dollars they collect for use on transportation projects.

HB 1229 increases the fines for violating Colorado's chain laws for commercial vehicles. It also requires commercial vehicles to carry chains on I-70 between Denver and Edwards from May to September. The bill also allows CDOT to contract with a private entity for the purposes of selling and equipping vehicles along the I-70 corridor with appropriate chains when the chain law is in effect.

HB 1373 makes changes to the state's salary lid for state employees. CDOT considers this bill important for the long-term health of the department. By allowing the state's maximum lid to be raised, the bill will assist agencies in the retention of valued employees. Over time, it lessens the impact of the salary compression that is occurring at our highest levels, where little to no financial incentive exists for CDOT workers to pursue promotions to positions of more responsibility within the department.

SB 42 permits a member of the Armed Forces stationed in Colorado to enroll in a certified Motorcycle Operator Safety Training (MOST) course for the same charge as a resident. This allows more people living in Colorado to receive important motorcycle safety training.

SB 228 requires the creation of a publicly searchable vendor database to track personal services contracts, requires that performance measures be incorporated into contracts worth more than \$100,000 and requires a performance evaluation report be prepared prior to the completion of any construction contract worth more than \$500,000. The bill also adds new conditions for contracts and requires written justification for work outside Colorado or the US.

House Joint Resolution 38 proclaimed April 2007 to be "Colorado Department of Transportation Remembrance Month" to recognize current CDOT employees for their hard work, and the families of former CDOT workers who were killed in the line of duty. More than 60 CDOT employees and family members of deceased employees were recognized in both the House and Senate.

Division of Accounting & Finance

The Accounting Team is responsible for the overall transaction processing and financial reporting of CDOT. The team supports financial processing in the areas of cash, State Treasury, State Collections, accounts payable, general ledger, accounts receivable, asset management, and payroll. The CDOT controller ensures all internal transactions feed into the state's accounting book of record, reviews contractual documents in support of CDOT business activities to ensure funding is available before contracts are executed, and facilitates all activities related to the fiscal year end closing of accounts and the annual external audit.

Office of Financial Management and Budget Staff are responsible for the overall financial management of CDOT. Among other responsibilities, OFMB forecasts revenue, develops the Statewide Transportation Improvement Program (STIP), develops budgetary forms and procedures, prepares the budgets for all CDOT organizations, manages the TRAns program (pg. 9), programs federal-aid projects, analyzes pending legislation for potential fiscal impacts on CDOT, and prepares fiscal notes for the Legislative Council.

Funding Sources Funding received by CDOT is identified in four categories: Highway Users Tax Fund (HUTF), federal-aid highway funding, State General Fund transfers, and revenues from other miscellaneous sources. CDOT allocates these funds in four investment categories: *System Quality*, the transportation system's functionally 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 programs and services.

HUTF (Highway Users Tax Fund) revenue is the primary source of transportation funding for the state. The fund comprises motor fuel taxes (about 71 percent of the total), motor vehicle registration fees, and driver's license fees. Distribution of the HUTF includes off-the-top appropriations to the Colorado Department of Revenue and the Colorado State Patrol with the remaining funds allocated to municipalities, counties and CDOT based on statutory formulas.

Federal Funding comes from the federal highway trust fund (HTF) which consists primarily of federal motor fuel taxes. Congress passed SAFTEA-LU in 2005, authorizing funding from 2005-2009. The *Safe, Accountable, Flexible, Efficient Transportation Equity Act* is a measure that provides 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.

General Fund transfers approved by the state Legislature tend to fluctuate depending upon current economic

FUNDING & INVESTMENTS

Fiscal Year 2007

Actual Revenue	\$1,520.2 Million	
Highway Users Tax Fund	\$420.9 M	27.7%
Federal	\$524.3 M*	34.5%
Senate Bill 97-01	\$169.8 M	11.2%
Miscellaneous	\$114.0 M	7.5%
House Bill 02-1310	\$291.2 M	19.1%

Fiscal Year 2007

Investments	\$1,520.2 Million	
System Quality	\$296.2 M	19.5%
Strategic Projects	\$361.3 M	23.8%
Mobility	\$185.9 M	12.2%
Program Delivery	\$559.7 M**	36.8%
Safety	\$117.1 M	7.7%

Fiscal Year 2008

Estimated Revenue	\$1,055.4 Million	
Highway Users Tax Fund	\$414.9 M	39.3%
Federal	\$423.9 M*	40.2%
Senate Bill 97-01	\$115.1 M	10.9%
Miscellaneous	\$101.6 M	9.6%
House Bill 02-1310	not estimated	

Fiscal Year 2008

Estimated Investments	\$1,055.4 Million	
System Quality	\$323.9 M	30.8%
Mobility	\$221.1 M	20.9%
Program Delivery	\$174.5 M	16.5%
Strategic Projects	\$224.0 M	21.2%
Safety	\$111.9 M	10.6%

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

** This amount includes \$291.2 million in HB 02-1310 funds transferred to CDOT during the fiscal year.

conditions. They include SB 97-01, which if general fund appropriations reach the statutory six percent growth is designed to transfer the auto-related portion of the state's sales and use tax to CDOT, and HB 02-1310, which transfers 2/3 of the amount in excess of the four percent statutory reserve to state transportation for construction.

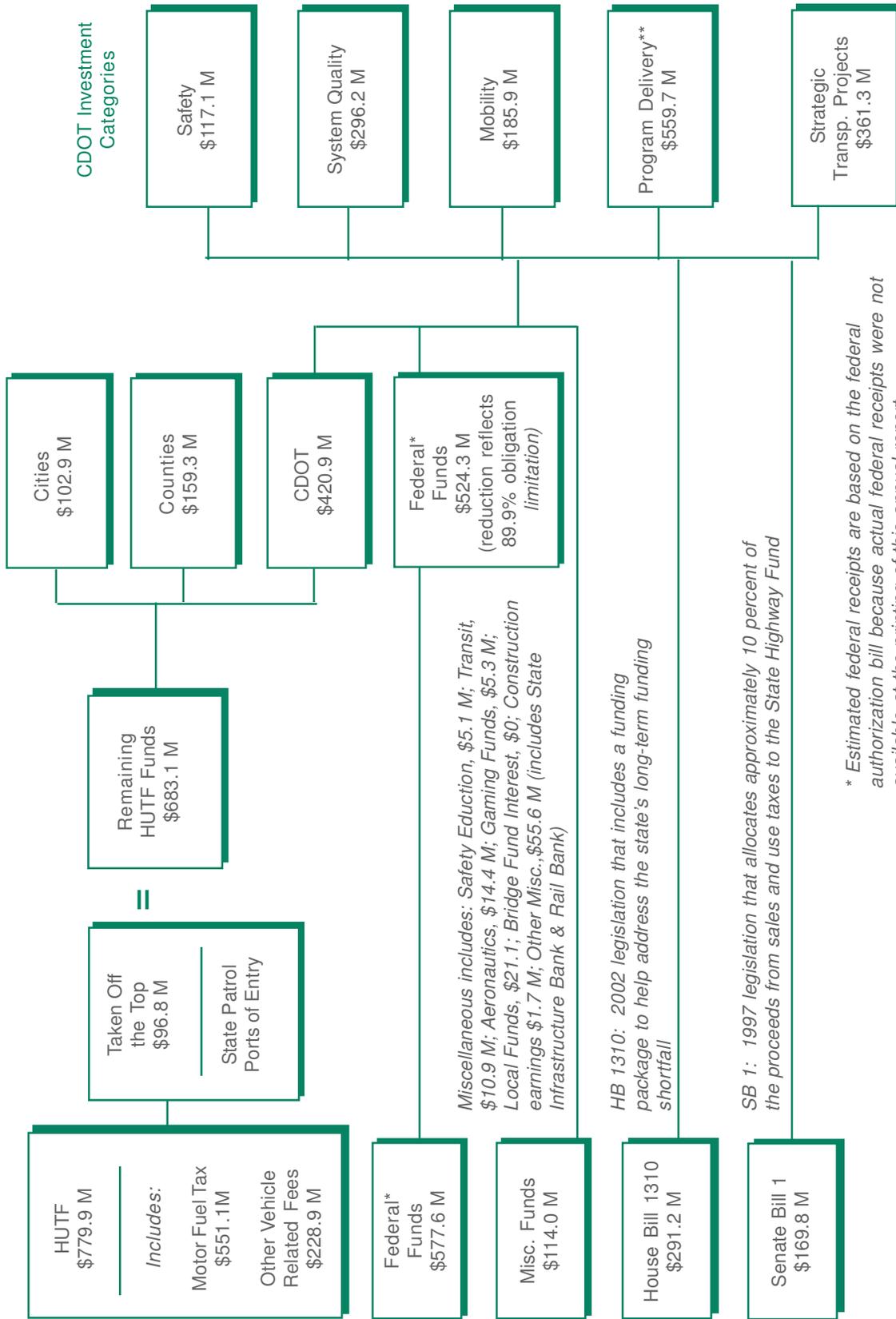
Miscellaneous Sources include fees for overweight and oversize permits on state highways, interest on balances in the State Highway Fund, and requested appropriations from the State Gaming Fund used to offset major increases in traffic on state highways in the vicinity of Colorado's gaming areas.

FY 2007 Revenue Sources

\$1,932.5 Million Total

Distributions
\$1,782.4 Million

Allocation to CDOT
\$1,520.2 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.

** This amount includes \$291.2 million in HB 02-1310 funds transferred to CDOT during the fiscal year.

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Gunnison, Lake, Mesa, Montrose,
Ouray, Pitkin, Summit)

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Les Gruen (El Paso, Fremont, Park, Teller)

George Tempel (Baca, Bent, Crowley, Custer,
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Stacey Stegman, Transportation Commission & CTE
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*Chairman, Tolling Enterprise Board

** Vice Chairman, Tolling Enterprise Board

Colorado Aeronautical Board

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governments

Harold Felderman, *Vice Chairman*, representing
eastern plains governments

Vacant, representing pilot organizations

Larry Romrell, representing aviation interests at large

Dave Ubell, representing Western Slope governments

Dale Hancock, representing Western Slope
governments

Dennis Heap, representing airport management

Travis Vallin, Director, CDOT Aeronautics Division

BACK COVER PHOTO: Courtesy of CDOT Project Engineer Adam Cornely. CDOT closed the I-70 Glenwood Canyon Hanging Lake Tunnel eastbound bore on March 30, 2007, when an inspection revealed that a crack had expanded since it was first discovered in July of 2006. The 60-foot high tunnel control building houses tunnel and traffic monitoring equipment, staff offices, a parking structure and ventilation systems. The crack was located in the ceiling slab of an outside transition tunnel that links the control building to the tunnel bore (the portion that is excavated through rock). CDOT crews and contractors conducted extensive work to fix the crack. The repairs have totaled approximately \$6 million and the tunnel bore was opened to traffic on October 2, 2007.



Taking care to get you there.