

***2006 Elected Officials'
Guide to CDOT***



Vision, Mission, Values

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.

Mission

To provide the best multi-modal transportation system for Colorado that most effectively moves people, goods, and information.

Values

People—We value our employees!

Respect—We respect each other!

Integrity—We earn Colorado's trust!

Customer Service—We satisfy our customers!

Excellence—We are committed to quality!

**2006 Elected Officials' Guide
to the
Colorado Department of Transportation**



STATE OF COLORADO

EXECUTIVE CHAMBERS

136 State Capitol
Denver, CO 80203-1792
Phone (303) 866-2471



Bill Owens
Governor

Dear Friends:

The Colorado Department of Transportation is pleased to present "The Elected Officials' Guide to CDOT." Our hope is that this guidebook will provide you with necessary information to make sound transportation decisions on behalf of the citizens of this state.

As Colorado's elected officials, you have been entrusted with the responsibility of stewardship and with the honor of representation. Local, state, and federal office-holders work each day to improve the lives of their constituents. Without your hard work and dedication, Colorado's government would not be able to provide this state's citizens with the services needed to sustain our high quality of life.

One of the most vital obligations charged to government is transportation. From local cul-de-sacs to interstate highways, Coloradans depend heavily on transportation infrastructure that is designed, implemented, and maintained through the work of elected officials. I hope you'll find "The Elected Officials' Guide to CDOT" an invaluable tool to use toward that end.

Please accept my sincere appreciation for your service to this state.

Sincerely,

A handwritten signature in black ink that reads "Bill Owens." The signature is written in a cursive, flowing style.

Bill Owens
Governor



Transportation Commission of Colorado

4201 East Arkansas Avenue, Room 270, Denver, Colorado 80222-3406
(303) 757-9207 FAX (303) 757-9717

GREGORY B. McKNIGHT
Chair
Greenwood Village

DOUG ADEN
Vice Chair
Grand Junction

HENRY SOBANET
Denver

JOSEPH JEHN
Arvada

WILLIAM G. SWENSON
Longmont

WILLIAM G. KAUFMAN
Loveland

THOMAS M. WALSH
Craig

STEVE PARKER
Durango

TERRY SCHOOLER
Colorado Springs

GEORGE H. TEMPEL
Wiley

KIMBRA L. KILLIN
Holyoke

JENNIFER WEBSTER
Secretary

Dear Friends,

As elected officials serving the needs of your district, we understand that transportation is often of the highest importance to you and your constituents. Transportation is a common thread throughout every community. Not only does it provide for the mobility of goods and people, but it can also impact growth patterns and economic activity. Many times, the performance of a transportation system impacts public policy decisions.

Because we value our working relationship with you, "The Elected Officials' Guide to CDOT" was created as a resource for you. Not only does it cover topics such as planning, funding, and environmental stewardship, it also includes a comprehensive acronym guide, a glossary of transportation terms, and a section for frequently asked questions. We hope "The Elected Officials Guide to CDOT" proves to be a valuable tool as you strive to make Colorado a better place to live, work, and raise a family.

Questions about any of the topics outlined in this document should be directed to the CDOT Policy and Government Relations Office at (303) 757-9772.

Thank you for your service to Colorado.

Sincerely,

Gregory B. McKnight
Chair
Transportation Commission

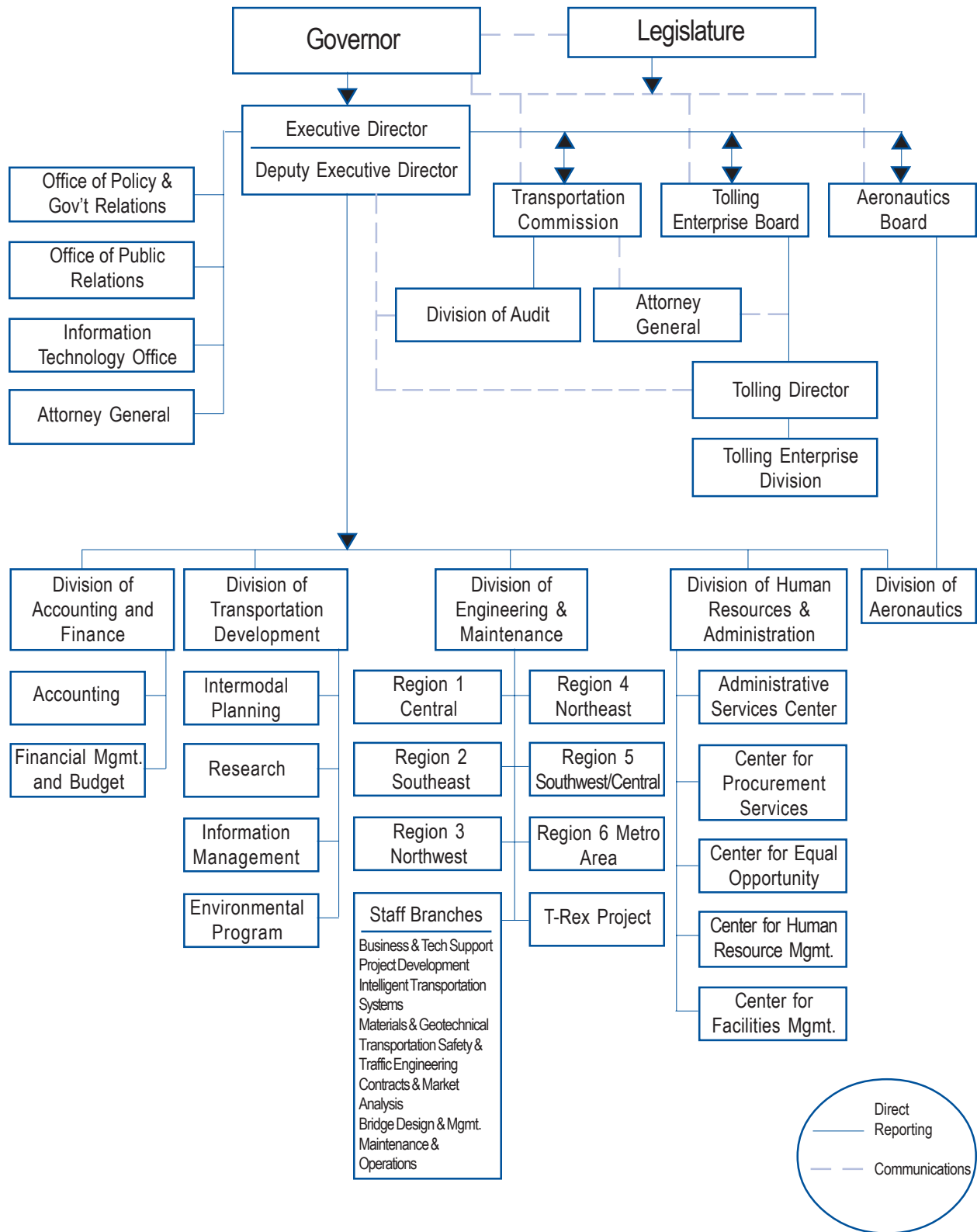
Thomas E. Norton
Executive Director
Colorado Department of Transportation

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Colorado Transportation Commission

Colorado’s transportation system is managed by the Colorado Department of Transportation under the direction of the Transportation Commission. The commission is a non-partisan, statutorily authorized body comprised of eleven citizen members who represent specific districts (see map on page 4). Each commissioner is appointed by the Governor and confirmed by the state senate to serve a four year term. In order to provide continuity on the commission, the expiration dates of six commissioners’ terms are staggered every two years.

Under state law, the powers and duties of the Transportation Commission include:

- Formulating general policy with respect to the planning, management, construction, and maintenance of public highways and other transportation systems in the state;
- Advising and making recommendations to the Governor and the General Assembly relative to transportation policy;
- Initiating and adopting the transportation department budget and programs, including construction priorities on the state highway system;
- Assuring that the preservation and enhancement of Colorado’s environment, safety, mobility, and economics be considered in the planning, selection, construction and operation of all transportation projects;
- Reducing state transportation costs through cooperative agreements (intergovernmental and Public/Private Partnerships); and
- Maximizing state transportation funds with strategic integrated planning.

By statute, the commission or individual commissioners may give direction to or make requests of the executive director. Direction to or requests of the CDOT staff are provided by formal resolution adopted by the commission.

“The commission is a non-partisan, statutorily authorized body comprised of eleven citizen members who represent specific districts. Each commissioner is appointed by the Governor and confirmed by the state senate.”

Transportation Commissioners



DISTRICT 1

Henry Sobanet

Represents Denver County

DISTRICT 2

Joseph Jehn

Represents Jefferson County

DISTRICT 3

Gregory McKnight, Chair

Represents Arapahoe and Douglas Counties

DISTRICT 4

Bill Swenson

Represents Boulder and Adams Counties

DISTRICT 5

Bill Kaufman

Represents Larimer, Morgan, and Weld Counties

DISTRICT 6

Thomas Walsh

Represents Clear Creek, Gilpin, Grand, Jackson, Moffat, Routt, and Rio Blanco Counties

DISTRICT 7

Doug Aden, Vice Chair

Represents Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit Counties

DISTRICT 8

Steve Parker

Represents Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Miguel, and San Juan Counties

DISTRICT 9

Terry Schooler

Represents El Paso, Fremont, Park, and Teller Counties

DISTRICT 10

George Tempel

Represents Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo Counties

DISTRICT 11

Kimbra Killin

Represents Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma Counties

SECRETARY

Jennifer Webster

Director of Policy and Government Relations
CDOT

4201 East Arkansas Avenue
Room 275

Denver, CO 80222

Phone: (303) 757-9772

Jennifer.Webster@dot.state.co.us

Colorado Tolling Enterprise

The Colorado Tolling Enterprise (CTE) is a not-for-profit business within CDOT created by the Colorado Legislature under constitutional provision (TABOR) to finance, design, build, operate, and maintain tollways. An enterprise, as defined by TABOR, can receive no more than 10% of its annual revenues from state and local taxes.

The CTE was made possible by state legislation in 2002 (Senate Bill 02-179 and House Bill 02-1310) that enables CDOT and the Transportation Commission to issue non-recourse bonds for additional capacity toll projects to be implemented on new, not existing, highway lanes throughout Colorado. These bonds are repaid by collecting tolls from those choosing to use the lanes. As non-recourse bonds, they will not be a burden on the taxpayers; the risk rests with the bondholders.

Under provisions of the legislation, the Transportation Commission serves as the Board of Directors to the Enterprise. The Commission is required to adjust toll rates, upon payment of certain costs and debt, so that the amount of toll revenues generated is as close as possible to the amount required for the ongoing operation, maintenance, renewal, and replacement of the tollways.

The CTE will provide a new mechanism for not only funding much-needed capacity improvements to alleviate congestion, but operating and maintaining them over the life of the roadway.

Peggy Catlin, Deputy Executive Director of the Colorado Department of Transportation, currently serves as the Acting Colorado Tolling Enterprise Director and can be reached at (303) 757-9208 or Peggy.Catlin@dot.state.co.us.

“The CTE will provide a new mechanism for not only funding much-needed capacity improvements, but operating and maintaining them over the life of the roadway.”

Colorado Division of Aeronautics

In support of CDOT’s development of a forward-looking, multi-modal transportation system, the Colorado Division of Aeronautics promotes public and private partnerships to enhance aviation safety, aviation education, and the development of an efficient administration of the State Aviation Fund.

The Division of Aeronautics receives no General Fund revenues to support its aviation activities. Financial support for aeronautical activities is provided through the State Aviation Fund, which is comprised of funds generated from an excise tax on general and non-commercial jet fuel and a six cents per gallon tax on aviation gasoline (AvGas) for light single-engine and twin-engine aircraft. All but .2 cents of this revenue is returned to the airport of origin earmarked for airport development. The remaining .2 cents is placed into the State Aviation Fund to be disbursed as “grants-in-aid” to the aviation community and as administrative expenses for the Division of Aeronautics. The grants are awarded to help fund a variety of projects such as runway repair, emergency equipment upgrades, airport terminal rehabilitation and runway lighting.

Please contact Travis Vallin, Colorado Division of Aeronautics Director, with any additional questions at (303) 261-4418 or Travis.Vallin@dot.state.co.us.

“The Colorado Division of Aeronautics promotes public and private partnerships to enhance aviation safety, aviation education, and the development of an efficient administration of the State Aviation Fund.”

Colorado Aeronautical Board

The 7-member Colorado Aeronautical Board is responsible for aviation development in Colorado.

The 7-member Colorado Aeronautical Board was created by statute in 1988 and is responsible for aviation development in Colorado. Members of the Board represent specific aviation interests across the state. Each member is appointed by the Governor to serve three-year terms and to represent both government and aviation-interest constituencies.

The Colorado Division of Aeronautics supports the Colorado Aeronautical Board as technical advisors on issues of aviation safety. They also maintain the state aviation system plan, prioritization of the State Infrastructure Bank (SIB) Grant Program, and management of the FAA grant and funding programs.

EASTERN SLOPE GOVERNMENTS

Harold Patton, Chair
Greenwood Village, CO

Harold Felderman, Vice Chair
Greeley, CO

WESTERN SLOPE GOVERNMENTS

Dale Hancock
Glenwood Springs, CO

Leo Large
Montrose, CO

PILOT ORGANIZATION REPRESENTATIVE

Patrick Wiesner, Secretary
Castle Rock, CO

AVIATION INTERESTS-AT-LARGE

Larry Romrell
Franktown, CO

AIRPORT MANAGEMENT REPRESENTATIVE

Dennis Heap
Watkins, CO

Executive Director

Thomas E. Norton was appointed in January of 1999 by Colorado Governor Bill Owens to serve as Executive Director of the Colorado Department of Transportation. Mr. Norton is responsible for the overall direction and management of CDOT, with a staff of more than 3,000 employees and an annual budget of approximately \$800 million. Prior to his job at CDOT, Mr. Norton spent 12 years in the Colorado Legislature, including six consecutive years as Senate President.

A graduate of Colorado State University with Bachelor's and Master's degrees in civil engineering, Mr. Norton started his own engineering consulting firm and has worked for more than 30 years in the private sector. He serves on the boards of a number of national transportation organizations and is the recipient of numerous awards from engineering and civic organizations.

Mr. Norton is the father of five. He and his wife, Kay, reside in Greeley, Colorado.

“The Executive Director is responsible for the overall direction and management of CDOT.”

Office of Policy and Government Relations

All political liaison activities are coordinated through CDOT’s Office of Policy and Government Relations. This office is responsible for outreach efforts on behalf of the Transportation Commission and CDOT with elected officials at the federal, state, and local government levels.

Specifically, the Office of Policy and Government Relations provides strategic and analytical support to the Transportation Commission and CDOT’s Executive Management Team in both transportation policy development and government relations. The Office also serves as a resource to elected officials and other external partners of CDOT to assist in explaining and understanding complex transportation financing, planning, and engineering practices.

Federal Government Liaison

The Director of CDOT’s Office of Policy and Government Relations provides Federal Government Liaison support to both internal and external stakeholders. Specifically, the Director is responsible for outreach efforts with Colorado’s Congressional Delegation and their staff as well as representatives of federal government agencies on behalf of CDOT. Because federal transportation authorization bills delineate how state Departments’ of Transportation must allocate their share of federal transportation funds, the primary focus of the Director is to work with our elected representatives and senators in Congress to ensure Colorado’s transportation programs are considered in the optimum light. In order to advise the Executive Director, Executive Management Team and the Transportation Commission on the federal process, the Director must have a strong understanding of the authorization, appropriations, and the earmarking process at the federal level.

For specific questions, please contact Jennifer Webster, Director of the Policy and Government Relations Office, at (303) 757-9703 or Jennifer.Webster@dot.state.co.us.

State Legislative Liaison

The State Legislative Liaison within CDOT’s Policy and Government Relations Office is responsible for outreach efforts with members of Colorado’s General Assembly. Primarily, the State Legislative Liaison develops and advances CDOT’s annual legislative agenda while serving as CDOT’s representative in the Colorado State Capitol during each legislative session. The legislative agenda is developed with the input of CDOT’s Executive Management Team and approval of the Transportation Commission in close coordination with the Governor’s

“The Office of Policy and Government Relations is responsible for outreach efforts on behalf of the Transportation Commission and CDOT with elected officials at the federal, state, and local government levels.”

Office. The Legislative Liaison advises the Commission and Executive Management Team on pending issues before the state legislature and provides strategic and analytical support to identify potential impacts to the Department.

For specific questions, please contact Herman Stockinger, State Legislative Liaison, at (303) 757-9077 or Herman.Stockinger@dot.state.co.us.

Local Government Liaison

The Local Government Liaison function of CDOT's Policy and Government Relations Office was newly created in 2001 primarily in an effort to enhance and improve the Transportation Commission and CDOT's existing relationship with local governments. Local governments are one of CDOT's more active and vocal constituencies because the transportation planning process is a locally driven, grass-roots effort. The impacts of transportation issues and projects are often felt the greatest at the local level. The Local Government Liaison provides strategic and analytical support from a policy perspective to the Commission and the Executive Management Team on transportation issues of concern to local governments. The position also helps to communicate to local governments the issues being considered by the Transportation Commission and how those may impact individual local communities.

For specific questions, please contact Linde Marshall, Local Government Liaison, at (303) 757-9441 or Linde.Marshall@dot.state.co.us.

Office of Public Relations

The Office of Public Relations is the link between CDOT and the news media statewide as all media communications are coordinated through it. The office is responsible for news releases, construction and maintenance advisories and publications, advertising development and placement, and both internal and external communications during emergencies. Over 300 media contacts are fielded and responded to every week, including news releases and advisories, reporter inquiries, and guest editorials.

In addition to working with members of the media, the office provides internal support to the Transportation Commission by writing news releases concerning policy decisions and commission activities along with formulating responses to media inquiries on behalf of each transportation commissioner.

The office is also charged with running statewide information campaigns to educate drivers and promote safety. “Click It or Ticket” is just one example of many to promote the use of safety belts.

In order to help the public resolve disputes with CDOT and respond to complaints and compliments, the Office of Public Relations also works closely with the Governor’s Advocacy Corps.

Please direct all media calls to Stacey Stegman, Director of Public Relations, at (303) 757-9362 or Stacey.Stegman@dot.state.co.us.

“The Office of Public Relations is the link between CDOT and the news media statewide as all media communications are coordinated through it.”

Funding and Resource Allocation

The Colorado Department of Transportation’s revenue is derived from the Highway Users Tax Fund (state gas tax), Gaming Funds, Sales and Use Taxes known as Senate Bill 1, Capital Construction Funds, House Bill 1310, and the Highway Trust Fund (federal gas tax).

CDOT’s Office of Financial Management and Budget (OFMB) is responsible for determining the best use of revenue by developing an annual budget with the Transportation Commission’s guidance and submitting it to the Governor’s office for review and approval. The budget includes both legislatively appropriated items and “non-appropriated” items (those areas appropriated by the Transportation Commission rather than the state legislature).

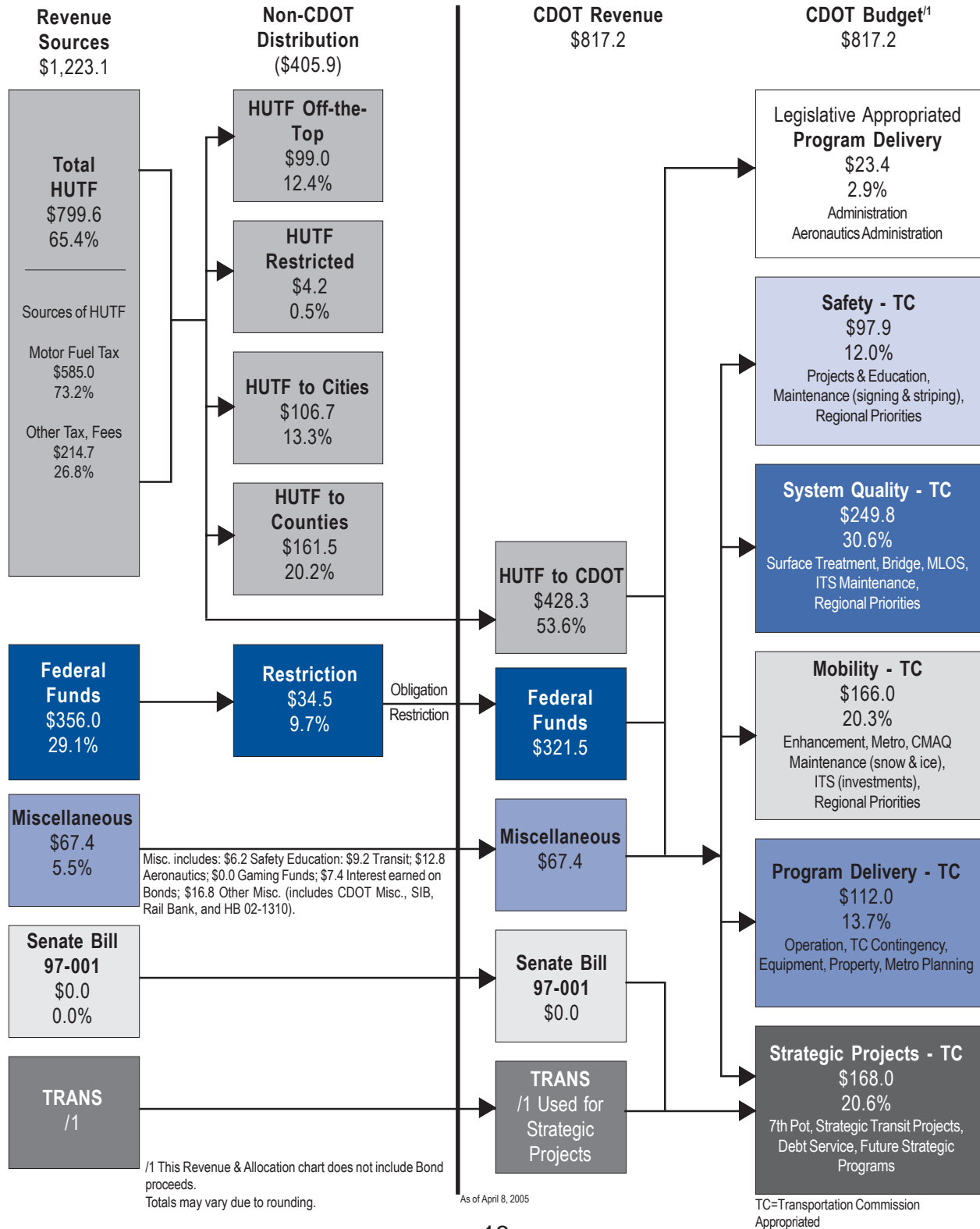
A large majority of CDOT’s budget is directed and allocated by the 11-member Transportation Commission. The Colorado State Legislature has authority over approximately 3% of CDOT’s administrative budget. In order to make budgeting decisions, the Transportation Commission uses a performance based resource allocation process that provides guidance how to allocate funding among four major investment categories: Safety, System Quality, Mobility, and Program Delivery.

Every year the Transportation Commission reviews their performance objectives in each of these investment categories in order to make policy decisions regarding the allocation of these resources.

“CDOT’s Office of Financial Management and Budget is responsible for determining the best use of revenue by developing an annual budget with the Transportation Commission’s guidance and submitting it to the Governor’s office for review and approval.”

Estimated FY 2005-2006 Financing System - Distribution by Investment Categories

(In Millions)



State Funding Sources

Highway Users Tax Fund (HUTF)

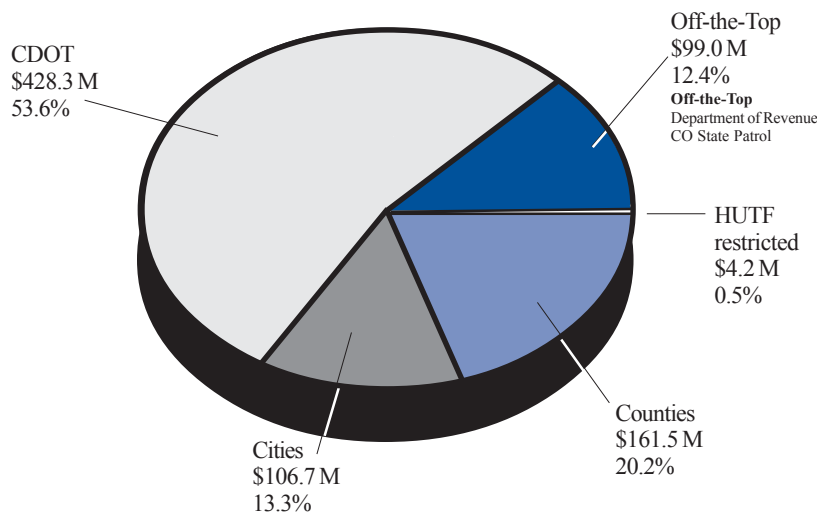
The major source of revenue for CDOT is the Colorado Highway Users Tax Fund (HUTF). Almost three-fourths of the HUTF is funded through Colorado’s motor fuel tax, which is 22 cents per gallon of gasoline and 20.5 cents per gallon of diesel fuel. The remaining is comprised of motor vehicle registrations and other fees.

Prior to distribution to CDOT, the General Assembly appropriates “off-the-top” money from the HUTF to the Department of Revenue (for ports-of-entry and Divisions of Motor Vehicles) and the Department of Public Safety (for the Colorado State Patrol). “Off-the-top” appropriations cannot increase more than 6% annually.

Following the allocation of “off-the-top” money from the HUTF, the remaining dollars are distributed by statutory formula: to CDOT, counties, and municipalities.

“The major source of revenue for CDOT is the Colorado Highway Users Tax Fund (HUTF). Almost three-fourths of the HUTF is funded through Colorado’s motor fuel tax.”

FY 2006 Distribution: \$799.6 Million



Gaming Funds

Limited gaming began in Colorado on October 1, 1991. The most immediate and visible impact was to the roads surrounding the gaming communities of Black Hawk, Central City, Cripple Creek, and near the casinos in Southwest Colorado. Traffic increases on some stretches of state highways in the vicinity of the gaming communities has been great and most of these roads were not built to handle the large amount of traffic that has since been generated.

Pursuant to Colorado Revised Statute, CDOT may request an appropriation from the state's Limited Gaming Fund to address the construction and maintenance needs associated with the increased traffic on state highways in the vicinity of gaming communities.

Sales and Use Tax (Senate Bill 1)

In 1997, the Colorado General Assembly passed Senate Bill 97-001. Senate Bill 1 is a measure to provide additional funding from sales and use tax revenues associated with automobiles and automobile-related accessories. In Colorado, the general fund can only grow by 6% annually. Any additional money is directed for roads and bridges as a Senate Bill 1 transfer. 10% of Senate Bill 1 transfers are required to fund transit. The Transportation Commission has dedicated any Senate Bill 1 revenues to fund strategic projects known as 7th Pot Projects. See "Transportation Revenue Anticipation Notes (TRANS)" and "7th Pot Project Progress" on page 19.

"Senate Bill 1 is a measure to provide additional funding from sales and use tax revenues associated with automobiles and automobile-related accessories to fund high priority state transportation projects."

Capital Construction Funds (House Bill 95-1174)

In 1995, the Colorado General Assembly enacted House Bill 95-1174 requiring the Transportation Commission to annually submit to the Capital Development Committee (CDC) a prioritized list of state highway reconstruction, repair, and maintenance projects for possible funding with Capital Construction Funds. Prior to 1995, CDOT was not eligible to receive Capital Construction Funds inasmuch as these funds were reserved for non-transportation-related capital improvements like state buildings.

Under the legislation, the Capital Development Committee (CDC) reviews the Transportation Commission-approved list of projects and either approves or rejects the list in its entirety. The CDC-approved list of projects is forwarded to the Joint Budget Committee for possible funding up to the available amount of Capital Construction Funds. These funds are appropriated in a lump sum, not by individual project.

House Bill 1310

In 2002, Colorado House Bill 02-1310 was enacted by the General Assembly to provide, beginning on July 1, 2003, a General Fund surplus less the 4% reserve and less any revenues in excess of the TABOR constitutional limitation to be allocated two-thirds to the Highway Users Tax Fund and one-third to the state's Capital Construction Fund. The HUTF allocation from the General Fund surplus under House Bill 1310 is to be paid to reconstruction, repair, maintenance, and capital expansion projects.

Transportation Revenue Anticipation Notes (TRANS Bonds)

In 1999, the General Assembly passed TRANS and referred it to the voters, who in turn approved it. Transportation Revenue Anticipation Notes (TRANS) provide a financing mechanism allowing CDOT to issue bonds to accelerate strategic transportation projects. The legislation requires that bond proceeds must be used on 28 strategic transportation projects across the state commonly referred to as 7th Pot Projects.

“...bond proceeds must be used on 28 strategic transportation projects across the state commonly referred to as 7th Pot Projects.”

7th Pot Project Progress

Corridors Already Complete

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

Corridors Nearing Completion or Fully Funded

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

Corridors with Some Remaining Projects

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

Major Investment Corridors

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

Federal Funding Sources

Highway Trust Fund (HTF)

The national Highway Trust Fund (HTF) was created by the Highway Revenue Act of 1956 to ensure a dependable source of revenue for the National System of Interstate and Defense Highways. It is also the source of funding for the remainder of the Federal-aid Highway Program.

Similar to other federal trust funds, the HTF is a financing mechanism established by law to account for tax receipts that are collected by the federal government for specific purposes. Originally the HTF was dedicated solely for highways, but later Congress determined that a portion of the highway tax revenues collected should be used for transit needs. To that end, the Mass Transit Account was created and became effective in 1983.

“Congress must give permission for federal funds to be expended from the Highway Trust Fund; transportation authorization is the means by which this permission is granted.”

The HTF is funded primarily by a federal fuel tax, which is currently 18.4 cents per gallon of gasoline and 24.4 cents per gallon of diesel fuel. Of the motor fuel taxes, the Mass Transit Account usually receives 2.86 cents per gallon.

Surface Transportation Authorization

Congress must give permission for federal funds to be expended from the Highway Trust Fund; transportation authorization is the means by which this permission is granted. Each transportation authorization bill establishes transportation policy, defines programs, outlines areas of emphasis for spending, and authorizes funding to the states. Transportation authorization legislation covers multiple years because transportation projects take a great deal of time from planning through construction. ISTEA, TEA-21, and SAFETEA-LU are the most recent examples of Transportation Reauthorization Bills enacted by Congress.

Annual Appropriations

The annual appropriations legislation places yearly limits on the amount of funds that can be spent within the multiple-year transportation authorization legislation. In addition to funding authorized programs on a year-by-year basis, appropriation legislation utilizing the HTF fuel tax usually provides the opportunity for a certain number of specific projects, or “earmarks,” to be selected by Congress.

Earmarks

An earmark is a specific project identified by Congress as a high priority with a specific dollar amount attached for funding. The intent with earmarks is to ensure that the funding for them comes from “discretionary” money—a portion of the Highway Trust Fund (HTF) that is set aside off-the-top for this specific purpose prior to the remaining Highway Trust Fund (HTF) being distributed by “formula” back to the states. CDOT works closely with Colorado’s Congressional Delegation to ensure that projects which are earmarked are also identified as a transportation priority to Colorado’s transportation planning partners and can be found in the short-term, 6-year Strategic Transportation Improvement Program (STIP). Typically the federal funding for earmarked projects flows through CDOT and, as such, the Department administers the projects. Earmarked projects require a 20% or more funding match by the local partners who sought the federal funding.

“While it is the intent that these earmarks come from ‘discretionary’ funds, there is always the risk that these earmarks can come out of states’ ‘formula’ funds.”

The trend toward earmarking has increased over the last several years despite the fact that federal Highway Trust Fund (HTF) revenues have not increased significantly. While it is the intent that earmarks come from “discretionary” funds, there is always the risk that earmarks can come out of states’ “formula” funds—revenues that have already been anticipated and programmed for other projects by Colorado’s Transportation Planning Regions (TPRs). For this reason, the Transportation Commission has taken a policy position that earmarking should be a limited practice.

Funding Options

Public and Private Partnerships

The Colorado General Assembly has given CDOT the authority to become involved in Public Private Initiatives (PPIs). PPIs are joint partnerships that can be formed between a private entity and CDOT to implement transportation projects funded mostly by private dollars. If a private entity is awarded a project, some or all of the financing and design/construction are the responsibility of that entity. Before the initiation of construction, CDOT must complete the appropriate environmental studies and clearances, as well as meet applicable state and federal requirements.

“A Regional Transportation Authority allows two or more jurisdictions to form a taxing district in order to fund local transportation projects.”

Tolling

The Colorado Tolling Enterprise (CTE) is a not-for-profit business created by the Colorado General Assembly to finance, design, build, operate, and maintain toll highways. An enterprise, as defined by the Taxpayer’s Bill of Rights (TABOR), can receive no more than 10% of its annual revenues from state and local taxes.

The CTE was made possible by recent state legislation that enables CDOT and the Transportation Commission to issue non-recourse bonds for new or additional highway capacity toll projects throughout Colorado. These bonds are repaid by collecting tolls from those choosing to use the lanes. As non-recourse bonds, they will not be a burden to the taxpayers; the risk rests with the bondholders.

The CTE will provide a new mechanism for not only funding much-needed capacity improvements to alleviate congestion, but operating and maintaining them over the life of the roadway. Under state statute, toll highways can only be implemented on new, not existing, highway or equivalent lanes.

Regional Transportation Authorities (RTAs)

Formerly known as Rural Transportation Authorities, the state legislature broadened the rural authority to regional or a statewide authority in 2005. Prior to the passage of this legislation, every area of the state except the Denver Metro area was allowed to form RTAs. Currently, an RTA allows two or more jurisdictions, including the Denver Metro area, to form a taxing authority in order to fund local transportation projects. An Intergovernmental Agreement between the RTA and CDOT is required prior to taking it to a vote of the people of said region in order to form and fund a transportation project on the state highway system.

Resource Allocation by Investment Categories

Resource Allocation is the process by which revenue estimates are used by the Commission to distribute expected funding by CDOT investment categories: Safety, System Quality, Mobility, and Program Delivery. Resource allocations are then geographically distributed based on performance measures of the state highway system to the six CDOT Engineering Regions and are referred to as control totals.

Investment Categories

Safety

Services, programs, and projects that reduce fatalities, injuries, and property damage for all users of the system fall under the Safety Investment Category. The goal of safety is to reduce transportation-related crashes, injuries, and fatalities. The investment category includes the following two areas of focus: (1) Drive Behavior Program studying alcohol use, young drivers, etc., who are disproportionately represented in crashes, to promote safety through education, and (2) Roadway Safety Program with an emphasis on highway or signage improvements to better the safety of the motoring public.

System Quality

System Quality includes all programs that maintain the functionality and aesthetics of the existing transportation infrastructure at Transportation Commission-defined service levels. This investment category primarily includes CDOT's maintenance activities on the highway system, right-of-way, and bridge program. In addition to highway maintenance, the investment category includes maintenance activities for airports and the preservation of railroad rights-of-way for transportation users. There are six program areas within the System Quality Investment Category: (1) Pavement, (2) Bridge, (3) Roadside Maintenance, (4) Rest Area, (5) Traffic Operations, and (6) Tunnel.

Mobility

Mobility Investment Category goals focus on improving mobility and increasing travel reliability. The activities within this category address issues that impact movement, whether it be level or quality of movement, accessibility to transportation, reliability of the system, or connectivity from one system to another. The programs used to address these issues include highway construction, alternate modes, intelligent transportation systems, travel demand management programs, and weather-related incident management teams. Mobility focuses on the following five programs: (1) Highway Performance, (2) Alternative Mode Performance,

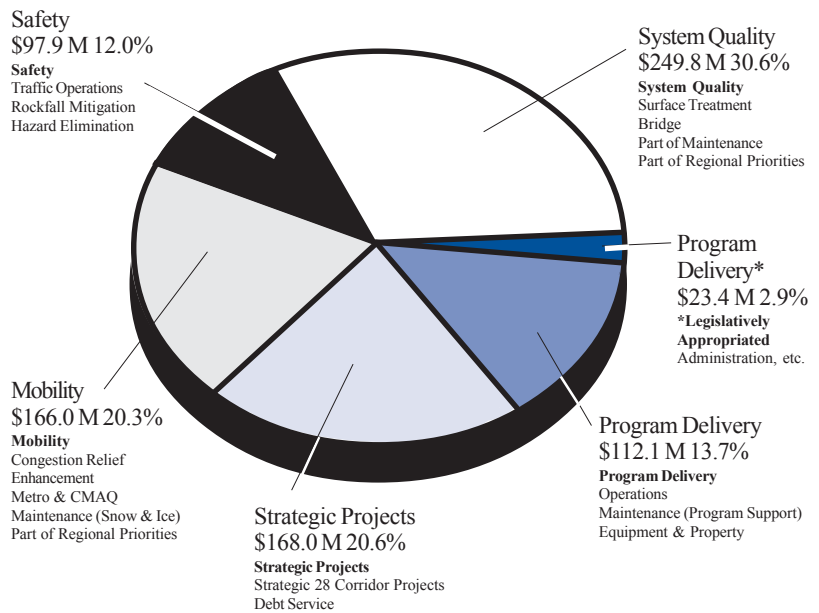
“Resource Allocation is the process by which revenue estimates are used to distribute expected funding geographically to the six CDOT Engineering Regions.”

(3) Facility Management, (4) Travel Demand Management, and (5) Road Closures.

Program Delivery

Program Delivery supports functions that enable the delivery of CDOT's programs and services with the following goals: (1) deliver high quality products and services in a timely fashion; (2) attract and retain an effective and qualified workforce; and (3) foster an environment that respects workforce diversity. The programs and services with this investment category are the foundation for delivery of all of the other investment categories.

FY 2006 Estimated Distribution: \$817.2 Million



This distribution does not include TRANS Bond proceeds and is an estimate based upon general Program Budget alignments with Investment Categories, and thus not project specific.

Transportation Planning

In 1991, two laws dramatically changed transportation planning in Colorado. The first changed the Colorado Department of Highways to the Department of Transportation. Within this same law, a grassroots process for defining transportation needs was established. It required the development of a comprehensive, long-range 20-year Plan, incorporating the priorities of Regional Transportation Plans developed by 15 statewide Transportation Planning Regions.

The second significant act was the enactment by Congress of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) that similarly required the states to produce a Statewide Transportation Plan. In 1998, the Transportation Equity Act of the 21st Century (TEA-21) was enacted to replace ISTEA. In 2005, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law to replace TEA-21. Per this federal law, a Statewide Transportation Improvement Program (STIP), which identifies short-term project needs and priorities, is required. CDOT has chosen to use a 6-year STIP, which is currently updated every 2 years. Under SAFETEA-LU, the STIP will only need to be updated every 4 years. Transportation projects in the STIP are taken from projects listed in the “fiscally constrained” portion of the 20-year Plan/Statewide Transportation Plan known as “The Plan.”

“A grassroots process for defining transportation needs and priorities was established in 1991 by requiring the incorporation of 15 regional transportation plans into one statewide comprehensive plan.”

20-year Statewide Transportation Plan

The 20-Year Statewide Transportation Plan, otherwise known as “The Plan,” is a long-range, statewide, multi-modal transportation plan that blends the 15 individual long-range Regional Transportation Plans (RTPs), as well as statewide priorities established by the Transportation Commission. “The Plan” is a composite document that integrates the Transportation Commission’s adopted policies and guidance for statewide programs and the priorities contained in the 15 Regional Transportation Plans (RTPs). It contains both a “vision plan” (fiscally unconstrained), and a “fiscally-constrained plan” (budgeted within the amount CDOT reasonably expects to receive over the 20-year period).

“Each Transportation Planning Region is comprised of elected officials from Colorado’s counties and municipalities who identify and prioritize projects for their specific planning region and forward them to CDOT for integration into the Statewide Plan.”

Transportation Planning Regions (TPR)

Development of a 20-year Statewide Transportation Plan—referred to as “The Plan”—begins at the local level through 15 Transportation Planning Regions (TPR). Each TPR is comprised of municipalities and counties within given boundaries. State law enables elected officials from the counties and municipalities in the TPR to form a Regional Planning Commission (RPC) through an intergovernmental agreement. The Regional Planning Commission develops and adopts the Regional Transportation Plan, identifies and prioritizes the projects in the regional plan, and forwards this recommended plan to CDOT for conformation and integration into “The (20-year Statewide Transportation) Plan,” after review and approval by the Governor.

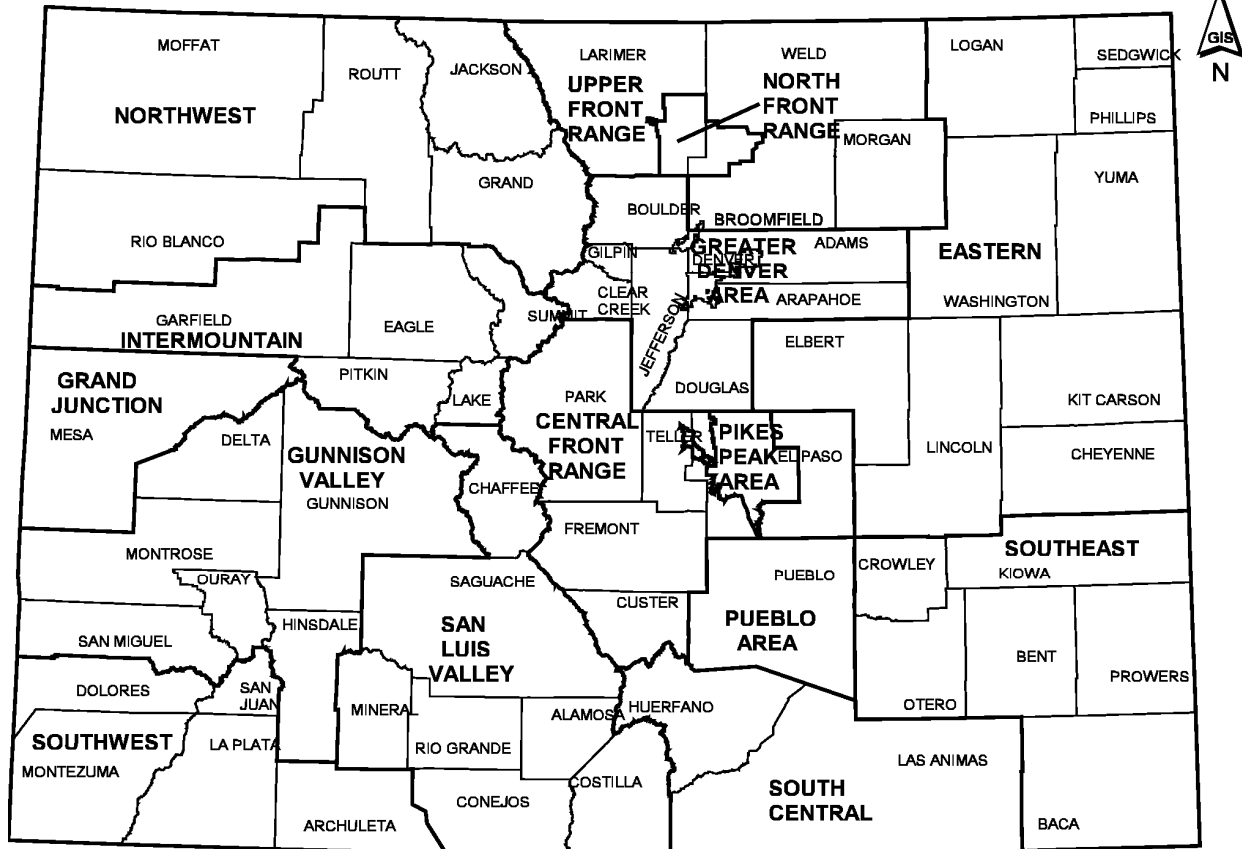
Statewide Advisory Committee (STAC)

The State Transportation Advisory Committee (STAC)—made up of representatives of each of the 15 Transportation Planning Regions—advises the Department on planning related issues and reviews the regional and statewide transportation plans. The STAC meets regularly (usually monthly), prior to each Transportation Commission meeting. The Chair of the STAC provides regular updates on STAC activities and sentiment to the Transportation Commission.

For members of the Transportation Planning Commission or the Statewide Advisory Committee, please visit page 27.

Statewide Transportation Advisory Committee (STAC) Representatives

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Urban Planning

Metropolitan Planning Organizations (MPO)

Five of the fifteen Transportation Planning Regions (TPRs) are known as Metropolitan Planning Organizations (MPOs) because they are in urban areas with a population of 50,000 or more: Denver Regional Council of Governments; Grand Valley MPO (Mesa County); North Front Range MPO (Fort Collins/Loveland); Pikes Peak Area Council of Governments (Colorado Springs area); and Pueblo Area Council of Governments. The five TPRs containing MPOs use more complex planning tools and techniques than the ten TPRs with predominantly rural characteristics.

An MPO is a federally required entity designated by the Governor in coordination with local officials and CDOT to be responsible for having a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs for the urbanized area.

Metropolitan Planning Organizations with populations larger than 200,000 are designated as Transportation Management Areas (TMAs), which place additional federal requirements and responsibilities on the respective MPOs regarding long-range planning, programming, and project selection. Colorado has three Transportation Management Areas: Denver Regional Council of Governments, North Front Range MPO (Fort Collins/Loveland), and Pikes Peak Area Council of Governments (Colorado Springs area).

MPOs prepare “fiscally-constrained” Regional Transportation Plans (RTPs), which identify the projects anticipated to be constructed over the next twenty years. The MPOs also prepare Transportation Improvement Programs (TIPs) to identify projects to be constructed in the next six years. The Transportation Commission and the Department actively participate in the MPO transportation process and must incorporate the 6-year Transportation Improvement Program (TIP) adopted by the MPO into the 6-year Statewide Transportation Improvement Program (STIP) after it is approved by the Governor.

Transportation Improvement Program (TIP)

Under federal law, all five Metropolitan Planning Organizations (MPO) are required to narrow their long-term, 20-year plan to a short-term, prioritized 6-year Transportation Improvement Program (TIP). Similar to the STIP, the TIP is updated every two years and under SAFETEA-LU will only need to be updated every four years. Each of the MPOs forward their TIPs to CDOT to be programmed into the STIP unaltered for implementation upon approval by the Governor.

“Five of the fifteen Transportation Planning Regions are known as Metropolitan Planning Organizations because they are in urban areas with a population of 50,000 or more.”

Rural Planning

“Ten Transportation Planning Regions are rural in nature and do not contain Metropolitan Planning Organizations. In these rural areas, Regional Planning Commissions are responsible for developing Regional Transportation Plans and establishing the regional priorities.”

Ten Transportation Planning Regions (TPRs) are rural in nature and do not contain Metropolitan Planning Organizations (MPOs). In these rural areas, Regional Planning Commissions (RPCs) are responsible for developing Regional Transportation Plans (RTPs) and establishing the regional priorities within the Regional Transportation Plans. Like their MPO counterparts, the Regional Planning Commissions in the rural TPRs develop long-range, 20-year plans that have both a prioritized and “fiscally-constrained” element. Both elements are integrated in “The Plan.”

In TPRs that do not contain MPOs, a separate 6-year Transportation Improvement Program (TIP) is not required. However, regional priorities are established by the Regional Planning Commissions through their regional transportation planning process and then discussed with CDOT and the Transportation Commission through the Project Priority Planning Process (4P) which generally occurs once every two years. 4P utilizes the “fiscally-constrained,” regionally prioritized projects as the basis for identifying new projects and priorities to be included in the 6-year Statewide Transportation Improvement Program (STIP).

Statewide Transportation Improvement Program (STIP)

The long-term, 20-year Statewide Transportation Plan is implemented by programming priority projects into the short-term, 6-year document titled the Statewide Transportation Improvement Plan (STIP). Every CDOT project is identified in the STIP based on its ability to solve or improve a particular congestion, safety, or system quality need on the transportation system.

The STIP is mandated under the federal transportation planning requirement and must be “fiscally-constrained” meaning that CDOT expects to have money for identified STIP projects using reasonable budget projections. Consequently, only projects identified in the “fiscally-constrained” portion of the 20-year Statewide Transportation Plan are eligible to be included in the 6-year STIP.

The first year of the STIP provides the basis for CDOT’s annual budget. An electronic database links projects in the STIP directly to the 20-year Statewide Transportation Plan ensuring consistency between “The Plan” and the STIP, as well as providing tracking and accountability through the life of the project.

The STIP is updated every two years through the Project Priority Planning Process (4P). This 4P effort incorporates the state statutory requirement that CDOT must formally hear the transportation needs of Colorado’s sixty-four counties through the Boards of County Commissioners in each county. The 4P process also meets the federal requirement that CDOT work cooperatively with the Metropolitan Planning Organizations (MPOs) to develop metro area 6-year Transportation Improvement Plans (TIPs) prior to incorporating the TIP into the STIP. In SAFETEA-LU the STIP will only need to be updated every four years, rather than every two years.

“The long-term, 20-year Statewide Transportation Plan is implemented by programming priority projects into the short-term, 6-year document titled the Statewide Transportation Improvement Plan (STIP).”

10 Steps to Plan and Build a Project

Every CDOT project is identified in the 6-year Statewide Transportation Improvement Program (STIP) based on its ability to meet or improve a particular congestion, safety or system quality need. Before projects are narrowed into the 6-year STIP, they must first be identified in the long-range, 20-year Statewide Transportation Plan.

Long-Range Planning Process: 20-year Statewide Transportation Plan

1. Determine your appropriate Transportation Planning Region (TPR) and Regional Planning Commission (RPC). See pages 27 through 28.
2. Propose a project to the Regional Planning Commission (RPC).
3. Participate in the planning activities held by the RPC and CDOT. Through planning meetings, the development of corridor visions, goals, and strategies are established to address the needs for each planning region. This is important because projects built by CDOT or using federal funds must be consistent with the corridor visions, goals and strategies identified in the Regional and Statewide Transportation Plans.
4. Regional Transportation Plans are adopted by the respective Regional Planning Commission (RPC) or Metropolitan Planning Organization (MPO) and integrated into the 20-year Statewide Transportation Plan, which is adopted by the Colorado Transportation Commission. Public involvement is encouraged at both the regional and statewide level.

“Every CDOT Project must be in the 20-year Statewide Transportation Plan and then narrowed into the 6-year STIP before it can be advertised for contractors and construction can begin.”

Short-Range Planning Process: 6-year Statewide Transportation Improvement Program (STIP)

5. The Statewide Transportation Improvement Program or STIP process begins with the CDOT Regions conducting the county hearing or 4P Process to discuss accomplishments and identify local funding priorities over the next few years. The projects selected must be consistent with the corridor visions identified in the adopted Regional and Statewide Transportation Plans.
6. CDOT prepares a draft STIP (a fiscally constrained, 6-year plan) that identifies how CDOT proposes to expend funds over the next 6 years. Joint meetings are then held with all the Transportation Planning Regions (TPRs) in each CDOT Region to prioritize projects submitted through the county hearing

process. The projects selected must be consistent with CDOT's regional budgets.

7. The final STIP is reviewed to ensure state and federal regulations are met.
8. The STIP is approved by the Colorado Transportation Commission, the Federal Highway Administration, and the Federal Transit Administration.
9. STIP projects are programmed, budgeted, and designed.
10. STIP projects are advertised for contractors, contractor is selected, and project construction begins.

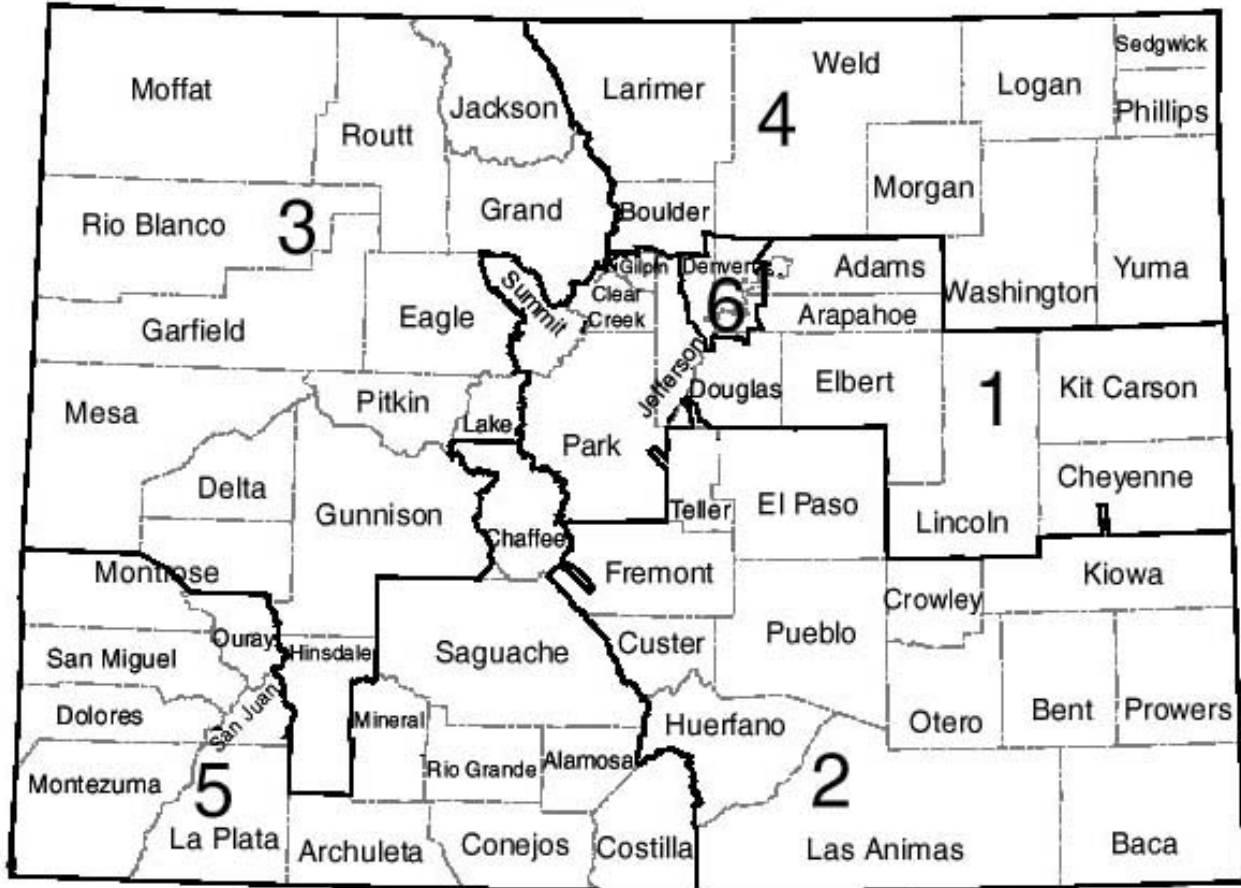
For additional questions you may have about CDOT's planning process, please contact George Gerstle, Planning Branch Manager, at (303) 757-9795 or George.Gerstle@dot.state.co.us.

Statewide and Regional Planning Managers

“The Planning Managers direct all planning activities between CDOT and Colorado’s Transportation Planning Regions.”

The Regional Planning Managers direct all planning activities for their engineering region while facilitating communications between CDOT and Colorado’s Transportation Planning Regions (TPRs). The statewide Division of Transportation Development (DTD) coordinates the development of regional and statewide planning and outreach. Each Planning Manager is in close communication with CDOT’s Office of Financial Management and Budgeting and the TPRs, because they all work together to develop and adopt the 20-year regional transportation plans, which guide transportation decisions made by CDOT in the short-term (6-year STIP) planning process.

Planning Managers



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National Environmental Policy Act

In the 1960's, the public became increasingly cognizant and concerned about human impacts on the environment. As a result, Congress passed the National Environmental Policy Act (NEPA) of 1969, which was signed into law on January 1, 1970. Although many CDOT transportation decisions are subject to more than 40 state and federal environmental laws, NEPA is the principle federal environmental law governing federal decision-making, planning, and development activities. NEPA requires all federal agencies to consider the environmental impacts of proposed federal actions with the potential to affect the quality of the "human environment."

NEPA set a new standard for federal decision-making based on thorough environmental analysis; consideration of alternatives of proposed federal actions; and public disclosure and review before action is taken. Its regulations mandate that transportation decisions involving federal funds and approvals consider environmental—in addition to technical and economic—factors in the assessment and decision-making process. It also requires that the federal agency consider all reasonable alternatives to their proposed action and its environmental impacts. To ensure that environmental impacts are considered before final decisions are made, NEPA requires a "detailed statement" for every proposed action that affects the quality of the human environment. "Detailed statements" may be in one of the following three forms:

- (1) An **Environmental Impact Statement** (EIS) is necessary for actions that will have a significant impact on the environment;
- (2) An **Environmental Assessment** (EA) is required if the significance of the environmental impact of the action is not clearly established; or
- (3) CDOT may use a **Categorical Exclusion** (CE or Cat Ex) for actions that do not individually or cumulatively have a significant environmental impact.

Finally, NEPA mandates that the public have an opportunity to participate in the process through public hearings. The full decision-making process is outlined in the chart on page 38.

Accordingly, CDOT has committed to complying with the intent and requirements of NEPA for all transportation activities, regardless of whether they are federally funded. Although non-federal projects will not require the federal agency approval, the NEPA process is an established framework for ensuring environmental factors are considered and consistent with CDOT's environmental ethic. Thus, the guiding

"NEPA is the principle federal environmental law governing federal decision-making, planning, and development activities. CDOT has committed to complying with the intent and requirements of NEPA for all transportation activities, regardless of whether they are federally funded."

principles of NEPA have been incorporated into the CDOT transportation planning and project development process, as well as maintenance and operations of the state transportation system. It is the responsibility of all CDOT employees to recognize and consider these essential principles and to appropriately include them in the transportation decision-making process.

If you have additional questions concerning the National Environmental Policy Act, please contact Brad Beckham, Environmental Unit Manager, at (303) 757-9533 or Brad.Beckham@dot.state.co.us.

NEPA Categories

Environmental Impact Statements (EIS)

Actions that are likely to have a significant affect on the environment.

Examples include:

- A new controlled access freeway;
- A highway project of four or more lanes on a new location;
- New construction or extension of fixed rail transit facilities.

CDOT, or FHWA for federal projects, signs a Record of Decision that presents the basis for the decision, summarizes any mitigation measures to be incorporated in the project, and documents any 4(f) approval.*

Environmental Assessments (EA)

The significance of the environmental impact of the action is not clearly established.

Examples include:

- Actions that are not clearly Cat Exs;
- Actions that do not clearly require an EIS;
- An EA would assist in determining the need for an EIS.

CDOT or FHWA adopts a Finding of No Significant Impact (FONSI) if the study findings show that no significant impacts are created by the action.

23 C.F.R. § 771.115 et seq

Categorical Exclusions (Cat Ex/CE)

Actions that do not individually or cumulatively have a significant environmental impact.

Examples include:

- Pedestrian facilities;
- Landscaping;
- Routine maintenance including resurfacing, bridge replacement and rehabilitation, and minor widening.

CDOT or FHWA approval is required on all Cat Ex projects. In Colorado, FHWA has programmatically approved some Cat Exs.

* In some cases, if during the course of the project it is determined the project will not have a significant impact, the project can be re-categorized to an EA and result in a FONSI. FHWA retains final categorization determination for federal projects.

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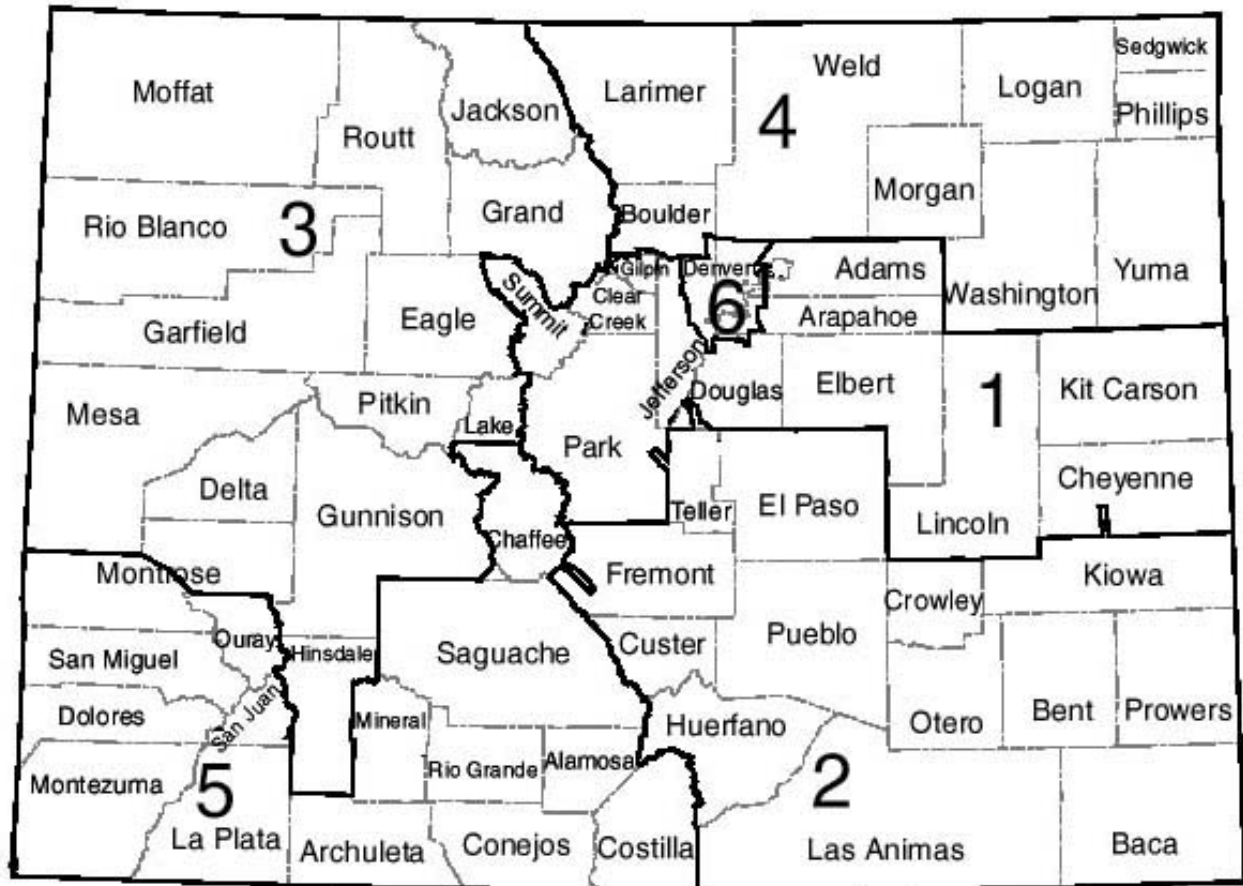
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Engineering Regions

CDOT has established six Engineering Regions across the state in order to decentralize many of its design, construction and maintenance project functions and maximize contact with local governments, industry, and the public. Each CDOT Engineering Region is a semi-autonomous operating entity covering all aspects of CDOT operations for that Region. Therefore, each Region covers engineering, maintenance, planning and environmental management, traffic, right-of-way and surveying, utilities, and human resource management for its area. Each of the Regional Transportation Directors (RTDs) work under the supervision of the Chief Engineer and serve as a member of the Statewide Executive Management Team responsible for internal CDOT policy development.

“CDOT has established six Engineering Regions across the state in order to decentralize many of its functions and maximize contact with the public.”

Regional Transportation Directors (RTDs)



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Maintenance

The Colorado Department of Transportation's (CDOT) maintenance program protects the significant investment in our current highway infrastructure. The program is designed to keep the 9,200 centerline-mile state highway system open and safe for the traveling public. This involves all activities from the centerline of the highway to the right-of-way fence on both sides of the highway.

Examples of highway maintenance activities include: patching, sealing of pavement crack and joints, mowing unpaved surfaces and shoulders, cleaning drainage structures, maintaining stream beds, sweeping the road surface, picking up litter, maintaining roadway signs and lighting, painting bridges, snow plowing and ice control, and removing snow and sand. This preservation effort is not only vital to the integrity of the infrastructure; it is an imperative component of highway safety for the traveling public.

While maintenance work by nature is somewhat reactive, CDOT's maintenance personnel strive to provide statewide consistency in the level of service to the traveling public. To that end, CDOT has continued a Performance Budgeting System for the Maintenance Program. The Maintenance Levels of Service (MLOS) system includes an annual physical rating to observe conditions for approximately fifty activity or system items. The measured items are then categorized into nine Maintenance Program Areas (MPAs), which are listed below:

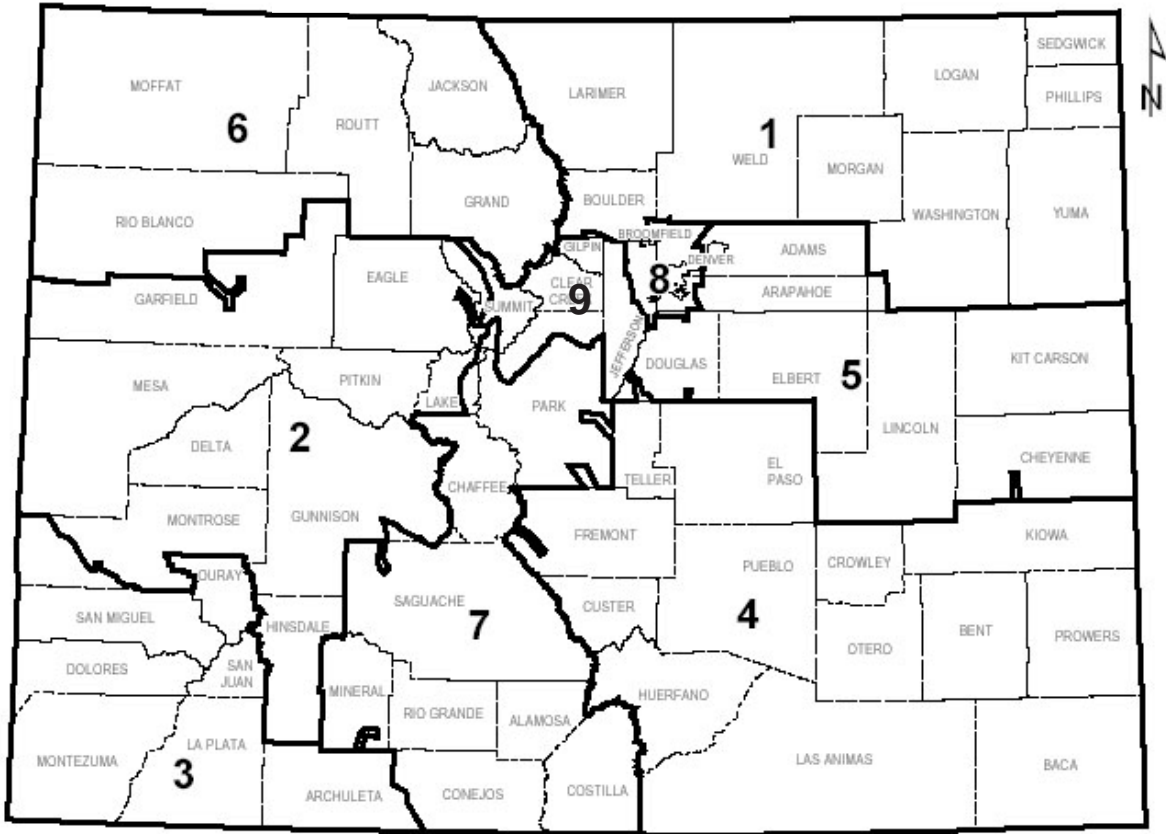
Maintenance Program Areas (MPAs)

1. Planning, Scheduling, Inspection, and Training;
2. Roadway Surface;
3. Roadway Facilities;
4. Roadside Appearance;
5. Traffic Services;
6. Bridge;
7. Snow and Ice;
8. Buildings, Grounds, Rest Areas, and Equipment;
9. Major Tunnels.

There are five service levels established for each MPA, with calculations translated to a scale of A through F, with A being the very best Level of Service (LOS) and F being the worst. The ratings for each MPA are then applied as the base level to a modeling system to identify budget requirements to achieve changes to the target MLOS. This provides the Transportation Commission with the necessary cost/benefit analysis to allow prioritization of a level effort and related funding in all major MPAs. The MPAs are also identifiable in CDOT's overall investment categories to allow a link with investment strategy allocations.

“The Colorado Department of Transportation’s maintenance program protects the significant investment in our current highway infrastructure. This preservation effort is not only vital to the integrity of the infrastructure; it is an imperative component of highway safety for the traveling public.”

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Safety and Traffic Engineering

The mission of the statewide Safety and Traffic Engineering Office at CDOT is to reduce the incidence and severity of motor vehicle crashes and the associated human and economic loss. To accomplish this, CDOT has set four major specific goals and objectives:

- (1) Reduce the fatal crash rate;
- (2) Reduce the injury crash rate;
- (3) Increase seat belt usage;
- (4) Reduce alcohol related fatal crashes.

In order to meet these goals, there are several statewide programs in place to identify locations with potential for accident reduction such as, “Hot Spot” Projects; Traffic Signal Projects; Highway Safety Improvement Projects; and a Safety Assessment Program at the project and corridor levels.

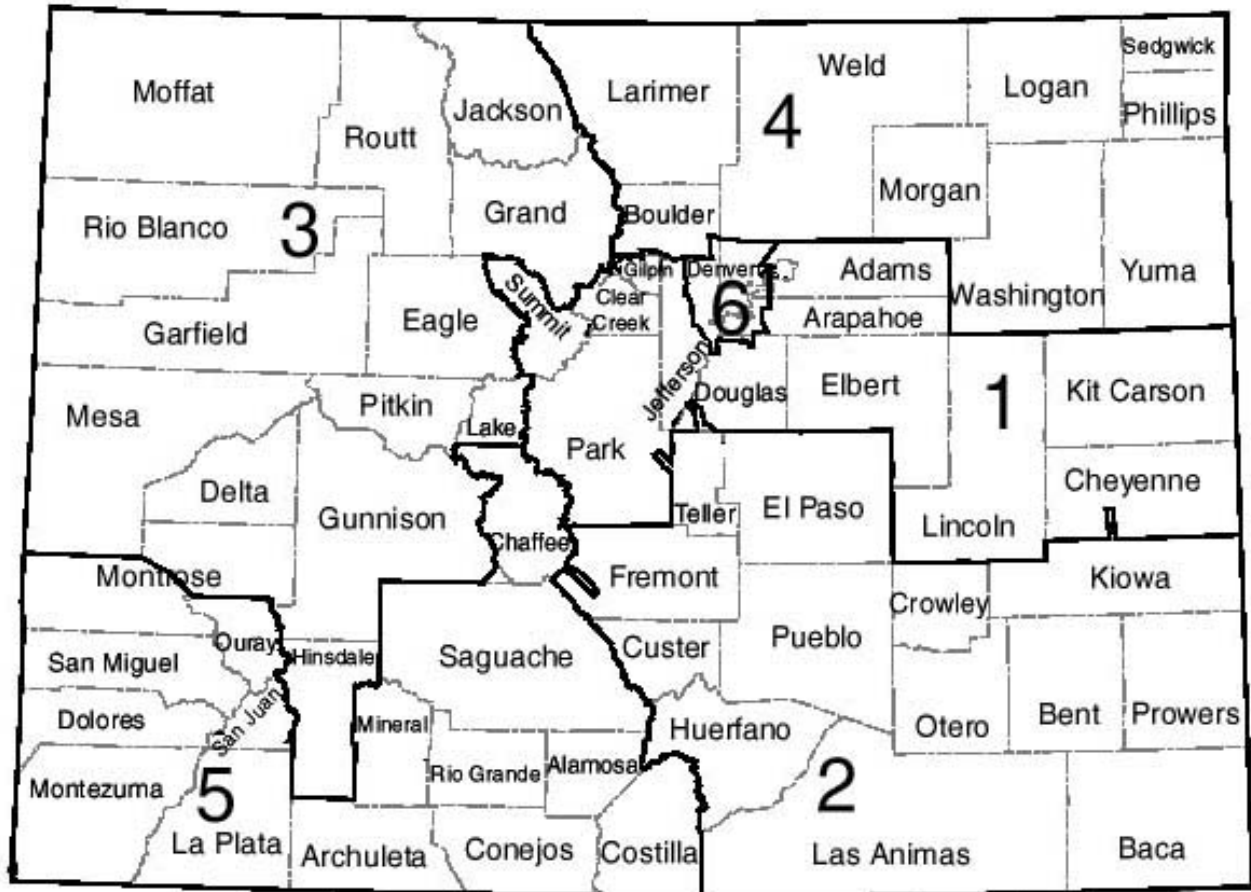
In addition to a statewide Office of Safety and Traffic Engineering, each transportation region also has an in-house Traffic Engineer to handle the specific project needs region-by-region because of the great importance of traffic safety to CDOT. The duties of a regional Traffic Engineer include planning, organizing, directing and overseeing activities related to safety, planning traffic flow management, and the design, installation, and management of all traffic control devices, among other related responsibilities.

For additional questions about statewide safety and traffic engineering programs, please contact Gabriela Vidal, CDOT Safety and Traffic Engineering Branch Manager, at (303) 757-9879 or Gabriela.Vidal@dot.state.co.us.

For questions concerning specific regional safety or traffic projects, please contact your appropriate regional Traffic Engineer referenced on page 46.

“The mission of the statewide Safety and Traffic Engineering Office at CDOT is to reduce the incidence and severity of motor vehicle crashes and the associated human and economic loss.”

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FAQs: Frequently Asked Questions

Q. Where can I find road and weather conditions?

A. The Colorado Road and Weather Conditions telephone lines are as follows: Dialing from Denver, please use (303) 639-1111; dialing from outside the Denver metro area but within Colorado only, please use our toll free number 1-877-315-7623 or visit www.cotrip.org.

Q. How can I get a Colorado State Highway Map?

A. To request a map, please either e-mail your request to CDOT's Office of Public Relations at Christopher.Robbins@dot.state.co.us or send your request to the Colorado Department of Transportation, 4201 East Arkansas Avenue, Room 277, Denver, CO 80222. The maps are free of charge.

Q. How do I get a pothole fixed on the state highway system?

A. CDOT has an internal policy that once a pothole is reported it must be patched within 24 business hours. Please mark the exact location of a pothole if you notice one that needs to be patched and contact the appropriate CDOT Maintenance Superintendent located on page 44.

Q. How do I add a sign along the interstate or state highway system to advertise a local business or to promote a site of national, historic, or regional significance?

A. All advertising is prohibited on interstate rights-of-way (ROW) pursuant to the federal Highway Beautification Act of 1965.

LOGO signs with plaques for gas, food, lodging, camping, and tourist attractions are permitted in the ROW at interstate exits in some, but not all locations, because this federally sanctioned sign program is construed as traveler information signage rather than advertising. Signs identifying the location of museums and National Historic Districts may also be erected in the rights-of-way (ROW) under the "Manual Uniform for Traffic Control Devices" (MUTCD) criteria as further specified in CDOT's manual of "Guide Signing Practices and Procedures." Colorado Logos, Inc. runs the LOGO Sign Program for CDOT and can be reached at (303) 462-2320 in order to answer specific questions or determine if a business or attraction is eligible.

Advertising on private property outside CDOT ROW but visible from the interstate—referred to as Bonus Areas—is handled on a case-by-case basis. As a result of the federal Highway Beautification Act of 1965, no new signs can be erected along the interstate in Bonus Areas unless the proposed sign location falls into two exceptions to the Bonus Area exclusion (and even then the proposed sign must still meet applicable

zone, size, light, and space requirements). A Bonus Area, so called because CDOT accepted federal bonus money to exclude advertising from such areas, is any area within 660 feet of the nearest edge of the interstate ROW the entire width of which was acquired for ROW after July 1, 1956. The two exceptions to the Bonus Area exclusion are called Cotton and Kerr Areas. A Cotton Area is an area adjacent to the interstate where any part of the ROW was acquired prior to July 1, 1956. A Kerr Area is a zoned industrial or commercial area that is within the boundary of an incorporated municipality as such boundaries existed as of September 21, 1959. CDOT maintains a Bonus Map of the interstate system which locates Cotton and Kerr Areas. Even within these areas no new sign can be erected unless the proposed sign's location is on land zoned for industrial or commercial use prior to January 1, 1970. Please contact Tom Riley with additional questions in CDOT's Safety and Traffic Engineering Section at (303) 757-9840 or Tom.Riley@dot.state.co.us.

Q. How do I get a project in the planning pipeline (STIP)?

A. All projects must first be included in the 20-year Statewide Transportation Plan. If your project is not included, you must request a plan amendment from your Transportation Planning Region (TPR) or Metropolitan Planning Region (MPO). Projects are then prioritized and included in the 6-year Statewide Planning Improvement Program (STIP) for programming and construction through coordination with your TPR/MPO and CDOT. The project prioritization takes place every two years. See "10 Steps to Plan and Build a Project" on page 32 and 33.

Q. How do I amend a project in the planning pipeline (STIP)?

A. In order to amend a project in the 6-year Statewide Transportation Improvement Program (STIP), you must request an amendment. An amendment is made when priorities for the Transportation Planning Region (TPR) or Metropolitan Planning Organization (MPO) have changed or project details necessitate moving a specific transportation forward or backward in the priorities. Your TPR/MPO will then process the amendment through CDOT. Contact your Transportation Planning Commission representative listed on page 27 and 28.

Q. How do I get appointed to serve on a Regional Planning Commission (RPC)?

A. Each Regional Planning Commission (RPC) has its own set of by-laws. In order to learn how to become a member, contact your local Transportation Planning Region (TRR) chairman listed on page 27 and 28. Often each board of county commissioners or city/town councils dictate which elected officials from their body will serve as a member of the RPC.

Q. What process do local governments need to follow to get a new interchange or improve an existing interchange on the state system?

A. CDOT has implemented the 1601 Policy and Procedural Directive for the approval of new interchanges and major modifications to existing interchanges on the state highway and interstate system. These recently updated procedures provide significant approval flexibility depending on the complexity of the type of interchange improvement and increase the range of project issues discussed prior to any formal application made for a specific interchange project. For further information or a copy of the 1601 Procedural Directive, please contact Aaron Willis at (303) 512-4019 or Aaron.Willis@dot.state.co.us.

Q. How do I raise or lower the speed limit?

A. State law requires that all road authorities, before altering speed limits, conduct a Traffic Engineering Study. This study must be done in accordance with the provisions of the Federal Highway Administration's (FHWA) "Manual on Uniform Traffic Control Devices" (MUTCD). Furthermore, the MUTCD states that all speed limits should be established through an engineering investigation which examines the 85th percentile speed and roadway factors such as road shoulder conditions, grade, alignment, and sight distance. Once a traffic engineering study is completed, CDOT's Traffic Engineers analyze the traffic investigation figures to determine a realistic speed limit. For further information, you may contact Bryan Allery in CDOT's Safety and Traffic Engineering Office at (303) 757-9967 or Bryan.Allery@dot.state.co.us.

Q. What is the process to change the timing of a stoplight located on the state system?

A. Signals on state highways are under the control of the CDOT regional traffic offices. When a Traffic Engineer receives a call with a request to change the timing of a stoplight they do the following: (1) vary signal programming remotely via computer; and (2) perform field visits to verify field conditions have not changed (a new shopping center opened, etc). If nothing has changed and the Traffic Engineer observes irregular flows, minor modifications to the timing might be made; or in more complicated situations, CDOT would re-evaluate corridor timing patterns. However, the ability to make modifications is limited. Often minor changes for one movement adversely affect other movements and negate possible benefits. For more detailed inquiries, please contact your regional Traffic Engineer located on page 46.

Q. How do I make a state highway that crosses through my jurisdiction safer for pedestrians?

A. Pedestrian safety on state highways is of major importance because of the obvious differences in travel patterns and potential for serious injury when conflicts occur. As a result, CDOT attempts to balance the needs of all users of the facility and make the best accommodation possible. Options available to enhance pedestrian safety include appropriate signing and pavement markings, pedestrian signals, lighting, behavioral education projects and establishing “safe walking routes” and school zones. For further detail on pedestrian safety on the state highway system, please contact your regional Traffic Engineer located on page 46.

Q. How do I get oversized/overweight truck permits?

A. CDOT’s Permit Section can be reached toll-free at 1-800-350-3765.

Q. Where do I get a DOT number for my commercial truck?

A. If your business will operate within Colorado only, you can visit the Colorado State Patrol website (www.csp.state.co.us) or call them at (303) 273-1875 for an application. If your business will operate interstate, you will need to contact the Federal Highway Administration Motor Carrier Office located in Colorado at (720) 963-3130.

Q. Where can I find information on commercial vehicles or trucking regulations?

A. The Colorado Department of Revenue Motor Carrier Services has important information on vehicle inspections and driver paperwork. You may contact them by phone at (303) 205-5746 or through their website at www.revenue.state.co.us.

Glossary of Terms

4P Process (Project Priority Planning Process)

A hearing process held with the boards of county commissioners in all 64 counties in Colorado generally once every two years to discuss regional transportation priorities.

7th Pot

A program of 28 statewide strategic priority transportation projects identified by the Transportation Commission and financed through Senate Bill 1 funds and TRANS Bonds.

1601 Procedural Directive

Established by the Transportation Commission for the approval of new interchanges and major modifications to existing interchanges on the state highway and interstate system.

Agency Coordination

The process followed to involve other federal, state, and local agencies in the decision-making process for plans, programs, and projects.

Alignment

The horizontal and vertical location of the centerline of a proposed or existing highway.

Alternatives

Potential solutions to a transportation problem. Alternatives may consist of different alignments, lane configurations, types of access control, or transportation modes and strategies.

Appropriations

An annual process to fund authorized projects within the federal transportation authorization bill by Congress.

Arterial Street

A class of street serving major traffic movements for travel between major points.

Attainment Area

An area considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act. Non-attainment areas are areas considered not to have met EPA standards for designated pollutants.



Authorization

Congress must give permission for federal funds to be expended from the Highway Trust Fund; transportation authorization is the means by which this permission is granted. Each transportation authorization bill establishes transportation policy, defines programs, outlines areas of emphasis for spending, and authorizes funding to the states.

B**Bonus Area**

Any area within 660 feet of the nearest edge of the interstate right-of-way (ROW) the entire width of which was acquired for ROW after July 1, 1956.

C**Capacity**

A transportation facility's ability to accommodate a moving flow of vehicles in a given time period.

Categorical Exclusion (Cat Ex/CE)

A classification under the National Environmental Policy Act (NEPA) of actions that do not have a significant effect on the environment, either individually or cumulatively.

Conformity

The requirement for transportation plans, programs, and projects to be consistent with the local and state air quality plans.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

A categorical federal-aid program created by federal law, which directs funding to projects that contribute to meeting national air quality standards.

Control Totals

Resource allocations geographically distributed to the six CDOT Engineering Regions are referred to as control totals.

Corridor

A linear route or geographic area that accommodates travel or potential travel.

D**Design**

The process by which engineering plans, estimates, and specifications for a transportation project are developed.

Design-Build

Design-Build is an alternative delivery strategy where design and construction services are included in a single contract. The design-build method requires construction firms to team with consultant design firms to work together to design and construct improvements shifting responsibility to parties who can best manage the processes and outcomes.

Design-Bid-Build

Design-Bid-Build is the traditional project delivery approach, which segregates design and construction responsibilities by awarding them to an independent private engineer and a separate private contractor.

Design Phase

The project development phase from the time a project has been cleared and authorized by an environmental document to the start of construction.

Draft Environmental Impact Statement (DEIS)

The process of developing detailed environmental document required by the National Environmental Policy Act (NEPA) when an agency proposes an action that is likely to significantly affect the environment. The DEIS includes a discussion of purpose and need, alternatives, environmental conditions and effects, and public involvement activities. The document is completed and presented to the public before a final preferred alternative is determined.

Earmarks

An earmark is most commonly referred to as a specific high priority project identified by Congress with a specific dollar amount attached for funding.

**Environmental Assessment (EA)**

A concise document which includes a brief discussion of the need for a proposed action, potential alternatives, and the environmental impacts of the proposed action.

Environmental Justice (EJ)

The Environmental Protection Agency describes Environmental Justice as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies.”

Environmental Protection Agency (EPA)

The federal agency responsible for regulating and enforcing federal environmental laws including the Clean Air Act, the Clean Water Act, and the Endangered Species Act among others.

Express Toll Lanes (ETL)

See Managed Toll Lanes.

**Federal Highway Administration (FHWA)**

A division of the U.S. Department of Transportation that administers the Federal-aid Program, which provides funding to states to construct and improve highways, bridges, and urban and rural roads.

Federal Transit Administration (FTA)

A branch of the U.S. Department of Transportation that assists communities in developing and improving mass transportation.

Final Environmental Impact Statement (FEIS)

A detailed statement on the significant impacts on the environment required by the National Environmental Policy Act. It contains the same supporting information required by the Draft EIS with appropriate revisions to reflect comments received from circulation of the Draft EIS and the public hearing process.

Financial Planning

The process of defining and evaluating funding sources and determining how to allocate the funds.

Financial Programming

A short-term commitment of funds to specific projects identified in the regional Transportation Improvement Program (TIP).

Finding of No Significant Impacts (FONSI)

A document reviewed by FHWA resulting from the Environmental Assessment (EA) that presents the reasons why the action will not have a significant impact on the human environment, and for which an Environmental Impact Statement will not be prepared. The FONSI authorizes a project for design.

Fiscally-Constrained

A program or plan that is budgeted within the amount that CDOT can reasonably expect to receive in funding allocation.

**Gaming Funds**

Funds allocated by the Colorado General Assembly to address the construction and maintenance needs associated with the increased traffic on state highways in the vicinity of gaming communities.

Geographic Information System (GIS)

Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.

High-Occupancy Toll (HOT) Lanes

High Occupancy Vehicles with 2 or more people are allowed to travel for free or reduced cost in these lanes. Single-occupancy vehicles are allowed to travel in HOT Lanes by paying a variable toll based on the amount of congestion on the general purpose lanes. Usually as congestion on the general purpose lanes increase, more single-occupancy vehicles use the HOT Lanes causing the tolls to go up in order to keep the HOT Lanes congestion free.



High-Occupancy Vehicle (HOV) Lanes

Lanes specifically designated for vehicles carrying two or more people and motorcycles.

Highway Trust Fund (HTF)

The federal Highway Trust Fund (HTF) is a financing mechanism established by law to account for tax receipts that are collected by the federal government for transportation needs and is funded primarily by a federal fuel tax.

Highway Users Tax Fund (HUTF)

The major source of revenue for CDOT is the Colorado Highway Users Tax Fund (HUTF), which is funded through Colorado's motor fuel tax, motor vehicle registrations and other fees.

Intelligent Transportation System (ITS)

The application of advanced technologies to improve the efficiency and safety of transportation systems.



Intermodal

Connections and the ability to connect between modes of transportation.

Investment Category

The Transportation Commission utilizes a resource allocation system following four major investment categories: Safety, System Quality, Mobility, and Program Delivery.

ISTEA

The Intermodal Surface Transportation Efficiency Act (ISTEA) is the 6-year federal transportation authorization bill enacted by Congress in 1991. This law was reauthorized in 1998 with the passage of the Transportation Equity Act for the 21st Century (TEA-21) and subsequently in 2005 with the passage of the Safe, Accountable, Flexible, Efficient, Transportation Act: A Legacy for Users (SAFETEA-LU).



Long-Range Transportation Plan (LRTP)

A document resulting from regional and statewide collaboration prioritizing Colorado’s transportation needs over the next 20 years. Also known as the 20-year Statewide Transportation Plan or “The Plan.”

Managed Toll Lanes (MTLs)

A lane or lanes along a freeway that have a variable toll based on the amount of congestion on the general purpose lanes. Usually as congestion on the general purpose lanes increase more people use the MTLs, causing the tolls to go up in order to keep the MTLs congestion free.

Metropolitan Planning Organization (MPO)

A regional policy body required in urbanized areas with populations over 50,000 responsible in partnership with the state to carry out metropolitan transportation planning requirements including developing a Transportation Improvement Plan (TIP).

Mitigation

Action taken to avoid or to minimize adverse environmental impacts.

Mobility

Mobility Investment Category goals focus on improving mobility and increasing travel reliability. The activities within this category address issues that impact movement whether it be level or quality of movement, accessibility to transportation, reliability of the system, connectivity from one system to another, or environmental stewardship.

Mode

A specific form of transportation, such as automobile, subway, bus, rail, or air, etc.

Multi-Modal

Incorporating more than one mode of transportation. i.e.: light rail in conjunction with highway.



National Environmental Policy Act (NEPA)

A national policy requiring any project using federal funding or requiring federal approval, including transportation projects, to weigh the impacts to the environment on proposed and alternative choices before a decision is made.

Non-attainment

A geographic region that the EPA has designated as not meeting national air quality standards.

Performance Measures

Indicators used as feedback in decision-making to determine how well the transportation system is performing.

Program Delivery

The Program Delivery Investment Category supports administrative functions that enable the delivery of CDOT's programs and services.

Public and Private Partnerships

The Colorado General Assembly has given CDOT the authority to become involved in Public Private Initiatives (PPIs). PPIs are joint partnerships that can be formed between a private entity and CDOT to implement transportation projects funded mostly by private dollars.

Public Hearing

A public meeting to formally present and gather comments on project alternatives within an Environmental Assessment or Environmental Impact Statement.

Public Information Meeting

A meeting to provide information to the public and/or receive input from the public with regard to a proposed action.

Public Involvement

The process by which the public is informed, made aware, and involved in the transportation project development process.

Regional Priority Program (RPP)

Funds allocated to each CDOT region to be used by that region for capital improvement projects generated from the Transportation Planning Regions. The funds are from the Highway User Tax Fund (HUTF) and the Federal Highway Administration (FHWA), as well as other sources.

Right-of-Way (ROW)

Real property or interests therein, acquired, dedicated or reserved for the construction, operation, and maintenance of a transportation mode.

SAFETEA-LU

The Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users is a 6-year federal transportation authorization bill signed into law on August 10, 2005. It replaces TEA-21.

Safety

An Investment Category with the primary goal to reduce transportation-related crashes, injuries, and fatalities.

P

R

S

Senate Bill 1

Senate Bill 1 is a law enacted by the Colorado General Assembly in 1997 to provide additional funding from sales and use tax revenues associated with automobiles and automobile related accessories to fund high priority state transportation projects.

Significant Impact

An action in which the cumulative primary and secondary effects significantly alter the quality of the human environment. Significance considers the context and intensity of a proposed action.

Stakeholders

Individuals and organizations involved in or affected by the transportation planning process.

State Infrastructure Bank (SIB)

The General Assembly authorized CDOT to establish a State Infrastructure Bank, a low interest revolving loan fund that issues loans and credit assistance to local governments or private entities for capital transportation improvements for highway, transit (bus and/or rail), and aviation projects.

Statewide Transportation Plan

See Long-Range Transportation Plan

Strategic Projects

This investment category is comprised of 28 high priority Strategic Projects also known as 7th Pot Projects. These 28 projects have been selected to address corridors of statewide and regional significance.

Strategic Transportation Investment Program (STIP)

A 6-year, statewide, “fiscally constrained” program of transportation projects incorporating the Regional Transportation Plans and the Metropolitan Planning Organization’s (MPO) Transportation Improvement Programs (TIP).

System Quality

The System Quality Investment Category includes all programs that maintain the functionality and aesthetics of the existing transportation infrastructure at Transportation Commission-defined service levels.

**Taxpayer’s Bill of Rights (TABOR)**

The Taxpayer’s Bill of Rights (TABOR) is a Colorado constitutional amendment mandating that any excess tax revenues collected by the General Assembly above the 1% plus inflation and population formula must be returned to the taxpayer’s in the form of a TABOR rebate.

TABOR also requires that any proposed tax increases be forwarded to the Colorado voters for their consideration.

TEA-21

The Transportation Equity Act for the 21st Century (TEA-21) is the 6-year federal transportation bill authorized in 1998 replacing ISTEA.

Transportation Revenue Anticipation Notes (TRANS Bonds)

In 1999, Colorado voters approved a ballot measure referred to them by the General Assembly to provide a financing mechanism, or Transportation Revenue Anticipation Notes (TRANS), allowing CDOT to issue bonds to accelerate strategic transportation projects.

Transportation Demand Management (TDM)

Programs designed to reduce demand for transportation such as the use of transit and of alternative work hours.

Transportation Investment Program (TIP)

A document prepared by Metropolitan Planning Organizations (MPOs) that lists priority transportation projects in the represented metro area to be incorporated into the Statewide Transportation Investment Program (STIP).

Transportation Management Area (TMA)

Metropolitan Planning Organizations (MPOs) with a population over 200,000 with more stringent federal requirements.

Transportation Acronym Guide

3C Continuing, Comprehensive, and Cooperative Transportation Planning Process

3R Resurfacing, Restoration, Rehabilitation

4P Project Priority Planning Process

4R Resurfacing, Restoration, Reconstruction, Rehabilitation

AA Alternative Analysis

AAP Affirmative Action Plan

AASHTO American Association of State Highway and Transportation Officials

ACEC American Council of Engineering Consulting

ACHP Advisory Council on Historic Preservation

ACM Agreements and Consultations Management (System)

ACP Access Management Plan

ACPA American Concrete and Paving Association

ACT Agency Coordination Team (DRCOG)

ACT Association for Commuter Transportation

ADA Americans with Disabilities Act

ADT Average Daily Traffic (7 days)

AE Annual Element of a multi-year budget plan (TIP or FYPP)

AG Attorney General

AGNC Associated Governments of Northwest Colorado

AHS Automated Highway System

ALTS Automatic Location and Tracking System

AMP Access Management Plan

AMPO Association of Metropolitan Planning Organizations

ANPRM Advance Notice of Proposed Rule Making

APA American Planning Association

APCC Air Pollution Control Commission

APCD Air Pollution Control Division

APOE Aerial Ports of Embarkation/Sea Ports of Embarkation

APTA American Public Transportation Association

APTS Advanced Public Transportation Systems

AQCC American Quality Control Commission

AQCM Air Quality Congestion Mitigation

ARC Audit Review Committee

ARCOM Army Reserve Command

ARTBA American Road and Transportation Builder Association

ATIS Advanced Traveler Information Systems

ATMS Advanced Traffic Management Systems

ATR Automated Traffic Recorder (count station)

ATSSA American Traffic Safety Services Association

ATU Amalgamated Transit Union

AVC Automatic Vehicle Classification

AVCS Advanced Vehicle Control Systems



AVI Automatic Vehicle Identification
AVL Automatic Vehicle Location
AVR Automatic Vehicle Recorder
AWDT Average Week Day Traffic (5 days)
AWOS Automated Weather Observation System

B

BAC Better Air Campaign
BAC Blood Alcohol Level
BACCHUS Boosting Alcohol Consciousness Concerning Health of University Students
BAMS Bid Analysis Management System
BMP Best Management Practice
BMS Bridge Management System
BOCC Board of County Commissioners
BPR Bureau of Public Roads (in 1967 it became the Federal Highway Administration)
BPR Business Process Reengineering
BRF Bridge Replacement Funds
BRRC Bidder Responsibility
BRT Bus Rapid Transit
BTS Bureau of Transportation Statistics
BUI Boating Under the Influence

C

CAA Clean Air Act of 1990
CAC Construction Advisory Committee
CAD Computer Aided Design
CAD Computer Aided Dispatch
CAMREAL Canadian, American, Mexican Transportation Trade Center
CASTA Colorado Association of State Transit Agencies
CBAC Colorado Bicycle Advisory Board
CBD Central Business District
CCA Colorado Contractors Association
CCD City and County of Denver
CCI Colorado Counties Incorporated
CCTV Closed Circuit Television
CDC Construction Development Center
CDFD Central Direct Federal Division
CDL Commercial Drivers License
CDOT Colorado Department of Transportation
CDO Colorado Division of Wildlife
CDPHE Colorado Department of Public Health and Environment
CE Categorical Exclusions (or Cat Ex)
CECC Consulting Engineers Council of Colorado
CENCOM Central Command
CEQ Council on Environmental Quality
CEST Colorado Engineering Software Transition

CEUMS Commercial Electronic Variable Passage Signs
CFR Code of Federal Regulations
CFR TPR Central Front Range Transportation Planning Region
CHUC Colorado Highway Users Conference
CIFGA Colorado Intermountain Fixed Guideway Authority (sunset)
CIMC Colorado Incident Management Coalition
CINC Commander in Chief
CIP Capital Improvement Program
CIRS Colorado Intergovernmental Review Systems
CIS Corridor Investment Study
CMAQ Coalition for Mobility and Air Quality
CMAQ Congestion Mitigation and Air Quality Program
CMCA Colorado Motor Carriers Association
CMHCCA Colorado Minority Heavy Construction Contractors Association
CML Colorado Municipal League
CMO Contract Modification Order
CMS Congestion Management System
CNMTA Colorado Nuclear Materials Transportation Act
CO Carbon Monoxide
COE Corps of Engineers (also see USACE)
COFRS Colorado Financial Reporting System
COG Council of Governments
COP Certificate of Participation
COPEEN Colorado People's Environmental & Economic Network
COPIRG Colorado Public Interest Research Group
CORIS Colorado Roadway Information System
COSH Colorado Occupational Safety and Health
COSMIX Colorado Springs Metro Interstate Expansion
CO-TRIP Colorado Transportation Resource and Information Partnership
COVE Commercial Vehicle Operations (electrical data sharing)
CPG Consolidated Planning Grant
CPR Cracking, Patching, and Rutting on a roadway
CQI Continuous Quality Improvement
CRHRS Colorado Rockfall Hazard Rating System
CRS Colorado Revised Statute
CSP Colorado State Patrol
CTAA Community Transportation Association of America
CTE Colorado Tolling Enterprise
CTI Colorado Transportation Institute
CTIP Colorado Transportation Information Program
CTMC Colorado Transportation Management Committee/Center
CTMS Colorado Transportation Management System
CTOC Colorado Traffic Operation Center (name changed to CTMC)
CVO Commercial Vehicle Operations



D

DAB Digital Audio Broadcasting
DBE Disadvantaged Business Enterprise
DD Developmentally Disabled/Developmental Disability
DDD Division for Developmental Disabilities
DEIS Draft Environmental Impact Statement
DIA Denver International Airport
DIR Direct to Projects
DJRPP Denver Joint Regional Planning Program
DMS Dynamic Message Signs
DMU Diesel Multiple Unit
DODES Division of Disaster and Emergency Services
DOLA Department of Local Affairs
DORA Department of Regulatory Affairs
DOT Department of Transportation
DOTEO Department of Transportation Emergency Organization
DRCOG Denver Regional Council of Governments
DSS Decent Safe Sanitary (housing)
DTD Division of Transportation Development within CDOT (Planning)
DUI Driving Under the Influence
DUT Denver Union Terminal
DWAI Driving While Ability Impaired

E

EA Environmental Assessment
EA TPR Eastern Transportation Planning Region
ECO Eagle County Transit
EEOC Equal Employment Opportunity Commission
EHS Emergency Highway System
EHTR Emergency Highway Traffic Regulation
EIA Environmental Impact Assessment
EIS Environmental Impact Statement
EJ Environmental Justice
EJT Eisenhower Johnson Tunnel
EMS Equipment Management System
EMT Executive Management Team (CDOT)
EO Executive Order
EOC Emergency Operations Center
EOS Emergency Operations Simulation
EOS Environmental Overview Study
EOSS Electronic One Stop Shopping
EPA Environmental Protection Agency
ER Emergency Relief
ERP Enterprise Resource Planning
ESB Emerging Small Business
ETL Express Toll Lanes
ETPR Eastern Transportation Planning Region

FA Financial Advisor
FAA Federal Aviation Administration
FAI Federal Aid Interstate
FAP Federal Aid Primary (old—prior to 1991 National Highway System)
FAR Final Acceptance Report
FAS Federal Aid Secondary (prior to 1991 Surface Transportation Program)
FAST Financial Assessment of System Targets
FasTracks 2004 RTD Ballot Initiative
FAU Federal Aid Urban
FAUS Federal Aid Urban Systems
FCP Federally Coordinated Program (of highway research and development)
FEIS Final Environmental Impact Statement
FEMA Federal Emergency Management Agency
FHP Forest Highway Program
FHPM Federal Highway Program Manual
FHWA Federal Highway Administration
FIMS Financial Information Management Systems
FIPS Federal Information Processing Service
FMCS Fleet Management and Control Systems
FMFIA Federal Managers Financial Integrity Act
FMS Financial Management System
FMTS Freeway Metering
FONSI Finding of No Significant Impact
FRA Federal Railroad Administration
FTA Federal Transit Administration
FTE Full Time Employee
FUNCLASS Functional Classification
FURSCOM United States Forces Command
FY Fiscal Year
FYP Five-year Plan
FYPP Five-year Program of Projects



GDL Graduated Driver Licensing Law of 1999
GFE Good Faith Effort
GIS Geographic Information Systems
GJ TPR Grand Junction Transportation Planning Region
GOCO Great Outdoors Colorado (funded through Colorado Lottery money)
GPS Global Positioning Systems
GUI Graphical User Interface
GVT Grand Valley Transit
GV TPR Gunnison Valley Transportation Planning Region





HABS Historical American Buildings Survey
HAR Highway Advisory Radio
HARE Historic American Engineering Record
HAZMAT Hazardous Materials
HEEP Highway Engineering Exchange Program
HELP Heavy Vehicle Electronic License Plate (incorporated)
Herald Colorado Operational Test— AM Radio Subcarrier
HF High Frequency
HI Hazard Index
HIAP Highway Investment Analysis Package
HLRC Highway Legislative Review Committee
HLT Hanging Lake Tunnel
HOT High-Occupancy Toll
HOV High-Occupancy Vehicle
HPBC High Priority Bicycle Corridor
HPMS Highway Performance Monitoring System
HPR Highway Planning and Research (federal funding)
HSR High Speed Rail
HTF Highway Trust Fund (federal)
HUTF Highway Users Tax Fund (state)



I-4R Interstate Resurfacing, Restoration, Reconstruction, Rehabilitation
IAC Interagency Advisory Committee
IBTTE International Bridge Tunnel and Turnpike Association
ICB Inter-City Bus
ICC Interstate Commerce Commission
ICE Independent Cost Estimate
IG Inspector General (federal)
IGA Intergovernmental Agreement
IGS Interactive Graphics System
IHS Interstate Highway System
ILEV Inherently Low-Emission Vehicle
I/M Inspection and Maintenance
IM Interstate Maintenance
IMS Intermodal Management System
IM TPR Intermountain Transportation Planning Region
IND Indirect to Project
IRI International Roughness Index
IRIS Integrated Roadway Information System
IRS Internal Revenue System
ISCE Interstate Substitute Cost Estimate
ISTEA Intermodal Surface Transportation Efficiency Act of 1991
IT Information Technology
ITI Intelligent Transportation Infrastructure
IT-ITS Information Technology-Intelligent Transportation System Committee

ITMT Intelligent Transportation Management Team
ITOC Interim Traffic Operations Center
ITS Intelligent Transportation Systems
IVHS Intelligent Vehicle Highway System
IVRS Interactive Voice Response System
IX Interstate Transfer Funding/Projects

JBC Joint Budget Committee (Colorado General Assembly)
JEC Jefferson Economic Council
JEFFTAAG Jefferson County Transportation Advisory and Advocacy Group
JPO Joint Program Office (US DOT)
JSPIA Joint Southeast Public Improvement Association
JTPA Job Training Partnership Act

J

LCAT Larimer County Area Transit
LEAF Law Enforcement Assistance Fund
LEDPA Least Environmentally Damaging Practicable Alternative
LEDS Law Enforcement Data System
LEV Low Emissions Vehicle
LOS Level of Service
LRP Long-Range Plan
LRT Light Rail Transit
LRV Light Rail Vehicle
LTTP Long Term Pavement Performance
LULAC League of United Latin American Contractors

L

MAC Materials Advisory Committee
MAC Metro-Area Connection (Denver's light rail line)
MACC Making A Connection Consortium
MACC Metro Area County Commissioners
MAI Member of Appraisal Institute
MAP Maintenance Allocation Process
MAYDAY Colorado Operational Test—Personal/In-Vehicle
Emergency Location Device
MBE Minority Business Enterprise
MBO Management By Objectives
MHTA Multi-State Highway Transportation Agreement
MIS Major Investment Study
MLOS Maintenance Level of Service
MMC Metro Mayors' Caucus
MMS Maintenance Management System
MOA Memorandum of Agreement
MOBCON Mobilization Convoy Control
MOST Motorcycle Operator's Safety Training Fund
MOU Memorandum of Understanding
MPA Maintenance Program Area

M

MPO Metropolitan Planning Organization
MSA Metropolitan Statistical Area
MTL Managed Toll Lane
MTMC Military Traffic Management Command
MTMCWA Military Traffic Management Command Western Area
MTP Metropolitan Transportation Plan
MVIC Metro Vision Issues Committee (DRCOG)



NAA Non-attainment Area
NAAQS National Ambient Air Quality Standards
NACO National Association of Counties
NAFTA North American Free Trade Agreement (U.S., Mexico, and Canada)
NAGHSR National Association of Governor's Highway Safety Representatives
NAHSC National Automated Highway Systems Consortium
NARC National Association of Regional Councils
NASHTO Northeastern Association of State Transportation Officials
NBIS National Bridge Inspection Standards
NCHRP National Cooperating Highway Research Program
NCP Nationally Coordinated Program
NCPD National Corridor Planning and Development
NCS Network Computing System (CDOT)
NEMA National Electric Manufacturer's Association
NEPA National Environmental Policy Act of 1969
NFA Non-federal Aid
NFIP National Flood Insurance Program
NFRAP&CD North Front Range Air Pollution & Control District
NFRMPO North Front Range Metropolitan Planning Organization
NFRTA North Front Range Transportation Authority
NFRT & AQPC North Front Range Transportation and Air Quality Planning Council
NHI National Highway Institute
NHS National Highway System
NHTSA National Highway Traffic Safety Administration
NIST National Institute of Standards and Technology
NOS National Ocean Survey
NPDES National Pollution Discharge Eliminations System
NPRM Notice of Proposed Rule Making
NPS Non-project Specific
NSIDH National System of Interstate and Defense Highways
NTCIP National Transportation Communication for ITS Protocol
NTS National Transportation System
NWCCOG Northwest Colorado Council of Governments
NW TPR Northwest Transportation Planning Region

O&D Origin and Destination (survey)
O&M Operations and Maintenance
OES Office of Environmental Services
OFMB Office of Finance, Management and Budget (CDOT)
OHW Ordinary High Water
OHWL Ordinary High Water Line
OIG Office of the Inspector General
OJT On-the-Job Training
OMS Office of Management Systems
OPLAN Operation Plan
OSHA Occupational Safety and Health Association
OSPB Office of State Planning and Budgeting (Governor's Office)
OTS Office of Transportation Safety



P&A Planning and Administrative Costs
PAC Planning Advisory Committee
PACOG Pueblo Area Council of Governments
PCCP Portland Cement Concrete Pavement
PEMS Pre-construction Engineering Management Systems
PCP Priority Corridor Program
PDP Project Development Project
PE Preliminary Engineering
PEIS Programmatic Environmental Impact Statement
PL Public Law or Planning Funds
PLH Public Land Highways
P&M Planning and Management Region
PM10 Particulate Matter Less than 10 Micron Size
PMCGs Pavement Management Coordinating Groups
PMOC Program Management Oversight Committee
PMP Pavement Management Program
PMS Pavement Management System
PNP Private Non-Profit
POE Port-of-Entry
PPACG Pikes Peak Area Council of Governments
PPI Public/Private Initiative Program
PPPP Project Priority Programming Process (4P)
PPTN Public Private Transportation Network
ProBE Project Budget & Expenditure Subsystem
ProMIS Program Management Information System
PR/PE Process Review/Product Evaluation
PRT Personal Rapid Transit
PSB Policy Steering Board (Model Deployment)
PS&E Plans, Specifics, and Estimate
PSI Pavement Serviceability Index
PSTS Project Scheduling Tracking System
PTMS Public Transportation Management System
PUC Public Utilities Commission



R

RABA Revenue-Aligned Budget Authority
RABBIT Research Activities Bulletin Board
RACES Radio Amateur Communications Emergency System
RAPP Resource Allocation Prioritization Program
RAQC Regional Air Quality Council (Denver)
RC Reserve Components
RDS Radio Data System
REDDI Report Every Drunk Driver Immediately
RFP Request for Proposal
RFTA Roaring Fork Transit Authority
ROD Record of Decision
ROW Right-of-Way
RPC Regional Planning Commission
RR Railroad
RRR Rural Resort Region
RSL Remaining Surface Life (of road)
RTA Regional Transportation Authority
RTAP Rural Transit Assistance Program
RTD Regional Transportation District (Denver’s mass transit operator)
RTD Regional Transportation Director (CDOT Engineering Region Director)
RTMS Radar Traffic Management System
RTP Regional Transportation Plan
RWIS Road Weather Information System

S

SAFETEA-LU Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
SCATS Sydney Coordinated Adaptive Traffic System
SCOOT Split, Cycle, and Offset Optimization Technique
SC TPR South Central Transportation Planning Region
SEBP Southeast Business Partnership
SEE Social Economic Environment
SE TPR Southeast Transportation Planning Region
SH State Highway
SHA State Highway Agency
SHPO State Historical Preservation Officer
SHRP Strategic Highway Research Program
SIB State Infrastructure Bank
SIP State Implementation Plan (plan for attaining air quality compliance)
SLV TPR San Luis Valley Transportation Planning Region
SMEE Staff Maintenance Equipment Exemption
SMP State Management Plan
SPIP Strategic Project Investment Program
SOF Safe Off-System
SOV Single-Occupancy Vehicle

SPIP Strategic Project Investment Program
SPR State Planning and Research Funds
SRA Safety Rest Area
SREC Sufficient Reasonable Effort Committee
SSC State Significant Corridors
STAC Statewide Transportation Advisory Committee
STE Surface Transportation Program- Enhancements
STF Surface Transportation Program- Flexible
STIP State Transportation Improvement Program
STM Surface Transportation Program- Metro
STP Surface Transportation Program
STPP Surface Transportation Policy Project
STS Surface Transportation Program- Safety
STU Surface Transportation Program- Urban
STURRA Surface Transportation and Uniform Relocation Assistance Act
SWAA Southeast Alternatives Analysis
SWIFT Statewide Improvements for Transportation
SWP Statewide Plan

TABOR Taxpayer's Bill of Rights
TAC Technical Advisory Committee
TAFS Transportation Alternatives Feasibility Study
TAG Transit Advisory Group
TAZ Traffic Analysis Zone
TC Transportation Commission (CDOT)
TCD Traffic Control Device
TCM Transportation Control Measure
TDM Transportation Demand Management
TDP Transit Development Program
T&E Threatened and Endangered (Species)
TE Transporter Erector
TE Transportation Enhancement
TE Temporary Easement (Right-of-Way)
TEA-21 Transportation Equity Act for the 21st Century
TIFIA Transportation Infrastructure Finance and Innovation Act of 1998
TIMS Transportation Information Management System
TIP Transportation Improvement Program
TIU Traveler Information Unit
TLRC Transportation Legislative Review Committee
TMA Transportation Management Area
TMC Traffic Message Channel
TMG Traffic Monitor Guide
TMIP Travel Model Improvement Program
TMO Transportation Management Organization
TMS Transportation Management Systems



TOC Traffic Operations Center (CDOT)
TOD Transit-Oriented Development
TODS Tourist Oriented Directional Signs
TOPICS Traffic Operations To Increase Capacity & Safety
TPL Total Project Leadership
TPR Transportation Planning Region
TQF Transitional Quarter Funds
TQM Total Quality Management
TRAB Trip Reduction Advisory Board
TRAC Transportation Research Act Center (AASHTO sponsored)
TRAC Transportation and Civil Engineering Program
TRANS Transportation Revenue Anticipation Notes
TRB Transportation Research Board
T-REX Transportation Expansion Project in Southeast Denver
TRIP Transportation Resource Information Partnership
TSM Transportation System Management
T-VAT Threat-Violence Assessment Team

U
UAPC Urban Area Policy Committee
UFR TPR Upper Front Range Transportation Planning Region
UGB Urban Growth Boundary
UMC Unit Movement Coordinator
UMTA Urban Mass Transit Administration
UPWP Unified Planning Work Program
USACE United States Army Corp of Engineers (also see COE)
USC United States Code
USDOT United States Department of Transportation
USFS United States Forest Service
UZA Urbanized Area

V
VAT Vehicle Attenuating Terminal
V/C Volume Capacity Ratio
VMS Variable Message Sign
VMT Vehicle Miles Traveled
VO Vehicle Occupancy
VOC Volatile Organic Compound
VPD Vehicles Per Day

W
WASHTO Western Association of State Highway and Transportation Officials
WBE Women-owned Business Enterprise
WIM Weigh In Motion
WIPP Waste Isolation Pilot Project
WTS Women in Transportation Seminar
WTTN Western Transportation Trade Network
WWMEES Worldwide Military Command and Control System

Inquiries about this guide may be directed to the
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