



*Celebrating 100 years.*

# COLORADO DEPARTMENT OF TRANSPORTATION

~ Annual Report ~

**FISCAL YEAR 2009 - 2010**



the Official Road and Tour Book of Colorado

drives magical described

Compiled by the Colorado State Highway

An aerial photograph of a city, likely Colorado Springs, with a semi-transparent road network overlay in a light brown color. The city buildings and streets are visible in a darker, muted greenish-brown tone. The road network consists of various line styles and colors, including solid lines and dashed lines, representing different types of roads or transit routes.

## *Mission*

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

## *Vision*

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

# Content:

<b>Governor Message</b>	2
<b>Executive Director Message</b>	3
<b>CDOT Organizational Chart</b>	4
<b>Key Accomplishments</b>	5
<b>Transportation Regions and Accomplishments</b>	9
<b>Strategic Transportation Corridor Projects</b>	16
<b>Maintenance</b>	17
<b>Legislation</b>	18
<b>Funding Sources/Charts</b>	19
<b>Recovery Act Funding</b>	22
<b>FASTER</b>	23
<b>Commission Chair Message</b>	24





# A MESSAGE FROM THE GOVERNOR OF COLORADO

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During my term as your Governor over the past four years, the Colorado Department of Transportation—and all our state agencies—have had to meet the challenges of trying to maintain quality levels of service for our citizens amidst this current economic situation. Fortunately, transportation spending received a boost in 2009 that, over the past fiscal year, CDOT employees have stewarded and Colorado citizens have benefited from. With the Funding Advancement for Surface Transportation & Economic Recovery (FASTER) bill, Colorado received the first new sustainable transportation funding in nearly 20 years. Funds from this legislation were dedicated toward safety improvements on our transportation system, especially much needed bridge repairs and upgrades.

Of the 128 original poor bridges designated last year, 23 have been completed and another 22 are currently under construction as of November 2010 (FASTER and other funding). The program will have nearly all of the current poor bridges replaced by 2017. In addition to these critical bridge repairs, as of November 2010, 31 safety projects have been awarded to contractors, 24 of which are already complete or under construction.

Another 28 projects will be advertised by the summer of 2011. By the end of 2010, more than \$90 million in FASTER dollars went towards improving poor bridges, increasing highway safety and providing Colorado jobs. It's important to note that all of these projects are built by private sector contractors.

FASTER also placed strong focus on 21st Century transportation solutions, which has included the creation of a High Performance Transportation Enterprise (HPTE) to expand the use of public-private partnerships, design-build contracting and other proven innovations. Currently, the Colorado HPTE is exploring options for a public-private partnership to improve US 36 between Denver and Boulder.

We also saw great strides in transportation improvements and jobs creation as CDOT contracted and completed projects funded—fully or in part—by the American Recovery and Reinvestment Act (ARRA). As of October 31, 2010, 126 highway and transit projects are under construction or have been completed, utilizing \$382.8 million in ARRA funding. This translates into more than 2.3 million direct job hours created or sustained, with up to 3,500 people (full and part time) working per month in the peak of the summer construction season. Since the Recovery Act program began in March 2009, over \$62 million has been paid directly to hard working Coloradans on these projects.

Finally, we saw the success and progress of my administration's Sustainable Main Streets Initiative over the past year. This initiative brought state agencies—including CDOT—together to develop a plan to revitalize the selected small business communities of Monte Vista, Fowler, Rifle and Five Points in Denver. As a result, transportation enhancement projects—and other revitalization projects—will be carried out in 2011.

It has been a privilege to serve alongside our CDOT employees in meeting the challenges of our current economy, and also realizing the successes of these statewide programs. My best wishes go out to all as they continue to sustain and improve our state's vital transportation system.

**Bill Ritter, Jr.**  
**Governor of Colorado**



# A MESSAGE FROM THE EXECUTIVE DIRECTOR

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In January 1910, the first Colorado state agency charged with developing a highway system began operations. Throughout 2010, current Colorado Department of Transportation employees joined with their predecessors at CDOT and previous Colorado state transportation agencies to celebrate our centennial.

What a history we have had! All of the drama, intrigue, heart-break and achievements you would find in a work of fiction have also been ours. There have been curves and bumps along the way, but no matter the situation, Colorado state transportation employees have always been there to answer the call of duty.

This most recent economic recession, the latest of many experienced in our 100-year history, is a perfect example. Weathering the impact of hiring freezes, budget downturns, furlough days, and the loss of awards and appreciation programs, our employees have lived up to their legacy as around-the-clock public servants and guardians of the safety of our transportation system users.

Their work may be as apparent as completion of a large-scale transportation project, such as the widening of I-25 through Castle Rock; or mostly unseen, such as a CDOT snowplow circulating along a stretch of highway through an overnight blizzard. Their work could include preemptively bringing down loose rock or triggering avalanches to reduce the safety risks on our highways. The results may be subtle, like the miles of cable-rail barrier installed to reduce or prevent head-on collisions, or completely unnoticed, as in miles of fiber optic cable buried alongside roadways to provide better advance traveler information.

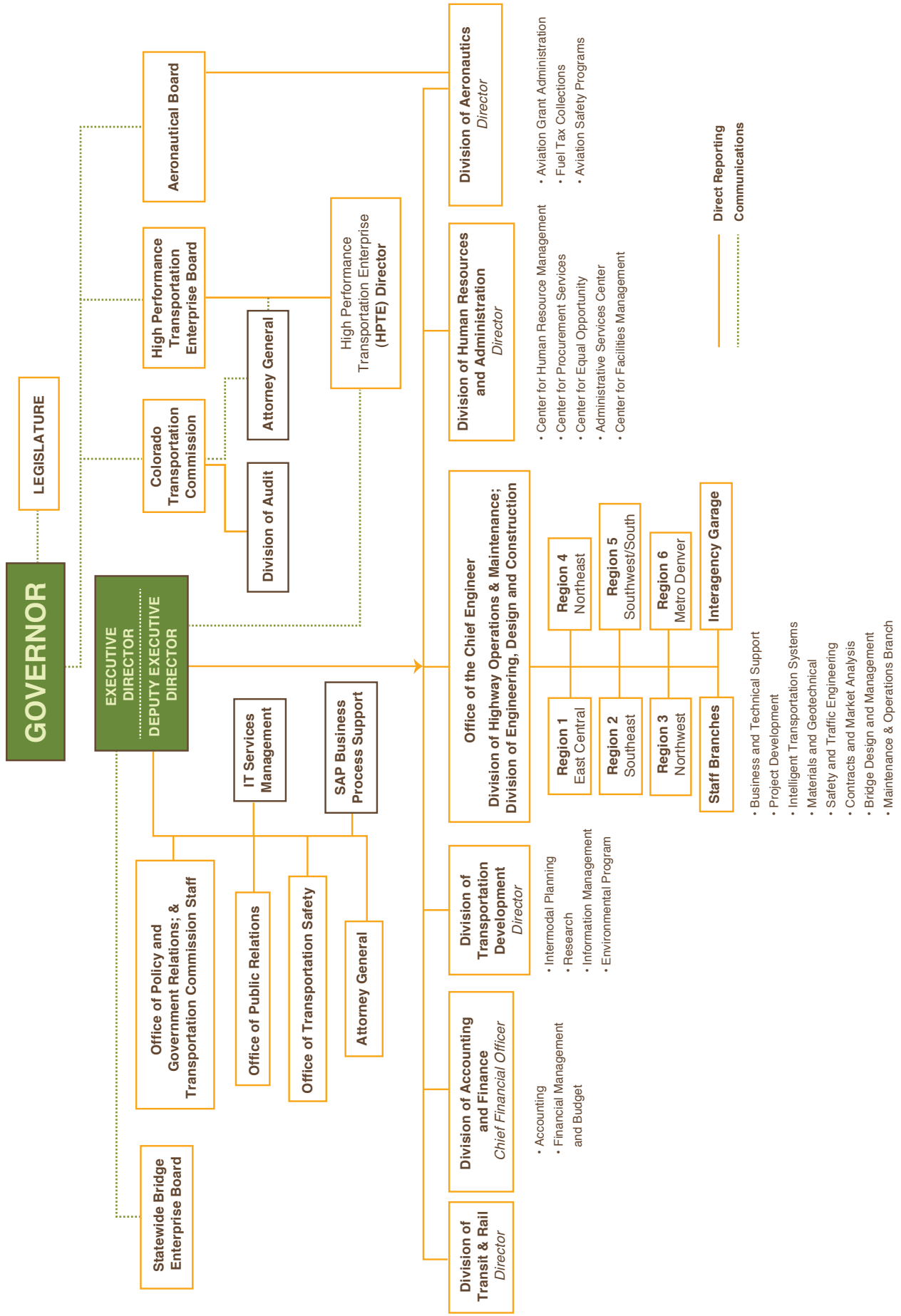
It takes the cumulative efficiency and teamwork of our entire CDOT workforce, in the field and in our offices, to deliver a final transportation product that ranges from signals to signs, road striping to snow and ice removal, resurfacing to reconstruction to new construction.

Whether we notice or not, CDOT employees are there for us all across Colorado, day and night. Over these past four years, it has been my pleasure and honor to get to know these dedicated civil servants and to work alongside them. I have come to understand that their work is challenging, fulfilling, rewarding — and critically important to all of us.

To all CDOT employees, our predecessors, and those who will follow us in future generations, I say thank you.

**Russell George**  
**Executive Director**

# COLORADO DEPARTMENT OF TRANSPORTATION



# KEY ACCOMPLISHMENTS

*Below is a cross-section of key CDOT accomplishments for the 2010 fiscal year—organized not by funding category but rather by process or work unit—many of which represent teamwork among several CDOT divisions, as well as partnering with other public and private entities. These accomplishments focus on supporting CDOT’s mission of providing the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods and information.*

*To locate more detailed information on these and other topics, please visit CDOT’s website, or review the department’s comprehensive Annual Performance Reports, Fact Books and other publications at <http://www.coloradodot.info/library/>.*

## PROJECT PARTNERING & BUSINESS DEVELOPMENT

Contracted \$68.8 million to small, disadvantaged businesses and an additional \$2.1 million to emerging businesses.

Provided 539 hours of technical assistance to small businesses (on work items ranging from financial services to contract bidding) as part of the Disadvantaged Business Enterprise program; assistance is provided through consulting contracts funded by Federal Highway Administration and other sources.

Implemented Energy Cap software, entering nearly 7,000 utility accounts into the program to help CDOT save energy, time and money.

With the Colorado Contractors Association (CCA), established the Industry Relations Task Force to improve intra-industry relationships and seek opportunities for efficiencies on construction projects.

With industry partners, created the Innovative Contracting Advisory Committee to find innovative ways to accelerate construction project delivery, select better qualified contractors, promote innovation and reduce overall project risks.

Partnered with Lone Tree and the Town of Castle Rock to complete new I-25 interchanges at Ridgeway and Plum Creek, reducing congestion and providing better regional transportation connections.

Worked with the North Clear Creek Mitigation Advisory Committee (NCCMAC), a large group of federal, state and local agencies (as well as business and residential representatives) to better coordinate the impacts of highway work along SH 119 between US 6 and Black Hawk; this resulted in cost-savings to both CDOT and the Colorado Department of Public Health and Environment.

## TRAINING & PROCESS IMPROVEMENT

Launched the CDOT University to support compatibility among training programs, to track time invested in training—both delivery and attendance—and to continue professional standards.

The Transportation Engineering Training Program delivered 15 training courses to nearly 250 engineering employees of CDOT; courses were also delivered to consultants and local agencies.

## MOBILITY & CORRIDOR PLANNING

Accelerated work on the I-70 Mountain Corridor Programmatic Environmental Impact Statement and, following an extensive Collaborative Effort process that directly incorporated stakeholder input, a draft was completed (<http://www.coloradodot.info/projects/i-70mountaincorridor>).

Formed the I-70 East Preferred Alternative Collaboration Team (PACT), a 26-member group comprised of state and federal agencies, advocacy groups, and stakeholders from Adams County, City of Aurora, Commerce City, and City & County of Denver; the goal is to reach consensus on a preferred alternative for I-70 East from I-25 to Tower Road in 2011.

Using a Collaborative Effort process, reached a preferred alternative for the North I-25 Environmental Impact Statement (EIS) to be carried forward in the Final EIS, scheduled for release in 2011.

The High Performance Transportation Enterprise (HPTE) began a traffic and revenue study regarding managed lanes and bus rapid transit on US 36 between Denver and Boulder; the study will be used to determine the viability of moving forward with the project and to secure a rating for future bonding. (The HPTE was formed via FASTER legislation, please see page 24).



*I-25 at Plum Creek near Castle Rock*

Partnered with other state agencies through the Sustainable Main Streets Initiative, a collaborative process to improve the economic vitality of main streets in three rural Colorado communities (Fowler, Monte Vista and Rifle) and one Denver neighborhood (Five Points).



## MULTI-MODAL INITIATIVES

In partnership with stakeholders, completed the scope of work and related materials to launch into Colorado's first comprehensive State Passenger and Freight Rail Plan.

Began an Inter-regional Connectivity Study for High Speed Rail to examine potential connections between future high-speed intercity passenger rail and the FasTracks system in metro Denver.

With help from a \$50,000 grant from Kaiser Permanente, implemented a bicycle and pedestrian traffic counting program in fifteen communities to help identify trends and needs.

Worked with more than 200 K-8 Colorado schools to implement Walk-a-Child-to-School Day, an international effort focusing on the need for more walkable communities, safer and improved streets, healthier habits and cleaner air.

Participated in the development of the Denver Union Station project, a combined effort with the Denver Regional Council of Governments, the Regional Transportation District (RTD), the City and County of Denver that will convert the historic Denver Union Station Terminal into the central hub for the FasTracks program.



*Swan Mountain Recreational Path in Summit County*

Initiated nine railroad crossing projects, namely the establishment of a GIS-based rail crossing inventory for better tracking of projects, accidents and changes in the state's rail infrastructure.

## AERONAUTICS

With the Federal Aviation Administration (FAA), launched Phase II of the Colorado Surveillance Project that includes—thus far—airports in Durango, Telluride, Gunnison and Montrose; enhanced radar coverage will improve airport capacity during periods of inclement weather, particularly during busy ski and vacation destination periods. The project also provides an invaluable tool in locating downed aircraft. (Phase I included airports in Steamboat Springs, Craig, Hayden-Yampa Valley and Rifle.)

Completed a Colorado Mountain Airport Study through coordination with the FAA; the study identifies unique aspects and challenges faced by Colorado mountain airports and the economic benefits they provide to their respective communities.

Administered an Airport State Grant program in excess of \$6.5 million dollars to 64 state airports; the funds were used for airport improvements and to help match FAA funds that exceeded \$98 million.



*Astronaut Kent Romiger Airport in Del Norte*

Completed a project that demonstrated the success of allowing non-federal Automated Weather Observation System (AWOS) data to be interfaced with the FAA's weather reporting system. This program has been turned over to the National Association of State Aviation Officials for implementation on a nationwide basis.

## ENVIRONMENTAL ENDEAVORS

Increased the amount of recycled asphalt used on CDOT paving projects by 600 percent over the past three years.

Hosted a two-day climate change workshop, bringing together representatives from the Governor's Office, resource and regulatory agencies, metropolitan planning organizations and rural Transportation Planning Regions to identify opportunities for collaboration, including next steps.

Received a grant from the State Smart Transportation Initiative to develop a "Transportation and Climate Change Collaborative Process and Framework."

As part of a long-term study, CDOT is comparing concrete and asphalt pavement, side-by-side, on Powers Boulevard (SH 21) in Colorado Springs and on US 85 near Brighton; the goal is to evaluate construction and maintenance costs, performance and overall applicability.

Developed three statewide air quality outreach programs with several state and local agencies focusing on ozone education, engine idling emissions and diesel engine exhaust reduction.

Erosion Control Assessment teams conducted 67 inspections at construction sites to assess compliance with Colorado water quality permit requirements.

Partnered with federal agencies and three state departments of transportation to produce "Roadside Revegetation Scan Tour: Current and Innovative Solutions to Roadside Revegetation."

Began a new program to improve water quality on projects by providing erosion and sediment control training to more than 1,000 transportation maintenance professionals.

Entered 1,500 water quality inspections into a new database, further streamlining processes.

Completed construction of the CDOT water quality Best Management Practices training facility next to CDOT headquarters; the site is open to contractors, consultants and other organizations and includes a collection pond used for simulating rainfall events on roadways, ditches and hillsides.

Distributed over 10,000 Erosion Control and Storm Water pocket guides, in English and Spanish editions, within Colorado and across the nation.

### **HIGHWAY SAFETY & SAFETY EDUCATION**

In partnership with the Colorado State Patrol, developed a new process for proposing changes to hazardous material routes, with a goal of improving safety and industry cost savings.

In 2009, 191 alcohol-related fatalities occurred out of 465 total fatalities, the lowest numbers in over 30 years. The numbers represent a 23 percent decline in overall traffic fatalities and a 21 percent drop in alcohol-related fatalities. (See more safety statistics online, including in CDOT's Annual Performance Report found at <http://www.coloradodot.info/library/AnnualReports>.)

Through CDOT's safety education programs and tracking, noted an increased seatbelt usage of three percent over the past five-year period (now 82.9 percent statewide); seatbelt usage among young people, age 16 to 20, has increased 12 percent and is now at 82.2 percent statewide.

Identified nearly 100 miles of wildlife crossing zones pursuant to HB 10-1238 to establish reduced speed limits during nighttime hours and/or double fines for speeding in order to reduce vehicle-wildlife collisions and improve safety.



*CDOT bridge crews conduct bridge inspection*

Partnered with safety-enforcement and non-governmental agencies on the annual "Wildlife on the Move" campaign to educate motorists on the incidence of wildlife-vehicle collisions.

Inspected 1,657 state-owned major bridges, 2,241 city- and county-owned bridges, 1,428 state-owned culverts and minor bridges, and 454 overhead signs, signals and high-mast lights.

Administered \$23.5 million in Federal Hazard Elimination System and other safety funding to safety-improvement projects statewide (funds were distributed to both state highway and city/county safety projects to help reduce highway collisions).

### **CUSTOMER SERVICE & COMMUNICATIONS**

Distributed approximately 140,000 Colorado travel maps.

Improved public/media communications by launching a new e-mail and wireless text subscription service by which users receive real-time updates on traffic conditions and other news.

Implemented real-time trip-travel times displayed on overhead variable message signs for motorists to get current travel time information in the Denver area on US 6 and various segments of C-470 and I-25.

Worked with local agencies to develop an incident management plan for improved response, clearance and communications in Eagle, Summit, Clear Creek and Jefferson counties.

Through the Roadside Memorial Program—which sets temporary signs memorializing those killed in Colorado state highway traffic collisions—crews fabricated and installed 71 signs and returned 34 to families.

### **BEAUTIFICATION**

Five of the 25 Colorado Scenic and Historic Byways were selected to receive more than \$513,000 in federal funds for projects within those byways.

The CDOT Roadside Advertising Program removed some 300 illegal advertising signs per month from within or adjacent to the state highways.



*CDOT partners with multiples agencies for the "Wildlife on the Move" campaign*



## Transportation Regions

CDOT's Chief Engineer oversees the Division of Engineering and Maintenance, which includes operations in the department's six transportation regions and nine maintenance sections statewide, staff branches and the Office of Transportation Safety. Regional accomplishments over the past fiscal year are highlighted below.

This section also details each region's Resource Allocation, or the budgeted amounts to be used in each region over the past fiscal year. A number of factors can cause changes in these Resource Allocation distributions during the fiscal year, including, but not limited to new state legislation, federal rescissions, federal actual amounts and Transportation Commission decisions.

Funding is allocated to each region in the following investment categories, all of which include some aspects of maintenance: **System Quality** (includes such items as surface treatment and bridges), **Mobility** (such as congestion relief and aeronautics), **Safety** (such as rockfall mitigation and safety education programs), **Program Delivery** (such as equipment and administration), and **Other Programs** (like SB 09-108 FASTER funding and state transit and rail).



*CDOT crews conduct rockfall cleanup on US 285 near C-470*

## Highway Projects in the Six Transportation Regions

CDOT's engineering staff awarded 154 contracts for highway and bridge construction projects totaling \$427.5 million in FY 2010. Some of these were multi-year projects.

**Surface Treatment Program** Annual funding is directed to surface treatment in order to meet objectives set by the Transportation Commission (specifically, that 60 percent of pavement would be rated in fair or good condition). In FY 2010, \$93.2 million was budgeted for this program.

**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 \$48.1 million for FY 2010. (not including bridge FASTER funds, see page 23).

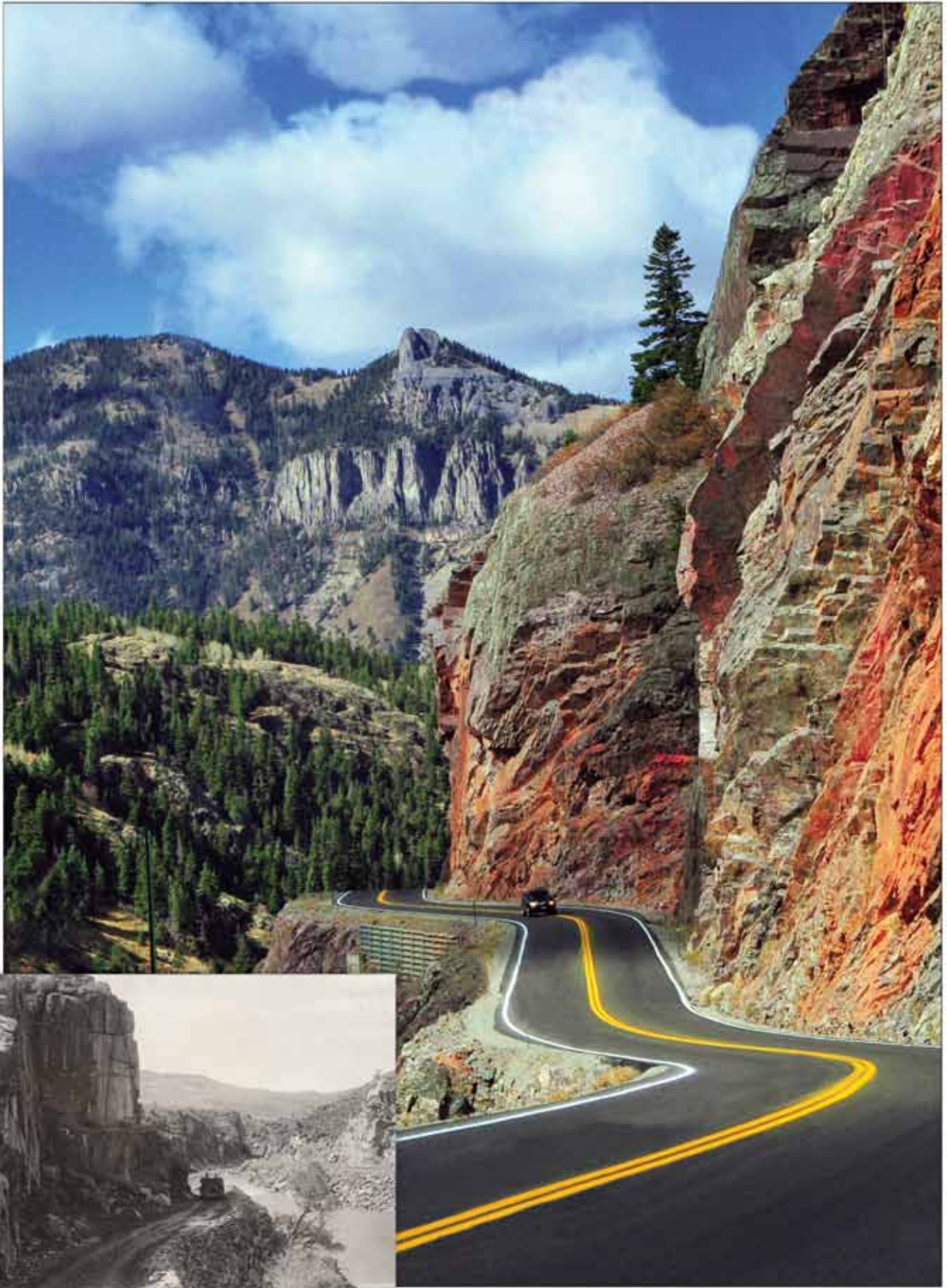
**Regional Priority Program (RPP)** The projects selected and completed under this category are established through the regional planning process. Due to the economic conditions, there was no money budgeted for the RPP program in FY 2010.

**Additional Statewide Construction Programs** These include CDOT's safety construction, budgeted \$36.6 million, and intelligent transportation systems, budgeted \$9.8 million.



*Crews chip seal US 36 near Estes Park*





*US 550 over Red Mountain Pass, past and present*



# REGION 1

**Counties:** Adams (Eastern/Rural Section), Arapahoe (Eastern/Rural Section), Cheyenne, Clear Creek, Douglas, Elbert, Gilpin, Jefferson (Western Section), Kit Carson, Lincoln, Park, Summit

**FY 2010 Resource Allocation** The region was allocated \$89 million, \*(please see Resource Allocation on page 20), which included \$33.8 million for System Quality; \$16.4 million for Mobility; \$14.1 million for Safety; \$8.4 million for Program Delivery; and \$16.3 million for Other Programs. In addition, the region also received \$53.1 million in American Recovery & Reinvestment Act (ARRA) since the stimulus program began in March 2009. The region has obligated the funding to all 11 of its ARRA projects.

## Key Region Accomplishments

Became the first region to get all American Recovery and Reinvestment Act (ARRA) projects budgeted (\$53.1 million for a total of 11 projects over fiscal years 2009 and 2010).

Installed cable rail along I-25 between Plum Creek Parkway and Tomah Road using FASTER Safety funds; accelerated a 110-day project to 19 working days.

Completed the Plum Creek Interchange (part of the Douglas Lane to 5th Street project on I-25) and the ARRA-funded US 85/ Titan Road to Cook Ranch reconstruction in accordance with the I-25/US 85 Environmental Impact Statement.

The ARRA-funded US 40/287 at Boyero reconstruction in Lincoln County was completed.

Worked with the US Forest Service, Colorado Division of Wildlife, Colorado State Patrol and the Center for Native Ecosystems to launch [www.i-70wildlifewatch.org](http://www.i-70wildlifewatch.org), encouraging the traveling public to report wildlife sightings on I-70 between Golden and Glenwood Springs.

Working with CDOT's Rockfall Program and the Colorado School of Mines, initiated research a study to test mesh materials that could be used in constructing "hybrid rockfall fences" along I-70 near Georgetown; now installed near Georgetown and by other departments of transportation.

Completed ARRA-funded bicycle/pedestrian bridge over the Middle Fork of the South Platte River and an asphalt path parallel to US 285 from SH 9 south in Fairplay.

Opened the ARRA-funded Bakerville to Loveland Pass Trail, a joint effort by CDOT, Clear Creek County and the US Forest Service.

With federal Transportation Enhancement funds (which CDOT administers to local agencies), partnered to complete the Burlington-Long Horn Trail, Phase III, in Kit Carson County and the Swan Mountain recreational path, Sapphire section, in Summit County.

Summit Stage opened the ARRA- and SB 97-01-funded maintenance facility, the first transit partnership for CDOT with Summit County and the Federal Transit Administration.



*US 40/287 at Boyero*

The region worked closely with FHWA, the town of Castle Rock, and Douglas County to complete an Environmental Assessment on the North Meadows Extension to US 85 and I-25.

Completed the ARRA-funded renovation of the historic Union Pacific Railroad Roundhouse in Hugo.

The Quick Clearance Program on the I-70 west mountain corridor has reduced the average length of time for highway closures involving heavy commercial vehicles from 52 minutes (2006) to 23 minutes (2009) with a cost benefit of over \$20 million to the state.

A \$2 million ARRA-funded project installed truck parking management components such as electronic signs, closed-circuit cameras and power and communication systems along the I-70 west corridor.

The town of Vail, in partnership with CDOT and Eagle County, installed cameras on I-70 near three interchanges in Vail, helping agencies and the public to better assess local road conditions.

Built an incident command center in the I-70 Eisenhower Johnson Memorial Tunnel, enabling one point of contact for the I-70 corridor. Tunnel staff members also boast an impressive safety record—after 36 years of operation and more than 275 million vehicles there have been no fatalities.

# REGION 2

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

**FY 2010 Resource Allocation:** The region was allocated \$99.3 million \*(please see Resource Allocation on page 20), which included \$39.5 million for System Quality; \$20.7 million for Mobility; \$12.7 million for Safety; \$7.6 million for Program Delivery; and \$19.3 million for Other Programs. In addition, the region also received nearly \$66 million in American Recovery & Reinvestment Act (ARRA) funding since the stimulus program began in March 2009. The region has obligated the funding to all 12 of its ARRA projects.

## Key Region Accomplishments

Comparing FY 2010 to FY 2009, the region decreased the number of employee vehicle accidents/injuries by 19 percent during the "100 Safe Days of Summer" and decreased the number of vehicle accidents/injuries by 37 percent during the Winter Safety campaign "Putting the Freeze on Accidents." Thirty of the 78 organizational units in the region were accident-free during the fiscal year.

Replaced six bridges: on US 24 near Falcon, on SH 10 between La Junta and Walsenburg, on US 50 over the St. Charles River in Pueblo County and three carrying northbound I-25 in Trinidad.

Completed major rehabilitation on the I-25 bridge over SH 10 in Walsenburg.

Contracted CDOT's first FASTER-funded bridge project, replacing a structure on SH 69 near Gardner in Huerfano County.

Became the first region to complete the transfer of a state highway segment to a local government under CDOT's Maintenance Incentive Pilot Program. Ownership and control of 27.7 miles of SH 196 was transferred to Prowers County.

Maintenance crews completed rockfall mitigation on SH 67, between Divide and Cripple Creek.

A \$1.3 million project that made numerous improvements to SH 67 between Divide and Cripple Creek received a 2010 Colorado Contractors Association (CCA) and CDOT Project Management Award.

Completed the project on US 50 between Cañon City and the Penrose area, which included resurfacing, culvert improvements and erosion control.

Phase I of improving access to Fort Carson was accomplished with completion of the I-25/SH 16 interchange. Phase II began, widening SH 16 and reconstructing the SH 16/US 85 interchange; these improvements will serve as a vital link in the US Army's Rapid Deployment Plan.

Met all required timelines for American Recovery and Reinvestment Act project delivery to prevent the loss of funds, allowing acceleration of other projects in the planned program.

The region conducted annual meetings in 13 counties as part of the process of updating CDOT's Long-Range Plan for transportation improvements; meetings served to solicit needs and proposed projects from elected officials and the public.

Maintenance forces plowed a total of 998,718 miles, which included 75,819 labor hours for snow removal.

Maintenance crews laid down 41,000 tons of asphalt pavement.

Traffic & Safety staff processed a total of 282 special use/utility permits, which averages out to 23.5 per month; on the access permitting side, staff processed a total of 68 permits, or about 5.7 permits each month.



US 24 near Falcon



# REGION 3

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

**FY 2010 Resource Allocation:** The region was allocated \$90 million \*(please see Resource Allocation on page 20), which included \$35.7 million for System Quality; \$15.8 million for Mobility; \$13.8 million for Safety; \$9.4 million for Program Delivery; and \$16.2 million for Other Programs. In addition, the region also received \$42.5 million in American Recovery & Reinvestment Act (ARRA) since the stimulus program began in March 2009. The region has obligated the funding to all 15 of its ARRA projects.

## Key Region Accomplishments

Removed record quantity of accumulated highway traction sand on the west side of Vail Pass—19,000-plus tons—thanks to an innovative project that earned the region a CDOT Environmental Maintenance Award and the American Association of State Highway & Transportation Official’s American Transportation Award for Innovative Management.

Implemented \$15 million in FASTER safety funding, jump-starting projects including improvements on I-70 B in Grand Junction and I-70 interchange upgrades at Clifton.

The region completed phase two of the Grand Avenue Paving Project (GAPP II), which involved the concrete reconstruction of the south portion of SH 82 within Glenwood Springs (the first phase was constructed back in 2004-05). The contractor earned kudos for a quality project, as well as a \$31,000 in early-completion incentives.

Maintenance forces plowed over 1.7 million lane-miles region-wide.

Successfully decreased the number of employee vehicle/equipment accidents by 100 percent during the “100 Safe Days of Summer.”

Following a major rockfall incident on I-70 in Glenwood Canyon that punched holes in the elevated highway, engineering and maintenance crews worked quickly to stabilize the area, re-open the highway and move forward on emergency contracting procedures to get repairs underway. The project involved extensive repairs to bridge deck, median concrete barrier and retaining walls, the roadway, steel bridge girders and more. Repairs totaled \$2.2 million, reimbursable by the Federal Highway Administration (an executive order regarding emergency repairs was signed by Governor Ritter).

The region processed three relinquishment/jurisdiction swaps: SH 187 in Delta County is a candidate for the Maintenance Incentive Program; US 50 Spur Road was relinquished to the City of Delta; and a jurisdictional swap was made with the City of Montrose, in which the City took ownership of Main Street and CDOT obtained title to San Juan Avenue (now part of US 50), which is an easier to maintain four-lane access controlled highway route.

The region and its partners (Eagle County, Vail and other jurisdictions, law enforcement and emergency service providers) reconvened in a successful simulation of the I-70 Traffic Incident Management Plan in which a 12-hour closure of Vail Pass was simulated. Participants carried out their respective duties, “responding” to the incident as if it were real. The ultimate goal was to continue improving operations, facilitating the cooperation of multiple agencies in implementing staged closures and phased re-openings along the 60-mile I-70 mountain corridor.



Repairs underway on I-70 in Glenwood Canyon following a rockfall incident



# REGION 4

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

**FY 2010 Resource Allocation:** The region was allocated \$99 million \*(please see Resource Allocation on page 20), which included \$42.9 million for System Quality; \$17.4 million for Mobility; \$12.2 million for Safety; \$6.7 million for Program Delivery; and \$19.6 million for Other Programs. In addition, the region also received nearly \$56 million in American Recovery & Reinvestment Act (ARRA) since the stimulus program began in March 2009. The region has obligated the funding to all 34 of its ARRA projects.

## Key Region Accomplishments

Regional staff earned the Chief Engineer's newly implemented "Safety Star Award," which recognizes exceptional efforts to reduce incident rates, lost work days and vehicle accidents, and to boost participation in health fairs.

The region had a total 44 projects under construction during the fiscal year for a total of \$76.8 million.

The region delivered 15 Local Agency projects, three ARRA projects, seven FASTER Safety projects, five surface treatment projects and 14 projects in other funding categories.

A project to improve the concrete surface on I-76 east of Brush was the first of its kind for CDOT and funded by FASTER Safety money. The existing concrete pavement had deteriorated and become rough; a process called diamond grinding smoothed the surface to extend the service life.

Removed and replaced two truss bridges on US 34 over the Big Thompson River, using a modified design-build process that resulted in a template for future projects to utilize.

Two rubblization projects were completed on I-25 between SH 7 and Fort Collins, improving system quality and safety with work on side slopes, median cable barrier and guardrail. (Rubblization is a technique that involves saving time and transportation costs during concrete repairs by reducing existing concrete into rubble at its current location, rather than hauling it to another location.)

Partnered with the City of Loveland and the Centerra Metropolitan District to improve the inadequate, high-traffic volume US 34/I-25 interchange.

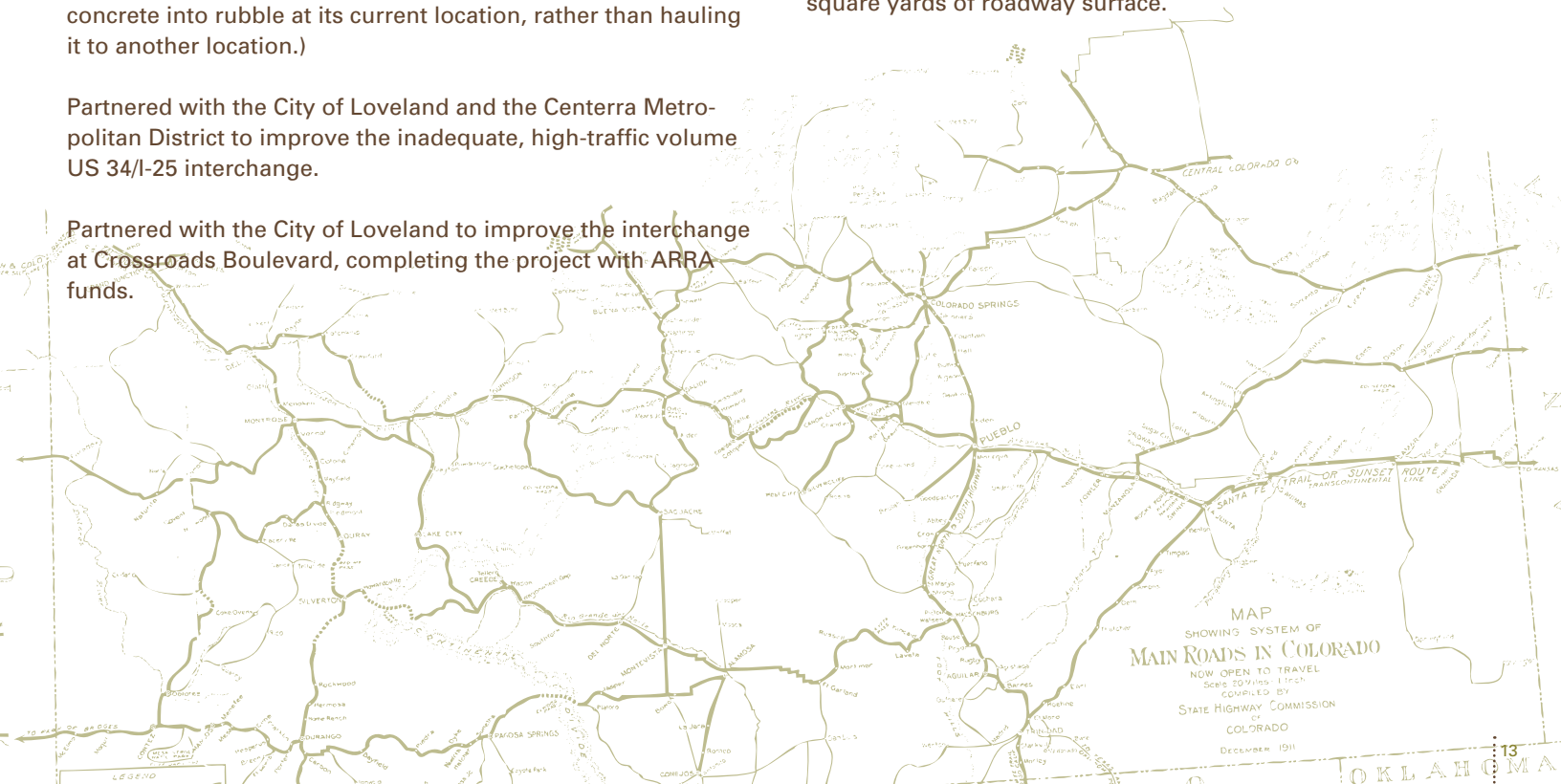
Partnered with the City of Loveland to improve the interchange at Crossroads Boulevard, completing the project with ARRA funds.



*US 34 over the Big Thompson River*

Region maintenance crews spent \$22.3 million to mow 8,577 miles, repair or replace 8,939 signs and install 214,124 feet of cable rail.

Maintenance crews repaired or replaced 125,213 square yards of bridge deck, improved 38,351 square yards of roadway surface, plowed 998,869 miles of roadway and chip sealed 525,274 square yards of roadway surface.



# REGION 5

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

**FY 2010 Resource Allocation:** The region was allocated \$65.8 million \*(please see Resource Allocation on page 20), which included \$26.8 million for System Quality; \$11.3 million for Mobility; \$9.8 million for Safety; \$7.8 million for Program Delivery; and \$10 million for Other Programs. In addition, the region also received \$32.1 million in American Recovery & Reinvestment Act (ARRA) since the stimulus program began in March 2009. The region has obligated the funding to all 12 of its ARRA projects.

## Key Region Accomplishments

Incorporated small mammal crossings (cayotes, foxes, raccoons, etc.) into projects east and south of Durango.

During CDOT's 100 Safe Days of Summer, a campaign to reduce the accident and injury claims of employees by 25 percent, the region had a 60 percent reduction.

Took innovative, cost-saving steps—while avoiding major traffic impacts—by stabilizing an embankment with urethane injections rather than excavation and backfill; this was done in preparation for a maintenance resurfacing project on US 550 from Silverton over Molas Pass.

On US 550 in Silverton, completed a new steel plate girder bridge adjacent to the existing bridge.

Completed rockfall mitigation on SH 145 south of Norwood, placing cable netting, wire mesh, mesh anchors, rock anchors,

and polyurethane resin injected into rocks.

Mechanics crews showed initiative and cost-savings measures by fabricating a maintenance truck that can pull trailers on



US 285 near Saguache

paving projects in the summer and carry a liquid deicing tank in the winter.

Maintenance resurfaced US 160 La Veta Pass to address a badly deteriorated pavement section.

Installed new inlaid crosswalk markings on SH 172 in Ignacio for great nighttime visibility.

The region completed three ARRA-funded resurfacing projects in the San Luis Valley that received top ratings for smoothness—the highest in the state—based on an international rating system.

Completed a federally-funded safety project to reduce accidents in the Wolf Creek Pass snow shed, which included the installation of warning signs and in-ground LEDs delineating the center line.

For the first time in CDOT history, four entities jointly signed a highway access management plan: CDOT, the Southern Ute Tribe, the Town of Ignacio and La Plata County (for SH 172 in Ignacio).

Received the American Concrete Paving Association's 2010 Excellence in Concrete Paving Award for concrete reconstruction on US 160/550 in south Durango; and the American Concrete Institute Award of Excellence in Bridge Construction for US 160 east of Durango.

SH 150 received the industry's "Hot-in-Place Recycling Project of the Year;" SH 62 over Dallas Divide (ARRA funded) earned best Rural Resurfacing Project from the Colorado Asphalt Paving Association (CAPA); US 160 Wildlife Detection Project received the 2010 CDOT Environmental Project Award; and US 160 Cortez resurfacing won the best Preventive Maintenance Project from CAPA.

Successfully handled record storms including a "double header" that dropped 75 inches on US 160 Wolf Creek Pass; crews cleared 50 natural avalanches and triggered 13 to reduce avalanche danger.

Installed three weather stations used to help predict avalanches along the US 550 Red Mountain, Molas and Coal Bank Pass corridor, the most avalanche-prone segment of any US highway.

Completed major reconstruction on US 160 Wolf Creek Pass east of the tunnel, including realignment, rock removal, a culvert for animal crossing and drainage, and rest area/parking improvements.

Constructed a new 1.6 mile passing lane, guardrail and rumble strips on US 160/491 south of Towaoc.

With the Town of Pagosa Springs via a federal Transportation Enhancement grant, completed the Town Park Pedestrian Bridge.



# REGION 6

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

**FY 2010 Resource Allocation:** The region was allocated \$152.7 million, \*(please see Resource Allocation on page 20) which included \$39.4 million for System Quality; \$55.9 million for Mobility; \$16.3 million for Safety; \$11.2 million for Program Delivery; and \$29.7 million for Other Programs. In addition, the region also received \$135.7 million in American Recovery & Reinvestment Act (ARRA) since the stimulus program began in March 2009. The region has obligated the funding to all 27 of its ARRA projects.

## Key Region Accomplishments

Maintenance employee Kirk Lane took initiative and developed a tool to reduce back strains while lifting and installing guardrail.



*C-470 between I-25 and Santa Fe Drive*

timed annual savings of approximately 640,000 travel hours, 630,000 gallons of fuel, 730,000 pounds of pollutant emissions and \$14.8 million in user savings.

Replaced 91 overhead signs with high-intensity sheeting signs; removed 134 sign lights and reduced CDOT's use of electricity; replaced approximately 900 highway signs regionwide.

Constructed a roundabout at I-76 and 96th Avenue improved the intersection at US 85 at 144th Avenue, rebuilt the intersection of US 6 and SH 58/SH 93, and installed a new traffic signal at SH 128 and Simms Street.

Completed installation of a median barrier/cable rails on South Parker Road (SH 83), I-225 and I-70.

Provided an anti-icing feature by placing thin-bonded epoxy pavement overlays (to increase traction) on the I-225/I-25 and Parker Road/I-225 flyover ramps.

Replaced the traffic signal at Chatfield Avenue and SH 121, installing fiber optic conduit along SH 121.

Replaced traffic signals on SH 95 at 56th Avenue and at 120th Avenue (US 287); installed median improvements and added auxiliary lanes.

During the summer of 2010, the region held meetings in all six counties to solicit input from the public and elected officials on priorities for future CDOT transportation funding.

One-hundred seventeen signals on six major corridors were re-timed with es-

Maintenance crews plowed, sanded, and/or de-iced over 753,694 miles of roadway; repaired 7,644 square yards of bridge deck; repaired 12,089 potholes; spent \$2.6 million on pavement management; repaired a sinkhole on 12th and Wadsworth in cooperation with Lakewood; established a dedicated bridge crew to address a backlog of deficiencies; and calibrated deicing equipment.

Some key construction projects included: adding two through-lanes on Arapahoe Road; making emergency bridge repairs on northbound I-25 over Santa Fe Drive; adding acceleration/deceleration lanes at the Parker Road and Orchard Road intersection; repairing concrete and resurfacing C-470 between I-25 and Santa Fe Drive and the C-470 bike trail; repairing bridge structures at I-25 and 104th Avenue, I-76 over SH 224, I-76 over the Union Pacific Railroad and SH7 over the South Platte; repairing a concrete pavement and retaining wall on US 287 from Broomfield to Lafayette; installing an experimental noise wall using recycled tires at the US 6 Frontage Road (won Lakewood's 2010 Sustainability Award and an American Council of Engineering Companies' Engineering Excellence Award); and repairing concrete pavement on I-70 from Wadsworth Boulevard to Kipling Street.

The region's Local Agency projects included: four Safe Routes to School projects, in Wheat Ridge, Arvada, and two in Denver; bridge replacement over the O'Brien Canal,—Adams County; widening of 120th Avenue, Holly Street to Quebec Street and concrete paving at Thornton Parkway and Washington Street—both City of Thornton; concrete reconstruction of Broadway from Arizona to Iowa avenues—Denver; a concrete US 36 Trail along Bradburn Boulevard—City of Westminster; a bike/pedestrian path from Rooney Road to Indiana Street along C-470 and US 6—City of Lakewood; intersection improvements at Colfax Avenue (US 40) and Simms Street—City of Lakewood; and a dedicated bike lane along 86th Parkway.—City of Arvada.

Completed design review and approvals and provided construction quality oversight on the FasTracks West Corridor (US 6) Light Rail Transit (LRT) line.

# STRATEGIC TRANSPORTATION CORRIDOR PROJECTS

This program, adopted by the Transportation Commission in 1996, identified 28 high-priority transportation corridors to receive funding for accelerated construction.

## Funding Sources

The Strategic Transportation Projects have received funding from federal and state gas tax revenues and will, in future years, from Senate Bill 09-228. The General Assembly, in 2009, repealed Senate Bill 97-001 and House Bill 02-1310, which had provided for transfers of General Fund revenues to the State Highway Fund under certain fiscal conditions. In their place, the General Assembly enacted Senate Bill 09-228, which will transfer up to two percent of annual General Fund revenues (roughly \$170 million to \$190 million) to the State Highway Fund beginning in FY 2012-13, dependent upon certain state-wide economic and fiscal conditions

## Statewide Strategic Transportation Corridor Project List

### *Already Complete or Funding Cap Reached*

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 Drive Corridor  
I-76 at 120th Avenue  
US 285, Goddard Ranch Court to Foxton Road  
SH 82, Basalt to Aspen  
US 287, Broomfield to Loveland  
I-25 through Colorado Springs  
I-25/US 36/I-270  
I-225 at Parker Road (SH 83)  
I-70 East, Tower Road to Kansas State Line  
I-70/I-25, "The Mousetrap"  
I-25, SH 7 to SH 66  
US 40 Berthoud Pass and in Winter Park  
I-25 & I-225 (T-REX)  
US 50, Grand Junction to Delta  
US 160 Wolf Creek Pass (funding cap reached)  
US 550 New Mexico State Line to Durango (funding cap reached)  
US 160 SH 3 to the Florida River (funding cap reached)

### *Projects with Remaining Work*

Powers Boulevard in Colorado Springs  
US 287, Campo to Hugo

### *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 following extensive Collaborative Effort process; please see details at: <http://www.coloradodot.info/projects/i-70mountaincorridor>.

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 (I-70) Two Major Investment Studies (MIS) – see recent progress in Region 6 Accomplishments in this report.



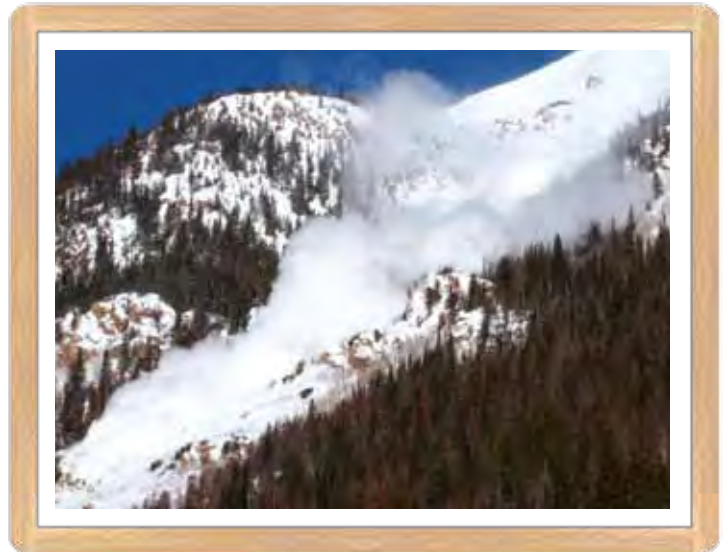
*I-70 West is one of the remaining major investment corridors*

# HIGHWAY MAINTENANCE PROGRAM ACCOMPLISHMENTS

**Highway Maintenance:** CDOT operates nine separate maintenance sections across the state, which include two emergency management/control centers on I-70, at the Eisenhower-Johnson Memorial Tunnel in Summit County and at the Hanging Lake Tunnel in Garfield County. Maintenance work falls into two main categories. Regular maintenance includes: blading, cleaning drainage structures, slope and fence repair, some rockfall and wetlands mitigation, sweeping, litter removal and highway resurfacing and repairs. In FY 10, highway resurfacing/repairs expenditures totaled \$43.8 million. Regular maintenance also includes upkeep and operations for the state's 32 rest areas (allocated \$2.7 million in FY 10). Snow and ice control involves: plowing, sanding, deicing and controlling avalanches. CDOT's annual budget for snow and ice control is about \$70 million. During the 2009-10 winter, however, CDOT spent an estimated \$66.6 million on snow and ice activities.

**Avalanche Management Program:** CDOT's Avalanche Atlas has over 522 known avalanche paths and crews regularly monitor and/or control over 278 of those. During the 2009-10 winter season, CDOT triggered more than 700 avalanches with explosives, of which 252 impacted Colorado highways. CDOT experienced 838.2 hours of road closures due to avalanche control resulting in a total of 34,676 feet of snow covering the centerline of the roadway. CDOT spent 5,788 hours on avalanche mitigation.

**Maintenance Training Academy:** CDOT's Maintenance Training Academy (MTA) was established in 1999. Housed at Camp George West in Golden, the goal of the MTA is to provide consistent and standardized training courses to CDOT's maintenance workers statewide. In FY 2010, the MTA trained approximately 1,500 employees, each employee completed about 32 hours of training, depending upon his or her level. Courses included those on diversity, workplace safety, defensive driving, hazardous materials awareness, traffic control, storm management and first aid.



*Triggered avalanche on I-70 near Mt. Bethel*

## Maintenance Activities for Fiscal Year 2010

*During the 2010 fiscal year, members of the Maintenance Program staff tended to the state's 23,000-plus lane miles by:*

- Repairing and maintaining more than 4.2 million square yards of roadway surface
- Utilizing 220,571 tons of asphalt and 1.7 million gallons of liquid asphalt to preserve roadway surface
- Striping more than 31,583 miles of roadway and creating 349,026 square feet of pavement markings using 2.2 million pounds of glass beads and 241,264 gallons of paint
- Snowplowing, sanding, and/or deicing 6.8 million miles of highway
- Managing 1,023 hours of road closures, at various locations statewide, due to snow
- Applying 279,586 tons of solid deicer (i.e., salt/sand, ice slicer) and 12.7 million gallons of liquid deicer to the highways
- Repairing/installing 330,453 feet of snow fence
- Disposing of 92,273 cubic yards of trash off the right-of-way with the help of 10,164 Adopt-A-Highway volunteers
- Replacing and/or repairing 82,593 signs and sign posts
- Replacing, installing and/or repairing over 19.22 million linear feet of fencing along state highways



*Maintenance resurfacing on US 160 La Veta Pass*



# LEGISLATION

Transportation related bills during the 2010 session of the Colorado General Assembly included the following:

**SB10-184 (Romer and Gibbs/Scanlan)** dubbed the “Zipper Lanes” bill, encourages CDOT to continue its research on providing a reversible lane on I-70 during “peak” hours of travel.

**SB10-196 (Gibbs/Scanlan)** prohibits all motor vehicles from driving 10 mph below the posted limit or minimum posted speed in the left lane of I-70 on an uphill grade of six percent or more. The bill also prohibits CDOT from setting a speed limit on the corridor for one type of motor vehicle that is 25 mph less than the highest limit for another type of motor vehicle; it also requires the department to post signs alerting drivers of lane restrictions.

**SB10-198 (Whitehead and Cadman/McKinley)** reduces FASTER late fees (please see FASTER on page 23) on non-motorized vehicles that weigh 2,001 to 16,000 pounds, camper trailers (regardless of weight) and multipurpose trailers (regardless of weight) to a single \$10 late fee.

**HB10-1014 (McFadyen/Spence)** requires CDOT, in conjunction with Colorado State Patrol, to annually report to the both transportation committees on all highway work zone fatalities.

**HB10-1119 (Ferrandino/Shaffer)** the “Smart Government Act,” requires each state agency to develop an annual strategic plan and mandates that plan be presented back to the legislature.

**HB10-1147 (Kefalas/Bacon)** “Safer Streets” puts CDOT’s new bike/pedestrian policy into state statute as well as directs CDOT to provide transportation safety curriculum under the Safe Routes to School program; the curriculum is to be designed for youth and made available to schools.

**HB10-1178 (Stephens/Scheffel)** directs any state agency that receives gifts, grants and donations to make an annual report to the General Assembly. CDOT must report to the legislature on federal moneys (considered grants under the bill).

**HB10-1211 (Tyler/Williams)** reduces FASTER late fees for non-motorized trailers under 2,000 pounds to \$10 (instead of \$25/month for up to four months).

**HB10-1212 (Rice/Schwartz)** requires the Department of Revenue to conduct rulemaking and work with the county clerks to determine the instances where FASTER late fees may be waived.

**HB10-1238 (Curry/Schwartz)** allows lower nighttime speed limits and doubled fines during a specified time of year on up to 100 miles of designated wildlife crossings on rural state highways.

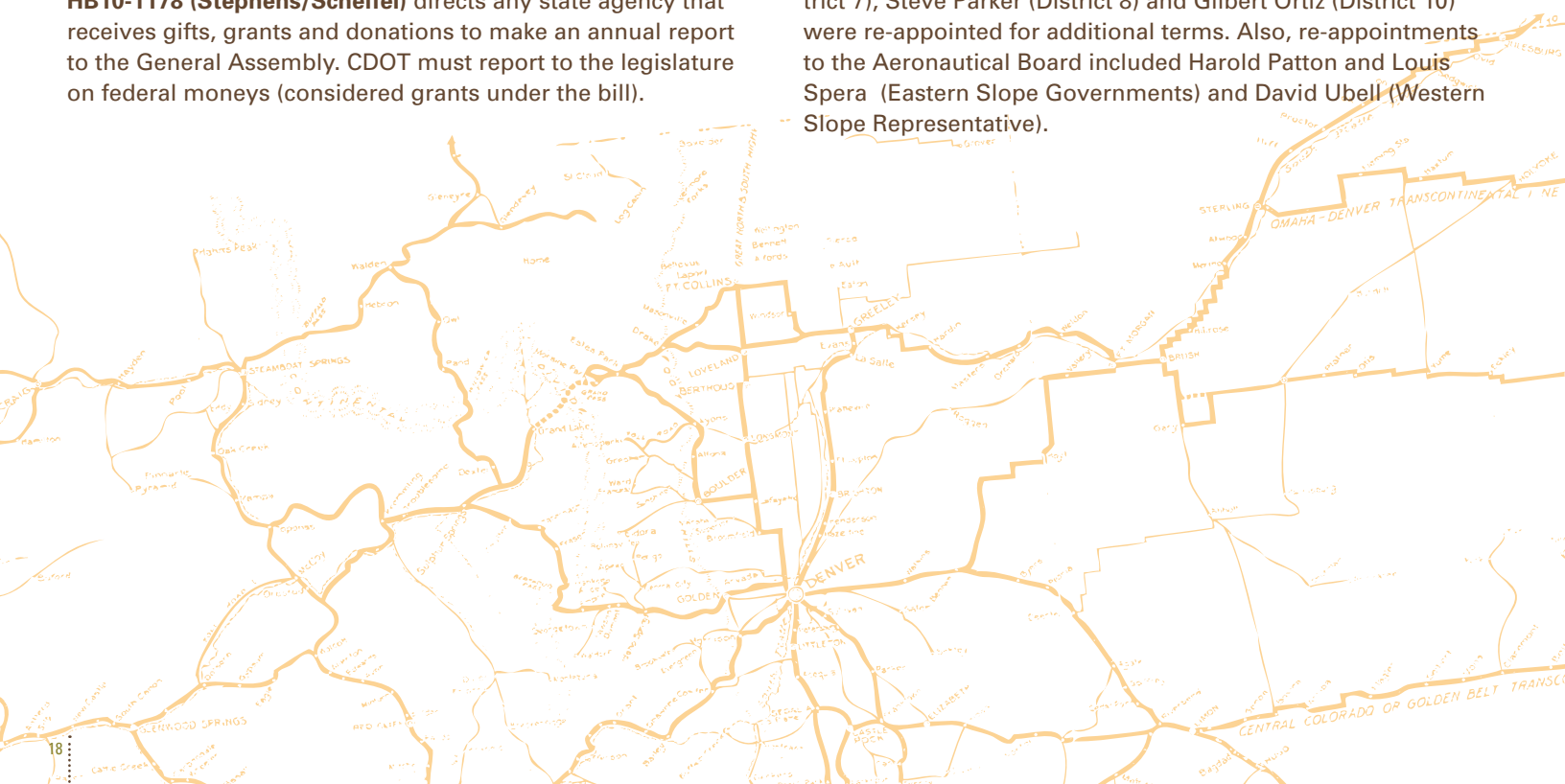
**HB10-1341 (Judd/Keller)** diverts excess moneys from the motorist identification account to CSTARS (Colorado State Titling and Registration System) rather than the HUTF or Highway Users Tax Fund (an estimated \$2.2 million each year for two years).

**HB10-1387 (Pommer/White)** diverts Highway Users Tax Fund (HUTF) revenue to fund the Division of Motor Vehicles during the next two years; a total of \$20 million per year is reduced from the state and local shares of HUTF.

**HB10-1405 (Vaad/Spence)** requires CDOT to work with the MPOs (Metropolitan Planning Organizations) to conduct a study to determine which MPO-area highways are commuter highways.

## Confirmations

Trey Rogers (District 1) and Gary Reiff (District 3) were confirmed as new Transportation Commissioners. Doug Aden (District 7), Steve Parker (District 8) and Gilbert Ortiz (District 10) were re-appointed for additional terms. Also, re-appointments to the Aeronautical Board included Harold Patton and Louis Spera (Eastern Slope Governments) and David Ubell (Western Slope Representative).



# CDOT FUNDING SOURCES

Funding received by CDOT in FY10 is identified in five categories: Highway Users Tax Fund (HUTF), federal-aid highway funding, State General Fund transfers, Bridge Safety surcharges, and revenues from other miscellaneous sources. CDOT allocates these funds in 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 programs and services.

**Highway Users Tax Fund (HUTF)** revenue is the primary source of state transportation funding. The fund is comprised of motor fuel taxes (approximately 70 percent of the total), motor vehicle registration fees, the road safety surcharge, daily rental car surcharges and oversize/overweight vehicle permit fees (see also SB 09-108 or FASTER information on page 23).

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 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005, authorizing funding from 2005-2009. SAFETEA-LU has provided the state with an increase in guaranteed federal funding and with authorization for several significant federal transportation programs, has provided \$2.45 billion in guaranteed funding for Colorado over the bill's five-year life, including over \$332 million in earmarks for projects around the state. The bill has also acknowledged priorities for Colorado, including an increased emphasis on freight and transit programs and recognition of the need for innovative financing programs. (SAFETEA-LU expired on September 30, 2009.) Congress continues to pass short-term authorization extensions until such time as they are able to pass a full six-year reauthorization bill.

**General Fund** revenues had come to CDOT through Senate Bill 97-001 and HB 02-1310 transfers. These transfers were conditional upon there being sufficient General Fund revenues to support appropriations to the statutory Arveschoug-Bird six percent growth limit; Senate Bill 09-228 repealed this growth limit, as well as SB 97-001 and HB 02-1310, creating a new conditional transfer to the State Highway Fund of up to two percent of General Fund revenues for a five-year period beginning in FY 2012-13 at the earliest, depending on statewide economic and fiscal conditions.

**Bridge Safety Surcharge** revenues constitute a dedicated, ongoing funding source for the newly created Statewide Bridge Enterprise, a state-owned business operating as a division of CDOT and authorized by SB 09-108. The purpose of the Enterprise is to repair and reconstruct bridges classified by CDOT as "poor" due to structural deficiency and/or functional obsolescence.

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



*The First FASTER funded bridge project was at SH 69 over Turkey Creek in Huerfano County*

# FUNDING & INVESTMENTS

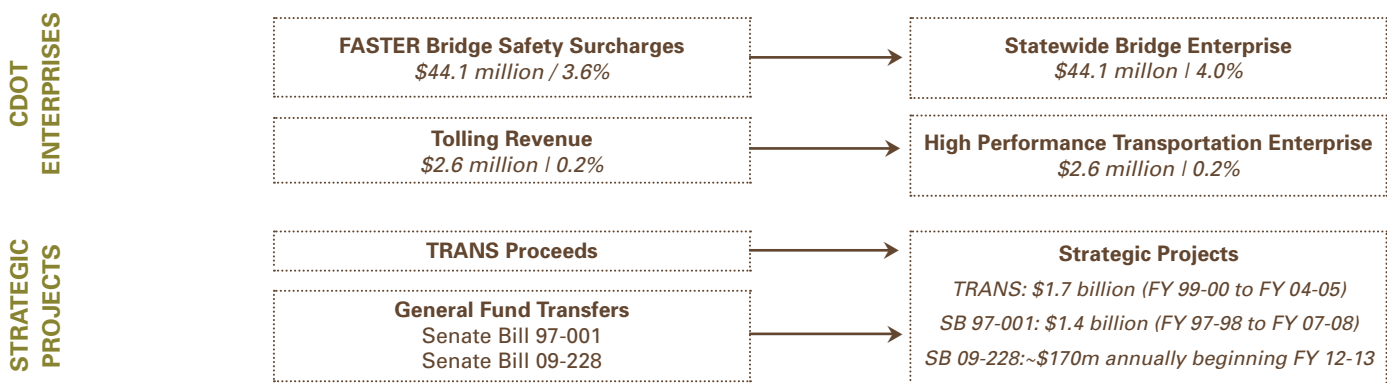
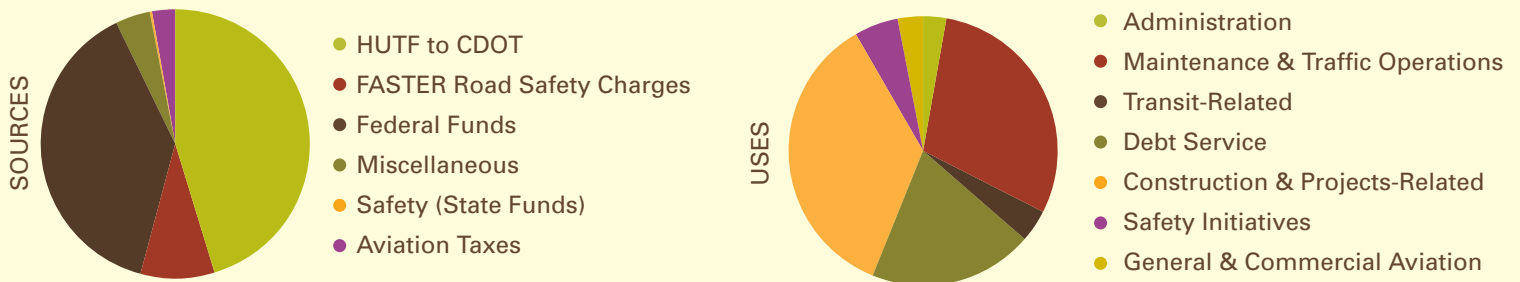
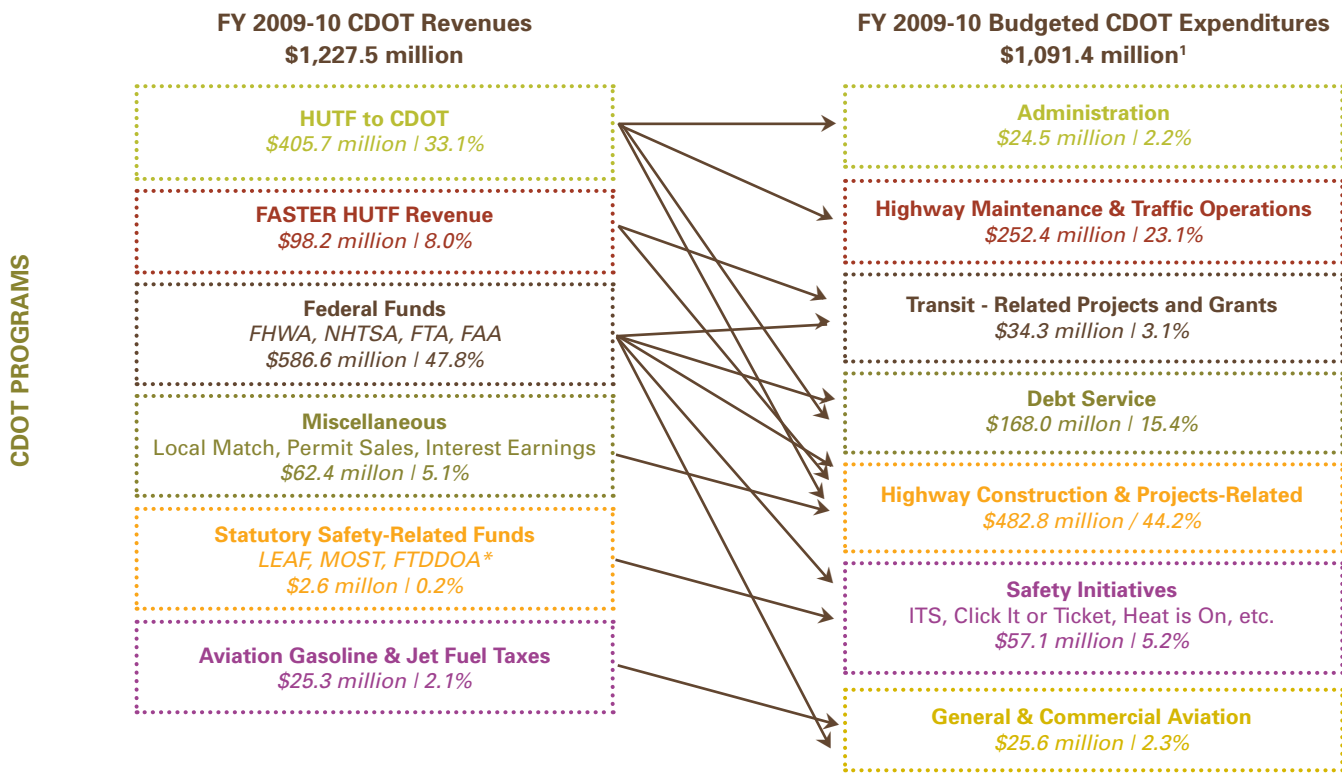
FISCAL YEAR 2010 ACTUAL REVENUE		\$1,227.5	MILLION	
HUTF		405.7	M	33%
FHWA		568.9	M	46.3%
Misc.		110.6	M	9%
HB 02-1310		-	M	-
SB 97-001		-	M	-
FASTER		142.4	M	11.6%
FISCAL YEAR 2010 ACTUAL ALLOCATIONS		\$1,227.5	MILLION	
System Quality		255.9	M	20.8%
Mobility		239.3	M	19.5%
Program Delivery		316.9	M	25.8%
Strategic Projects Program		168	M	13.7%
Safety		105.1	M	8.6%
FASTER		142.4	M	11.6%
FISCAL YEAR 2011 ESTIMATED REVENUE		\$1,028.8	MILLION	
HUTF		391	M	38%
FHWA		349.3	M	34%
Misc.		123	M	12%
HB 02-1310		-	-	-
SB 97-001		-	-	-
FASTER (SB 09-108)		165.6	M	16.1%
FISCAL YEAR 2011 ESTIMATED ALLOCATIONS		\$1,028.8	MILLION	
System Quality		246.1	M	23.9%
Mobility		184	M	17.9%
Program Delivery		165.2	M	16.7%
Strategic Projects Program		168	M	16.3%
Safety		100	M	9.7%
FASTER (SB 09-108)		165.6	M	16.1%

**NOTE: allocations are rounded up, percentages are a close approximation**



# SUMMARY OF REVENUE SOURCES AND USES

## Fiscal Year 2009-10 Actual Revenues and Allocations



### ACRONYMS

**CDOT** Colorado Department of Transportation    **FTA** Federal Transit Administration    **LEAF** Law Enforcement Assistance Fund  
**FAA** Federal Aviation Administration    **FTDDOA** First Time Drunk Driving Offenders Account    **MOST** Motorcycle Operator Safety Training Fund  
**FASTER** Senate Bill 09-108    **HUTF** Highway Users Tax Fund    **NHTSA** National Highway Traffic Safety Administration  
**FHWA** Federal Highway Administration    **ITS** Intelligent Traffic Systems    **TRANS** Transportation Revenue Anticipation Notes

<sup>1</sup>FY 2009-10 Revenues exceeded the adopted budget; remaining funds are subject to allocation by the Transportation Commission in the current or subsequent fiscal years.

# RECOVERY ACT FUNDING

## American Recovery and Reinvestment Act of 2009

The Colorado Department of Transportation had a successful year of working with its planning partners to carry out the provisions of the American Recovery and Reinvestment Act (ARRA), signed by President Obama on February 17, 2009.

CDOT, in partnership with local governments, met all the provisions and deadlines of the Recovery Act by obligating and awarding—by the September 30, 2010, deadline—the department's entire funding allocation of \$386.9 million (highway infrastructure and training) and \$12.5 million (transit) to some 133 projects. ARRA also provided additional transportation funding directly to transit agencies and the three large metropolitan planning organizations in the state—Denver Regional Council of Governments, Pikes Peak Area Council of Governments and the North Front Range Metropolitan Planning Organization—for their prioritized projects. Colorado was the sixth state overall to fully obligate its Recovery Act transportation funding allocation.

The Recovery Act required increased accountability and transparency, and therefore extensive reporting and auditing occurred. Colorado was chosen as one of sixteen Government Accountability Office (GAO) focus states. GAO auditors thoroughly examined every part of the project and contract delivery process. CDOT conducted all required transparency certifications and periodic reporting.



*Resurfacing on I-70 between Vail Pass and Silverthorne*

In accordance with the Recovery Act, Governor Ritter provided three certifications for all the ARRA projects. First, the Governor signed Section 1607, certifying that ARRA funds would be used to create jobs and economic growth. When CDOT completes its last project, some 2.5 million hours of work will have been conducted and nearly \$70 million will have been paid to workers.

The Governor's second certification ensured that the state would maintain its planned state budget and programs. CDOT met the September 30, 2010, deadline for this effort.

The third certification required the Governor to certify each infrastructure investment has received full review and vetting and that the chief executive accepts responsibility that the infrastructure investment is an appropriate use of taxpayer dollars. Governor Ritter certified a total of 181 CDOT and local agency highway and transit projects.

*(For more information about how Colorado is putting the Recovery Act to work, visit [www.colorado.gov/recovery](http://www.colorado.gov/recovery). For a list of CDOT's Recovery Act projects and additional ARRA information, visit [www.coloradodot.info/projects/arra](http://www.coloradodot.info/projects/arra))*



*Resurfacing on SH 14 over Cameron Pass*

# FASTER – A Dedicated Funding Source

## The Elements of FASTER

FASTER, or Funding Advancements for Surface Transportation and Economic Recovery (SB 09-128), took effect on July 1, 2009. Primarily, funding is comprised of car rental fees and weight-based vehicle registration fees. FASTER is projected to generate approximately \$265 million annually for transportation improvements. The impact to the average driver was about \$2.60 a month in the first year and will be approximately \$3.50 a month when fully implemented in 2012.

Monies collected under the FASTER Safety Fund are to be used for construction, reconstruction or maintenance projects that the Transportation Commission, a county or municipality determine are needed to enhance the safety of a state highway, county road or city street. At full implementation, FASTER annually allocates \$150 million to state and local road-safety projects based on the existing distribution formula of 60 percent to the state, 22 percent to counties and 18 percent to municipalities.

FASTER also established a Statewide Bridge Enterprise to fund maintenance and repair of Colorado's most urgent structurally-deficient and functionally-obsolete poor bridges. Phased in over three years, the bridge fund builds toward a \$100 million annual investment in bridge improvements.

FASTER has established a High-Performance Transportation Enterprise (HPTE) to encourage innovative financing strategies, including certificates of participation, public-private partnerships, operating concession agreements, user-fee financing and design/build contracting. The HPTE is a government-owned business enterprise and operates as a division within CDOT, replacing what was formerly known as the Colorado Tolling Enterprise. It is governed by a seven-member board of directors, composed of members of the Colorado Transportation Commission and Governor-appointed representatives of the private sector, including a recently hired division director.

Finally, per FASTER, CDOT has established a new Division of Transit and Rail within the department, hired a new division director and created the first budget for the division. The Division of Transit and Rail will oversee the statewide transit program, which will promote, plan, design, finance, operate, maintain and contract for transit services such as passenger rail, buses and advanced guideway systems. This past year, CDOT has created the FASTER transit funding guidelines to begin distribution of the available funds statewide. In addition, the department established a FASTER Local Grant Program and the FASTER State Multi-Modal Program for transit-related projects.

## Addressing Critical Highway Safety Needs

Since the passage of FASTER, CDOT has planned four years worth of FASTER Safety projects using the anticipated \$72 million in funding each year. Using other sources of funding as well, CDOT will be able to complete an estimated 50 projects each year totaling approximately \$140 million annually.

CDOT has, as of December 2010, awarded 27 projects to private-sector contractors, seven of which have been completed. In addition, four more projects will be advertised using FY 2010 FASTER funding. These projects are all safety-related but vary in type, and include features such as guardrail and cable barrier installation, wildlife fencing, traffic signals, shoulders, turn lanes, interchange upgrades, rockfall mitigation, passing lanes and culvert repairs.

The first FASTER Safety project to get underway was in Clear Creek County; the project upgraded approximately one mile of median barrier on I-70 (with \$700,000 in FASTER funding) just east of the Eisenhower/Johnson Memorial Tunnel (EJMT). The work was part of a \$3 million paving project between the EJMT and Bakerville.

For FY 2011, some 64 projects have been identified for FASTER Safety funds. CDOT is currently getting these projects ready for advertisement and construction.

## Improving Colorado's Deficient Bridges

The Colorado Bridge Enterprise (CBE) was created as a non-profit, government-owned business under legislation and a division with CDOT. The goal of the CBE is to replace Colorado's worst bridges and, in the process, help create jobs. A CBE Board of Directors has selected a private-sector engineering firm to manage the program, with the long-term goal of transitioning the management over to permanent bridge enterprise staff within CDOT.

Of the 128 original poor bridges designated in 2010, 23 have been reconstructed as of late 2010, 22 are under construction (with FASTER and other funding) and 27 are designed or in design. The program is on track to have nearly all of the current poor bridges replaced by 2017.

The CBE is currently developing a financial plan that will consider a pay-as-you-go and a bonding program to accelerate the delivery of the FASTER program. More than \$72 million has been invested in Colorado's economy to improve bad bridges and provide Colorado jobs through FASTER (these monies are in addition to CDOT's regular Bridge Program budget, see page 8).

Colorado's first FASTER bridge project began on June 20, 2010, on SH 69 at Turkey Creek, near Farisita, about 20 miles northwest of Walsenburg. The \$1.8 million project is replacing the original Turkey Creek Bridge that was built in 1935 and rehabilitated in 1965.



## A FINAL WORD....

### A Message from the State Transportation Commission Chair



I would be remiss if I failed to acknowledge the contribution that our planning partners, at all levels, have made toward these achievements. The support and cooperation of the transportation community has been invaluable in allowing us to meet these necessary goals. Thank you.

Finally, we appreciate the time and effort of the state transportation community, and others, in ensuring the existing levels of transportation funding in the face of initiatives that had the potential to cripple Colorado's budget and devastate transportation funding. The Commission continues to be deeply concerned about the critical state of transportation funding in Colorado. We commit to being a continued voice in the search for a stable and sustainable long-term funding source, which is vital to achieving a 21st Century transportation system.

**Kimbra L. Killin**  
**Transportation Commission Chair, 2010**

It has been my privilege to serve as chair of the Transportation Commission of Colorado during the past year. I commend my fellow Commissioners and the CDOT staff for their tireless commitment to the transportation industry in Colorado. It has indeed been a very challenging, but rewarding year for the Commission and for CDOT.

The Commission has worked closely with the excellent staff at CDOT to implement three new divisions that will enable the Department to better serve the public: the Bridge Enterprise, the High Performance Transportation Enterprise, and the Division of Transit and Rail. These new divisions, along with the related revenue stream generated from the FASTER legislation, will serve as conduits allowing the Commission to direct expertise and funding toward projects in areas so critical to the safety and convenience of the traveling public.

In addition to the normal planning and budgeting process, the Commission and staff worked diligently to ensure that the American Restoration and Recovery Act funding received by Colorado was directed in a manner to provide the greatest benefit to Colorado's transportation infrastructure, and to obligate these funds in the very limited period of time allowed to prevent rescission of critical funds.



*Celebrating 100 years!!!*



Celebrating 100 years.



MAP  
SHOWING LOCATION OF  
MAIN ROADS IN COLORADO  
NOT SHOWING ROUTES  
FOR WHICH THERE IS  
NO DATA  
STATE HIGHWAY COMMISSION



the Official Road and Tour Book of Colorado

rivers mapped, described.

Compiled by the Colorado State Highway