

Elected Officials Guide to the Colorado Department of Transportation



2011



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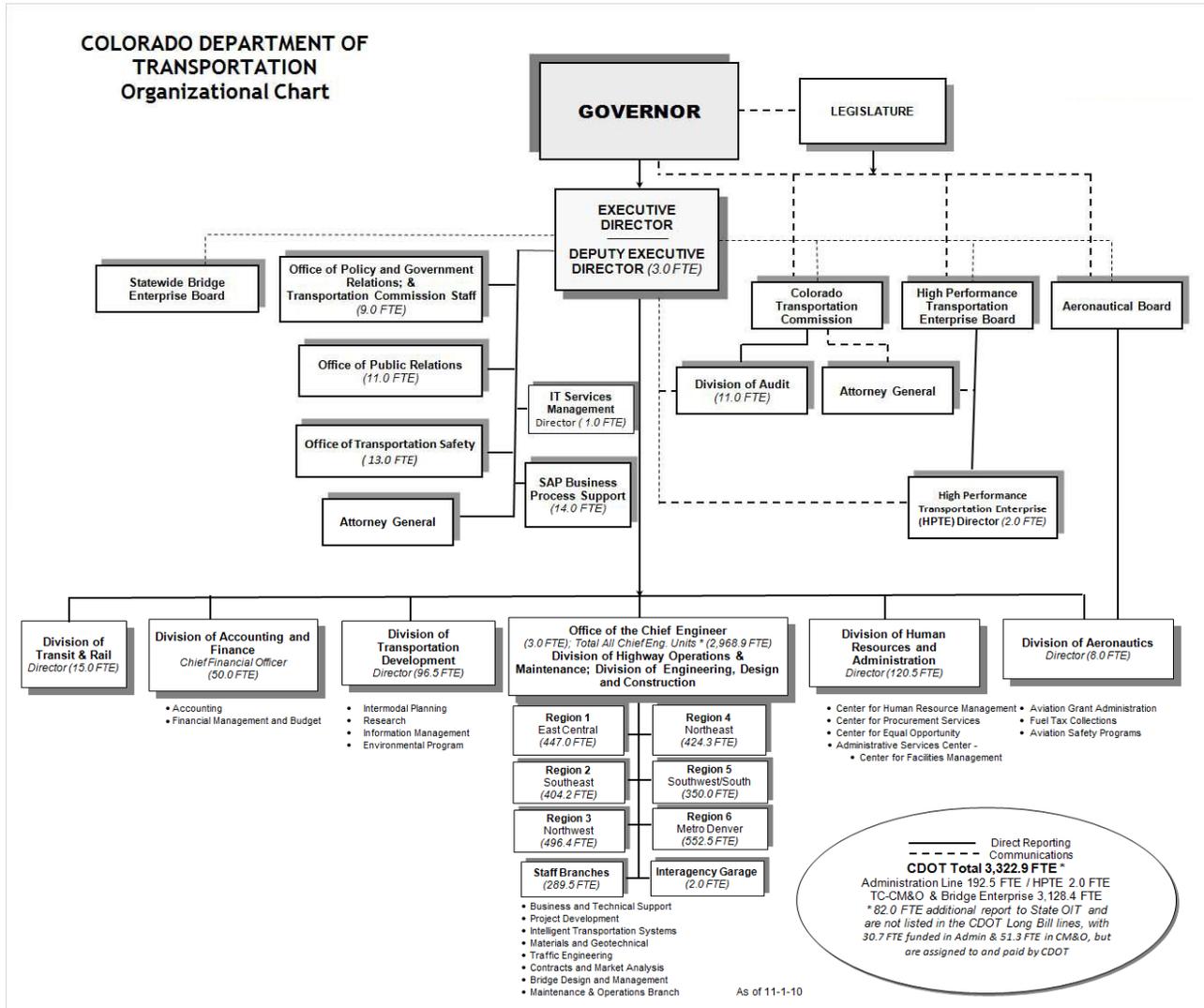


CDOT Headquarters



Colorado Department of Transportation

Organizational Chart



Chapter 1: Commissions, Boards, Management and Outreach

There are a number of governing/advisory boards and commissions that counsel, guide and have oversight over the Colorado Department of Transportation (CDOT).

- **Colorado Transportation Commission.**
- **Bridge Enterprise.**
- **High Performance Transportation Enterprise.**
- **Standing Committee on Efficiency and Accountability.**
- **Colorado Aeronautical Board and Division of Aeronautics.**
- **Transit and Rail Advisory Committee and Division of Transit and Rail.**
- **Offices of the Executive Director.**

In This Chapter



- **1909 - The Colorado General Assembly forms a three-member Highway Commission to approve work and allocate funds.**
- **1917 - The State Highway Fund was created and the State Highway Department was formed.**
- **1968 - Legislation reorganized highway matters and created the Colorado Division of Highways (CDOH).**
- **1991 – Scope of responsibilities expanded as CDOH became Colorado Department of Transportation (CDOT).**

Colorado Transportation Commission

Colorado's transportation system is managed by CDOT under the direction of the Transportation Commission. The Commission is a non-partisan, statutorily authorized body comprised of 11 citizen members who represent specific districts (see map on page 6). 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 Commissioners' terms are staggered every two years.

The Commission is CDOT's policy-making body, responsible for setting short-term and long-term priorities, policies and programs. The Commission also has a fiduciary role to approve the Department's budget and allocate funds. Funds are allocated by the investment categories of system quality, safety, program delivery, and mobility. This process is known as resource allocation and is a methodology based on a series of quantifiable performance measures.



The Commission meets the third Wednesday and Thursday of each month, usually at CDOT's headquarters in Denver.

Meetings are open to the public, and time is allotted on the agenda for public comments.

Colorado Transportation Commission Districts



DISTRICT 1

Trey Rogers
Denver County

DISTRICT 2

Jeanne Erickson
Jefferson County

DISTRICT 3

Gary Reiff
Arapahoe and Douglas Counties

DISTRICT 4

Heather Barry
Boulder and Adams Counties

DISTRICT 5

Bill Kaufman
Larimer, Morgan, and Weld Counties

DISTRICT 6

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

DISTRICT 7

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

DISTRICT 8

Steve Parker, Vice Chair
Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Miguel, and San Juan Counties

DISTRICT 9

Les Gruen, Chair
El Paso, Fremont, Park, and Teller Counties

DISTRICT 10

Gilbert Ortiz Sr.
Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo Counties

DISTRICT 11

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

SECRETARY

Herman Stockinger

Colorado Transportation Commission

4201 East Arkansas Avenue Room 277

Denver, CO 80222

Phone: (303) 757-9362

Toni.Kelly@dot.state.co.us

Bridge Enterprise and Bridge Safety Surcharge

SB 09-108 (*FASTER*) established the Bridge Enterprise Board. This Board is comprised of the members of the Colorado Transportation Commission.

Bridges that come within the purview of the Enterprise are structures identified by the Department as structurally deficient or functionally obsolete and are rated as poor. Bridge projects can include the repair, replacement, or ongoing operation or maintenance, or any combination thereof, of a designated bridge by the Bridge Enterprise. The Bridge Enterprise Board may enter into agreements with the Commission or the Department to finance, repair, reconstruct and replace designated bridges in the state.

As of December 10, 2010, 77 poor bridges were transferred to the Bridge Enterprise, and of the 128 original poor bridges on CDOT's inventory at the time SB 09-108 was approved, 23 of those bridges have been repaired or replaced.

To accelerate delivery of repairs to the state's poor bridges and take advantage of historically low interest rates and construction costs, the Enterprise issued \$300 million in bonds in December, 2010. Absent bonding, the time necessary for the Enterprise to repair the designated poor bridges is double that with bonding, with associated costs to Colorado's economy and citizens that would be avoided by bonding. The Enterprise has the option to bond for up to \$400 million more over the next several years.

Improvements to poor bridges are funded through a Bridge Safety Surcharge based on vehicle weight. The fee is reduced by half for farm vehicles and not imposed on rental vehicles if they pay the vehicle rental fee. The fees are being incrementally implemented over a three year period beginning in 2009.

The activities of the Enterprise are reported annually to the General Assembly on or before January 15.



A poor bridge does not equate to an unsafe bridge, but it does mean that reactive and often expensive maintenance is necessary to keep the bridge safe.

High Performance Transportation Enterprise

The High Performance Transportation Enterprise (HPTE) Board was established as part of SB 09-108 (*FASTER*). This new Enterprise has a business purpose to pursue public-private-partnerships and other innovative and efficient means of completing surface transportation infrastructure projects.

The HPTE Board consists of seven members. Four members are appointed by the Governor, each of whom shall have professional expertise in transportation planning or development, local government, design-build contracting, public or private finance, engineering, environmental issues, or any other area that the Governor believes will benefit the Board. In addition to this expertise the four members shall represent the states' major metropolitan planning regions including the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), the North Front Range Metropolitan Planning Organization (NFRMPO), and one from I-70 Mountain Corridor. Additionally, the Transportation Commission appoints three members. Michael Cheroutes was hired as the Executive Director of the HPTE.

Revenues of the Enterprise are made up of user fees and the issuance of revenue bonds. The Enterprise has the ability to borrow funds from the Transportation Commission. Revenues collected by the Enterprise may be expended only for the project for which they were collected or for a project that is integrated with that project.

The ability to toll existing highway/road capacity is another tool of the HPTE. The Enterprise must get local approval from every local government in which all or any portion of the highway segment or highway lanes are contained or that will be substantially impacted.

The activities of the HPTE are reported annually to the General Assembly on or before January 15th.

High Performance Transportation Enterprise Members

Charlotte R. Robinson, Denver Regional Council of Governments (DRCOG) area

Dan Cleveland, Pikes Peak Area Council of Governments (PPACG) area

Stan Matsunaka, North Front Range Metropolitan Planning Organization (NFRMPO) area

Timothy Gagen, I-70 Mountain Corridor area

Doug Aden, Transportation Commissioner

Heather Barry, Transportation Commissioner

Trey Rogers, Transportation Commissioner

Michael Cheroutes, Executive Director

Standing Committee on Efficiency and Accountability

SB 09-108 (*FASTER*) called for the Transportation Commission to create a Standing Committee on Efficiency and Accountability. The committee is charged with “seeking ways to maximize the efficiency of the Department to allow investment in the transportation system over the short, medium, and long term.” CRS 43-1-106(17) (a)

The committee is made up of 15 members. The membership of the committee, as directed by statute, includes members representing: the Transportation Commission, state government, industry, environmental concerns, planning organizations, and public transportation providers.

On an annual basis the CDOT Executive Director will report to both the House and Senate Transportation Committees regarding the committee’s activities and recommendations including any actions taken by the Commission or the Department based on their recommendations.

Standing Committee on Efficiency and Accountability Members

Maribeth Lewis-Baker, Committee Chair; Free Ride Transit System, Breckenridge

Casey Tighe, Committee Vice Chair; CDOT Audit Director

Debra Baskett, Committee Deputy; City and County of Broomfield

Cliff Davidson, North Front Range Metropolitan Planning Organization

Jeff Keller, Asphalt Paving Company

Daniel Owens, Operating Engineers Union

John C. Rich, Jackson County Commissioner

Bob Sakaguchi, Jacobs Engineering

Stephanie Thomas, Colorado Environmental Coalition

Bill Weidenaar, Regional Transportation District

John Vetterling, Engineering Auditor

Heidi Bimmerle, CDOT Division of Human Resources and Administration

Patrick Byrne, CDOT Office of Financial Management & Budget

Dave Childs, CDOT Division of Highway Maintenance & Operations

Jeanne Erickson, CDOT Transportation Commission

Mickey Ferrell, CDOT Office of Policy & Government Relations

Jennifer Finch, CDOT Division of Transportation Development

T.K. Gwin, CDOT Division of Aeronautics

Solomon Haile, CDOT Engineering

Pam Hutton, Chief Engineer

Scott Richrath, non-voting Committee Secretary, CDOT Transportation Development

Samuel Nnuro, CDOT Audit

Colorado Aeronautical Board & Division of Aeronautics



The seven-member Colorado Aeronautical Board was created by state 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, prioritize the State Infrastructure Bank (SIB) Grant Program, and manage the Federal Aviation Administration grant and funding programs.

The Division of Aeronautics receives no General Fund revenues to support its aviation activities. Financial support 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 two cents of this revenue is returned to the airport of origin earmarked for airport development. The remaining two 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 Dave Gordon, Colorado Division of Aeronautics Director, with any additional questions at (303) 261-4418 or David.Gordon@dot.state.co.us.



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

Colorado Aeronautical Board Members

EASTERN SLOPE GOVERNMENTS

Harold Patton, Chairman
Greenwood Village, CO

Louis Spera
Pueblo West, CO

WESTERN SLOPE GOVERNMENTS

Dale Hancock
Glenwood Springs, CO

Dave Ubell
Montrose, CO

AVIATION INTERESTS-AT-LARGE

Debra Wilcox
Centennial, CO

PILOT ORGANIZATION REPRESENTATIVE

Joseph Thibodeau
Denver, CO

AIRPORT MANAGEMENT REPRESENTATIVE

Dennis Heap
Watkins, CO

Transit and Rail Advisory Committee and the Division of Transit and Rail

In 2009, SB 09-094 created the Division of Transit and Rail within CDOT to plan, develop, finance, operate, and integrate transit and rail services. The Division works in coordination with other transit and rail providers to plan, promote and implement investments in transit and rail services statewide.

In addition to federal transit grants, the division receives \$15 million annually from FASTER. Five million to be used for local transit projects and \$10 million for statewide transit and bike and pedestrian projects. The Division will also develop a statewide transit and passenger rail plan to be integrated into the next statewide transportation plan.

Initial program focus areas also include:

- Maintaining and expediting the management of federal transit grants for rural and specialized transit operations
- Creating a process to distribute FASTER transit funding
- Identify gaps in transit services and missing connections
- Conduct feasibility studies of potential new services
- Pursuing the feasibility and environmental studies for high speed rail on strategic corridors

SB 09-094 also called for the creation of a Transit and Rail Advisory Committee to make recommendations to the Division Director and the Transportation Commission regarding the Division's focus. Committee members are listed on the following page. The Committee will:

- Advise on transit and rail policy issues
- Assist in development of Division vision, goals, program emphasis and early action items
- Make recommendations on the use of transit and rail funds
- Work with the Statewide Transportation Advisory Committee (STAC) on planning related issues
- Serve as sounding board for and provide advice on stakeholder issues

For more information on the Division of Transit and Rail contact Mark Imhoff, Director, at (303) 757-9007 or Mark.Imhoff@dot.state.co.us.

Transit and Rail Advisory Committee Members

Tom Allen	Transit Director, South Central Council of Governments, Trinidad
Gary Beedy	County Commissioner, Lincoln County
Terri A. Binder	Citizen
Craig Blewitt	Mountain Metropolitan Transit, Colorado Springs
Richard M. Hartman	Director of Public Affairs, Union Pacific Railroad
Todd Hollenbeck	Grand Valley Metropolitan Planning Organization, Grand Junction
Jonathan Hutchison	Amtrak
David Johnson	Roaring Fork Transit Authority, Glenwood Springs/Aspen
Peter Rickershauser	OmniTrax
Douglas Lehnen	Rocky Mountain Rail Authority
Matthew O'Neill	Colorado Municipal League, Windsor
Michael Penny	I-70 Coalition
Paul Smith	Citizen, Retired Railroad Industry
William Van Meter	Acting Asst. General Manager, RTD Planning, FasTracks Team
Ann Rajewski	Executive Director, Colorado Assn. of Transit Agencies (shared position)
Elena Wilken	Executive Director, Colorado Assn. of Transit Agencies (shared position)
James Souby	Colorado Rail Passenger Association
Michael E. Timlin	Greyhound
Bill VanMeter	Regional Transportation District, Denver
Scott Weeks	Denver Regional Council of Governments/Western High Speed Rail Alliance

Executive Director

Don Hunt was appointed by Governor John Hickenlooper to serve as the executive director for the Colorado Department of Transportation (CDOT) in January, 2011. In this position, Hunt is charged with leading the Department in planning for and addressing Colorado's transportation needs. Hunt oversees 3,300 employees statewide and an annual budget of approximately \$1 billion to help CDOT continue its mission of providing the best multi-modal transportation system for Colorado that safely and most effectively moves people, goods and information.

Hunt graduated from the University of Minnesota with Bachelor's degrees—in both Environmental Science and Landscape Architecture. Don's first job out of college was with the Minnesota Highway Department working on corridor studies. He received a Master of City and Regional Planning from Harvard University.

Prior to his appointment with CDOT, Hunt spent the past eleven years as the president of the Antero Company, a project development and management firm. During this time, he was also appointed by then-Mayor Hickenlooper to manage the Better Denver Bond Program, a \$550 million infrastructure program.

Hunt worked twenty-five years with BRW, Inc., a national transportation and urban development consulting firm, where he was the principal for transportation and urban projects serving as President and CEO. While there, he served on the White House Comprehensive Design Plan and Memorial Core Transportation Study in Washington, D.C., and as the chair of the Joint Venture Board for the design of the Salt Lake City light rail system. In Colorado, he was also involved in redevelopment of the Stapleton International Airport site as well as other public works and infrastructure projects in Denver, Colorado Springs and Arapahoe County.

Hunt is on the Board of directors of the Denver Union Station Project Authority, which is overseeing a \$484 million transit redevelopment. He has also served on various organizations including the Downtown Denver Partnership, Children's Museum of Denver, Denver Metro Chamber of Commerce, Stapleton Foundation and Crowfoot Valley Metropolitan District.

Don and his wife Diane reside in Denver and Summit County. Don and Diane are outdoor enthusiasts, and enjoy hiking, skiing, and golf.



Don Hunt

Office of Policy & Government Relations

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

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

In addition, the office is responsible for maintaining and updating CDOT's statutorily authorized official rules, internal policy directives, as adopted by the Transportation Commission, and procedural directives, as adopted by the Executive Director.

For information regarding the office, please contact Herman Stockinger, Director of the Office of Policy & Government Relations, at 303-757-9077 or Herman.Stockinger@dot.state.co.us.

Federal Government Liaison

CDOT's Federal Liaison provides support to both internal CDOT staff and external stakeholders. Specifically, the Federal Liaison 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 and appropriation bills delineate how much funding is received by each state, and how those funds must be allocated, the primary focus of the Federal Liaison is to work with our elected representatives and senators in Congress to ensure Colorado's transportation programs are considered in the most optimum light. In order to advise the Executive Director, Executive Management Team and Transportation Commission on the federal process, the Federal Liaison must have a strong understanding of the federal authorization, appropriations, and earmarking processes.

For specific questions, please contact Mickey Ferrell, Federal Government Liaison, at (303) 757-9755 or Mickey.Ferrell@dot.state.co.us.

State Legislative Liaison

The State Legislative Liaison 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 the Department'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 Office.

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

For specific questions, please contact Melissa Nelson-Osse, State Legislative Liaison, at (303) 757-9703 or Melissa.Nelson@dot.state.co.us.

Local Government Liaison

The function of CDOT's Local Government Liaisons is to enhance and improve the Transportation Commission and the Department's relationship with local governments. Local governments are one of CDOT's most 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 Liaisons provide strategic and analytical policy support to the Executive Director, Executive Management Team and Transportation Commission 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 issues may impact individual local communities.

For specific questions, please contact:

Angie Drumm, Local Government Liaison at (303) 757-9105 or Angie.Drumm@dot.state.co.us

Rebecca White, Local Government Liaison at (303) 757-9441 or Rebecca.White@dot.state.co.us



If an elected official keeps only one CDOT number in his/her contact list, it should be the number of the Office of Policy & Government Relations (303)757-9772.

The office staff will research your questions; visit with your constituents, or help explain the various transportation processes in layperson's terms.

Office of Public Relations

All media communications are coordinated through CDOT's Office of Public Relations which serves as the link between CDOT and the news media statewide. The office is responsible for news releases, construction and maintenance advisories and publications, advertising development and placement and both internal and external communications, especially during emergencies or crises. 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 also is charged with running statewide safety information campaigns to educate drivers and promote safety. "Click It or Ticket" is just one example of many that is used 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 to help citizens resolve issues.

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.***

Funding and Resource Allocation

The Colorado Department of Transportation's (CDOT) revenue may be derived from the state Highway Users Tax Fund (HUTF), federal funds including the Highway Trust Fund (HTF), fees generated from vehicle registrations including those generated by SB 09-108 (*FASTER*), increased flexibility in the use of state revenues (SB 09-228), gaming funds, and capital construction funds.

- **State HUTF.**
- **Federal Funds**
- **ARRA.**
- **SB 09-108 (*FASTER*).**
- **Other State Revenues.**
- **Repealed/Previous Sources.**

In This Chapter

CDOT's Division of Accounting and Finance is tasked with working with the Executive Management Team and Executive Director to develop a draft annual budget for the Transportation Commission's approval and submission to the Governor's office for review and approval. The budget includes both legislatively appropriated items and non-appropriated items.

The 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 budget. In order to make budgeting decisions, the Transportation Commission uses a performance based resource allocation process that provides guidance on 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.



The annual budget includes the administrative portion, subject to legislative approval, and the Commission budget, subject to approval by the Governor.



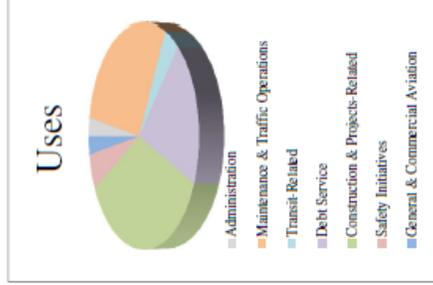
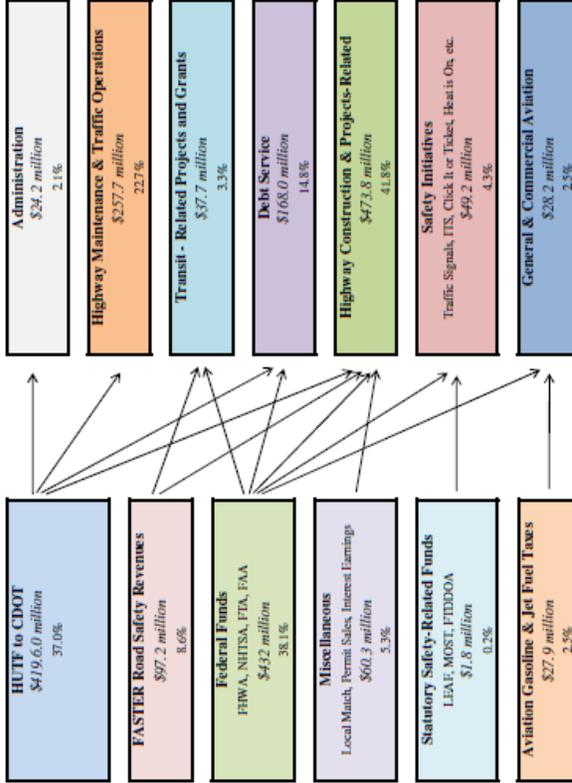
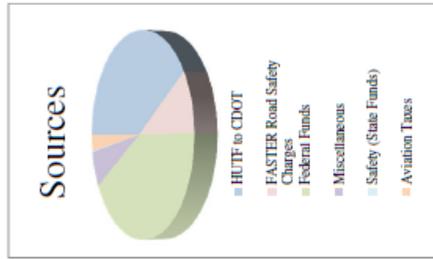
Summary of Revenue Sources and Uses

Fiscal Year 2011-12 Adopted Budget, as of 11/4/2010

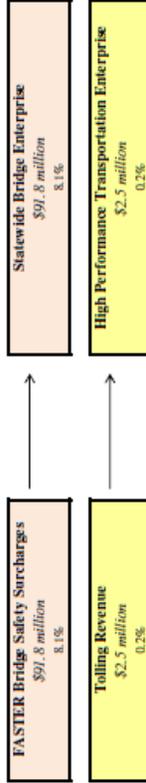
FY 2011-12 CDOT Revenues
\$1,133.1 million

FY 2011-12 Budgeted CDOT Expenditures
\$1,133.1 million

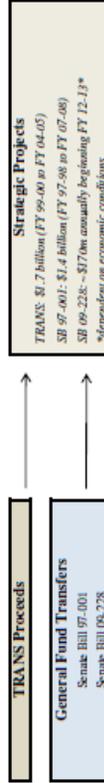
CDOT PROGRAMS



CDOT ENTERPRISES



STRATEGIC PROJECTS



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

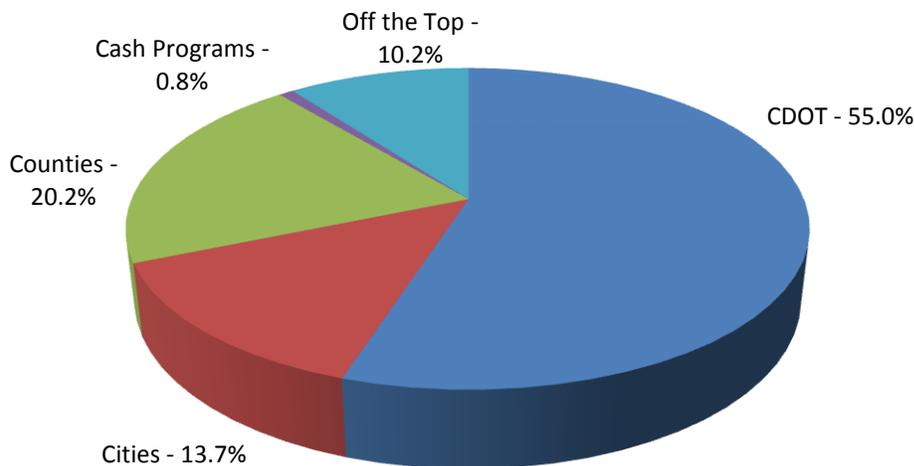
Highway Users Tax Fund (HUTF)

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 funding 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 Ports-of-Entry, the Division of Motor Vehicles (Department of Revenue) and the Department of Public Safety (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.

FY 2011 Distribution: \$982.7 Million



Source: Division of Financial Management and Budget



A 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.

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.

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 authorization 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.



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.

Earmarks

An earmark is a project identified by Congress and has a specific dollar amount identified in federal law for that project's funding. CDOT's intent with earmarks is to ensure that their funding comes from discretionary money—a portion of the Highway Trust Fund (HTF) that is set aside 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, six-year Statewide Transportation Improvement Program (STIP). Typically federal funding for earmarked projects flows through CDOT and, as such, the Department administers the projects. Earmarked projects typically require a funding match of approximately 20% by the local government who sought the federal funding.

The trend of earmarking projects has decreased over the last several years from its peak in the early part of SAFETEA-LU. 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 coordinated to the extent possible with Colorado's Congressional delegation members and TPR representatives to ensure earmarks reflect the STIP.



While it is the intent that earmarks come from ‘discretionary’ funds, there is always the risk that these earmarks can come out of states’ ‘formula’ funds that have already been anticipated and programmed for other projects.

SB 09-108 (FASTER)

Road Safety Fund

In 2009, SB 09-108 (*FASTER*) established the Road Safety Fund. The fund dollars are allocated based on the HUTF statutory formula: 60% to CDOT, 22% to counties and 18% to municipalities. Per CRS 43-4-803 (21), Road Safety eligible projects are defined as construction, reconstruction or maintenance that the Transportation Commission determines is needed to enhance the safety of a state highway, a county determines is needed to enhance the safety of a county road, or a municipality determines is needed to enhance the safety of a city street.

Bridge Special Fund

SB 09-108 (*FASTER*) also created the Bridge Special Fund CRS 43-4-805 (3) (a). See page 7.

Multi-Modal & Transit

SB 09-108 (*FASTER*) established provisions for multi-modal transit, bicycle, and pedestrian projects. CRS 43-4-802.

This legislation allows for fees collected by the High Performance Transportation Enterprise, a Public Highway Authority, or a Regional Transportation Authority to be used for transit-related projects that relate to the maintenance and supervision of the highway segment or highway lanes on which the user fee or toll is imposed.



Monies collected under FASTER are used for construction, reconstruction, or maintenance projects that the Transportation Commission, a county or municipality determine are needed to enhance the safety of a state highway, county road, or city street.

Additional State Revenue

SB 09-228

In 2009, the legislature passed Senate Bill 09-228 which established methods to transfer money to transportation, capital construction, and the statutory reserve. After a five percent growth rate is met, a five year transfer of General Funds will occur to transportation totaling 2 percent of General Fund revenues at approximately \$170M with 10% for transit. This law also maintains a six percent growth limit on HUTF off-the-top-transfers.

This bill eliminated the Arveschoug-Bird 6% annual growth in spending limit which factored into SB97-001, HB 02-1310 and Capital Construction dollars. CDOT does not anticipate funds being made available for transportation under this new law until at least FY '13-'14. (OSP estimate)

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 casinos in Southwest Colorado. Traffic increases on state highways in the vicinity of the gaming communities was great and most of these roads were not built to handle the large amount of traffic that was generated since gaming began.

Pursuant to Colorado Revised Statute, 12-47.1-701 (1) (c) (I) 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.

While successful in the past, CDOT has not received gaming funds since FY '08-'09.

Capital Construction Funds (House Bill 95-1174)

In 1995, the Colorado General Assembly enacted HB 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 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. 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 projects.

CDOT last received HB 95-1174 funds in FY 2008-09, and has received \$404.5 million over the life of the law.

Repealed/Previous Funding Sources

Sales and Use Tax (Senate Bill 97-001)

In 1997, the Colorado General Assembly passed SB 97-001. SB 97-001 provided additional funding from sales and use tax revenues associated with automobiles and automobile-related accessories. In Colorado, the general fund could only grow by six percent annually. Any additional money was directed to roads and bridges as a Senate Bill 1 transfer. 10% of Senate Bill 1 transfers were required to fund transit. The Transportation Commission dedicated any Senate Bill 97-001 revenues to fund strategic projects known as 7th Pot Projects.

SB 97-001 was repealed in 2009 by SB 09-228. Over 12 years SB 97-001 provided \$1.3 billion in funds for Colorado's 28 Strategic projects and \$63.1 million for strategic transit projects. A list of the 7th Pot projects and progress can be found on page 29.

House Bill 02-1310

In 2002, Colorado HB 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 State Highway Fund and one-third to the state's Capital Construction Fund. The HUTF allocation from the General Fund surplus under House Bill 02-1310 was to be used for reconstruction, repair, maintenance, and capital expansion projects.

HB 02-1310 was repealed in 2009 by SB 09-228. Over seven years HB 02-1310 provided \$625.3 million in funds for projects across the state.

Transportation Revenue Anticipation Notes (TRANS Bonds)

In 1999, the General Assembly passed TRANS and referred it to the voters, who in turn approved it. TRANS provided a financing mechanism allowing CDOT to issue bonds that accelerated strategic transportation projects. The legislation required that bond proceeds must be used on 28 strategic transportation projects across the state commonly referred to as 7th Pot Projects. TRANS bonds were used to fund portions of these projects statewide and are scheduled to be paid off in 2017.

**Updated Status of 28 Strategic Corridors
as of February 8, 2011**

(Constant 2000\$)

\$ in thousands



Corridor	PROJECT LOCATION	Strategic Corridor Project Total TC Commitment	Budgeted To Date	Uninflated Remaining Cost to Complete	Percent Funded	Remaining Cost to Complete in FY11 Dollars*
SP4001	I-25/US 50/SH 47 Interchange	\$70,737	\$70,737	Complete	100%	\$0
SP4002	I-25, S. Academy to Briargate	\$186,894	\$179,657	Complete	96%	\$0
SP4003	I-25/US 36/SH 270	\$146,448	\$146,448	Complete	100%	\$0
SP4004	I-225/Parker Rd.	\$86,169	\$86,136	Complete	100%	\$0
SP4005	I-76/120th Ave.	\$40,814	\$40,393	Complete	99%	\$0
SP4006	I-70/I-25 Mousetrap Reconstruction	\$101,272	\$100,980	Complete	100%	\$0
SP4007	I-25, Owl Canyon Rd. to Wyoming	\$28,846	\$28,846	Complete	100%	\$0
SP4008	East I-70, Tower Rd. to Kansas	\$123,672	\$123,521	Complete	100%	\$0
SP4009	North I-25, SH 7 to SH 66	\$77,883	\$76,063	Complete	98%	\$0
SP4010	US 50, Grand Junction to Delta	\$67,117	\$65,668	Complete	98%	\$0
SP4011	US 285, Goddard Ranch Ct. to Foxton Rd.	\$60,165	\$60,165	Complete	100%	\$0
SP4012	South US 287, Campo to Hugo	\$184,232	\$176,915	\$7,317	96%	\$14,700
SP4013	US 160, Wolf Creek Pass	\$67,276	\$67,276	Complete	100%	\$0
SP4014	US 40, N. City Limit of Winter Park to South of Berthoud Pass	\$66,328	\$66,328	Complete	100%	\$0
SP4015	US 550, New Mexico State Line to Durango**	\$48,819	\$48,205	Complete	99%	\$0
SP4016	US 160, Jct. SH 3 to Florida River**	\$60,068	\$61,518	Complete	102%	\$0
SP4017	C-470 Extension	\$18,498	\$18,498	Complete	100%	\$0
SP4018	US 34, I-25 to US 85	\$15,725	\$15,725	Complete	100%	\$0
SP4019	US 287, Broomfield to Loveland	\$86,305	\$86,143	Complete	100%	\$0
SP4020	Powers Blvd. in Colorado Springs	\$217,906	\$141,445	\$76,461	65%	\$153,610
SP4021	SH 82, Basalt to Aspen	\$208,501	\$208,501	Complete	100%	\$0
SP4022	Santa Fe Corridor	\$7,755	\$7,755	Complete	100%	\$0
SP4023	Southeast MIS: I-25, Broadway to Lincoln Ave.	\$648,861	\$648,860	Complete	100%	\$0
SP4024	East Corridor MIS †	\$74,000	\$33,501	\$40,499	45%	\$81,362
SP4025	West Corridor MIS †	\$74,000	\$14,199	\$59,801	19%	\$120,140
SP4026	I-70 MIS: DIA to Eagle County Airport	\$1,102,191	\$118,615	\$983,576	11%	\$1,976,004
SP4027	I-25 South Corridor MIS: Denver to Colorado Springs	\$522,522	\$284,806	\$237,716	55%	\$477,571
SP4028	I-25 North Corridor MIS: Denver to Fort Collins	\$308,988	\$171,392	\$137,596	55%	\$276,430
SP5497	Environmental Streamlining Fund	\$1,683	\$1,683	\$0	100%	\$0
Totals		\$4,701,991	\$3,148,296	\$1,542,966	67%	\$3,099,819
*Inflated Remaining to Budget in FY 2011 dollars						
**Remaining Control Total from SSP4015 transferred to SSP4016 per TC Resolution TC-1703						
† Per Transportation Commission Resolution TC-1761 \$2.8m (2008 Dollars) of the SSP4024 control total has been transferred to SSP4025						

Innovative Funding Options

Public and Private Partnerships

The Colorado General Assembly gave 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.

Tolling

SB09-108 (*FASTER*) allows for the tolling of new or existing capacity through the High Performance Transportation Enterprise. Tolling of existing capacity can occur if a number of conditions are met, these conditions including:

- Federal approval.
- Local government approval by every local government in which all or any portion of the highway segment or highway lanes is contained or that will be substantially impacted.
- A local air quality impact statement and community traffic safety assessment that specifically takes into account any diversion of vehicular traffic from the highway segment or highway lanes onto other highways, roads, or streets that is expected to result from the imposition of the user fee.

The state currently owns High Occupancy Toll (HOT) lanes on I-25 in north Denver. These lanes are the only state owned managed 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 Special Districts, 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.

Per CRS 43-4-605, RTAs have the following means to obtain revenue

- Impose an annual motor vehicle registration fee up to \$10 (*for persons residing within authority boundaries*).
- Portion of visitor benefit tax (*collected within authority boundaries*).
- Sales and use tax.
- Mill levy authority (up to 5 mills) on all taxable property (*this measure expires in 2019*).

Currently there are four RTAs statewide, including: Baptist Road RTA, Gunnison RTA, Pikes Peak RTA and the Roaring Fork RTA.



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

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 the safety program is to reduce transportation-related crashes, injuries, and fatalities. The investment category includes the following two areas of focus: The driver behavior program studying alcohol use, young drivers, etc., who are disproportionately represented in crashes, to promote safety through education, and the 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 physical functionality and aesthetics of the existing transportation infrastructure at Transportation Commission-defined service levels. There are six program areas within the System Quality Investment Category:

- Pavement
- Bridge
- Roadside Maintenance
- Rest Area
- Traffic Operations
- Tunnel

This investment category includes CDOT's maintenance activities on the highway system, right-of-way, and bridges. In addition to highway maintenance, the investment category includes maintenance activities for airports and the preservation of railroad rights-of-way for transportation users.



Resource Allocation is the process by which revenue estimates are used to distribute expected funding geographically to investment categories.

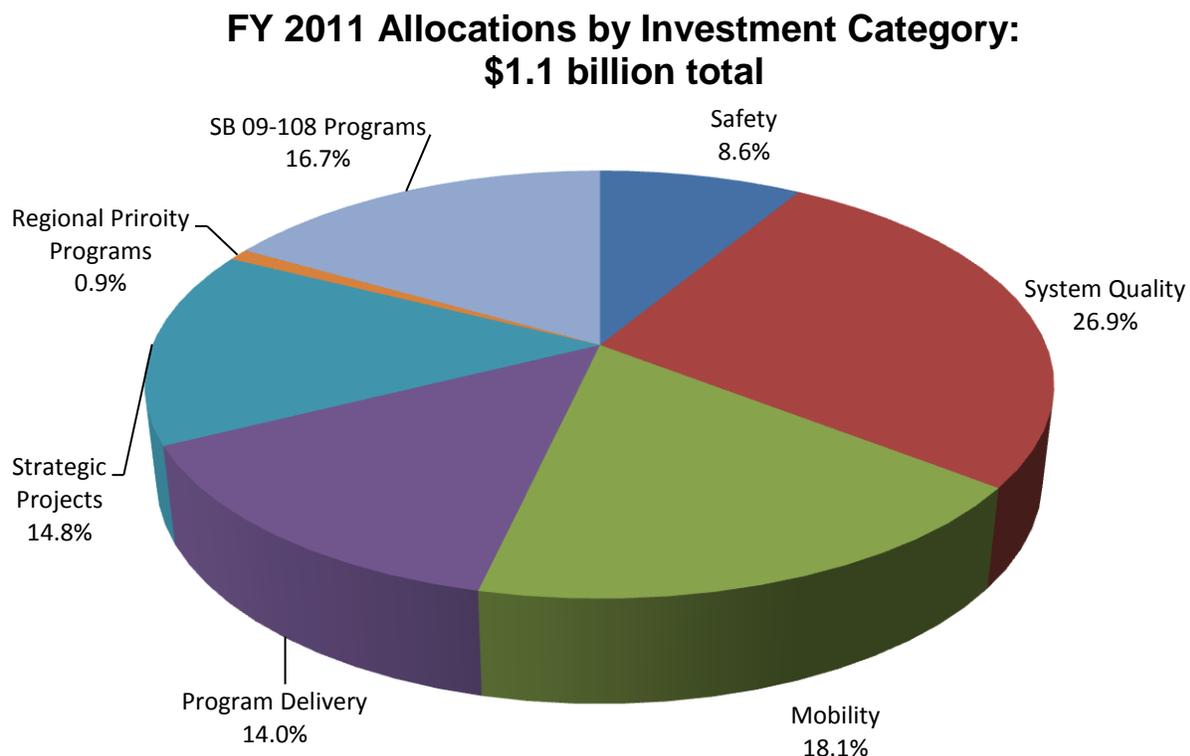
Mobility

Mobility Investment Category goals focus on improving mobility and increasing travel reliability. The activities within this category address issues that impact the travel time and quality of the movement of people and goods, 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, weather-related incident management teams and traveler information. Mobility focuses on the following five programs:

- Highway Performance
- Alternative Mode Performance
- Facility Management
- Travel Demand Management
- 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.



Source: Office of Financial Management and Budget

TRANSPORTATION PLANNING

The transportation planning process exists to provide the information needed for decision makers to choose among alternative strategies for improving transportation system performance. Long-term and short-term planning strategies based on significant public engagement guide where the Colorado Department of Transportation (CDOT) makes multi-modal investments.

- **Background/History.**
- **Statewide Transportation Plan.**
 - **Planning Regions.**
- **Short-term Planning.**
- **Statewide Transportation Advisory Committee (STAC).**
- **Nine Steps to Develop a Project.**
- **Regional and Statewide Planning Managers.**

In This Chapter

Background

In 1991, Colorado's General Assembly enacted legislation directing CDOT to provide strategic statewide transportation planning and develop a multi-modal transportation system. The Transportation Commission was tasked with developing a statewide transportation policy to address the state's transportation problems and to respond to federal mandates for comprehensive transportation planning.

Federal Mandates

Federal mandates for multi-modal transportation planning are embodied in national transportation bills that are reauthorized approximately every six years. In 2005 SAFETEA-LU revised several statewide and metropolitan transportation planning requirements, included provisions for consideration of environmental issues in transportation planning, and encouraged linkages between the transportation planning and National Environmental Policy Act (NEPA) processes.

Additional State Planning Direction

In 2009, the Colorado General Assembly passed SB 09-108 (*FASTER*). This legislation directs the Department to address additional factors in transportation planning:

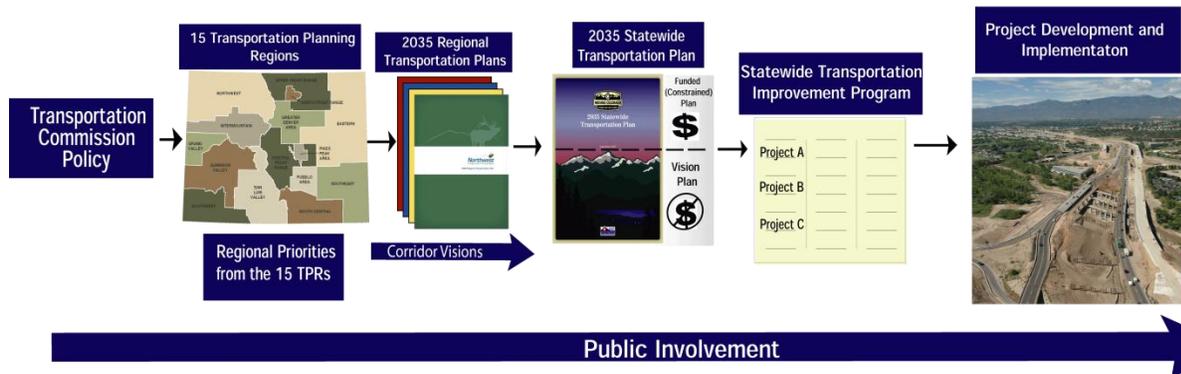
- The targeting of infrastructure investments, including preservations of the existing transportation system
- Safety enhancement
- Strategic mobility and multimodal choice
- Support of urban or rural mass transit
- Environmental stewardship
- Effective, efficient, and safe freight transport
- Reduction of greenhouse gas emissions

Statewide Transportation Plan

The Statewide Transportation Plan represents the people of Colorado's vision of the transportation system. Prepared by CDOT's Division of Transportation Development, this 20-year plan includes all modes of transportation and integrates Commission policies with input from a variety of stakeholders. It also outlines the state's transportation needs from a fiscally constrained and un-constrained perspective.

The 2035 Statewide Plan acknowledges that population growth, the booming energy industry, increasing congestion, deteriorating roadways and bridges, and funding shortfalls require tough choices and open dialogue among all stakeholders. Increasing awareness of these issues and educating the public is critical to a successful process resulting in a sound transportation system.

Colorado Transportation Planning Process



The 2035 Regional and Statewide Transportation Plans are available on CDOT's website at <http://www.dot.state.co.us/StatewidePlanning/PlansStudies/2035Plan.asp>.

Each CDOT engineering region has a planner that directs planning activities for their region while facilitating communications between CDOT and Colorado's 15 planning partners. See page 41 for contact information. Please contact Sandi Kohrs, Multimodal Planning Branch Manager, at (303) 757-9795 or sandi.kohrs@dot.state.co.us for more information on CDOT's statewide planning process.



CDOT's Statewide Transportation Plan is corridor-based including approximately 350 corridors statewide. Corridor visions propose strategies aimed at meeting each corridor's unique transportation goals.

Planning Regions

For transportation planning purposes, Colorado is divided into 15 Transportation Planning Regions (TPRs). Ten of these are rural in nature and five are urban. The urban areas are designated as Metropolitan Planning Organizations (MPOs). Each planning region is comprised of municipalities and counties within given boundaries and is responsible for preparing a long range Regional Transportation Plan (RTP) to address the long-term transportation needs within that area.

Rural Transportation Planning Regions and the Long Range Plan

For the 10 rural TPRs, state law enables elected officials from the counties and municipalities in the TPR to form a Regional Planning Commission (RPC) that acts as an executive board for the TPR through an intergovernmental agreement. The RPC develops and adopts the RTP, identifies and establishes priorities in the regional plan, and forwards this recommended plan to CDOT for confirmation and integration into the Statewide Transportation Plan. The plans must be multi-modal in nature, cover a planning horizon of at least 20 years and have a fiscally-constrained element in addition to a vision or unconstrained element.

Metropolitan Planning Organizations and the Long Range Plan

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

The five MPOs are in urban areas with populations of 50,000 or more. The MPOs include the Denver Regional Council of Governments, Grand Valley MPO (Mesa County), North Front Range MPO (Fort Collins/Loveland/Greeley), Pikes Peak Area Council of Governments (Colorado Springs area), and Pueblo Area Council of Governments. The MPOs are required to use more complex planning tools and techniques than the 10 TPRs with predominantly rural characteristics. The MPOs receive federal funds to assist with these additional requirements.

MPOs with populations larger than 200,000 are designated as Transportation Management Areas (TMAs) and have additional federal requirements and responsibilities for long-range planning, programming, and project selection. Colorado has three TMAs: Denver Regional Council of Governments, North Front Range MPO, and Pikes Peak Area Council of Governments. The TMAs receive a direct allocation of federal funds, called STP-Metro, to fund transportation projects and programs in their area.

Short-term Transportation Planning

Transportation Improvement Program (TIP)

Under federal law, all MPOs are required to narrow their 20-year plan to a short-term, prioritized four-year TIP. In Colorado, however, the MPOs develop a six-year TIP, with the first four years demonstrating fiscal constraint. The TIP is updated every four years, adopted by the MPOs and approved by the Governor. They are then incorporated without modification into the six-year Statewide Transportation Improvement Program (STIP).



CDOT works cooperatively with each of the transportation planning regions, elected officials, the general public and other stakeholders to achieve CDOT's mission of providing the best multimodal transportation system for Colorado that most effectively moves people, goods and information.

Statewide Transportation Improvement Program (STIP)

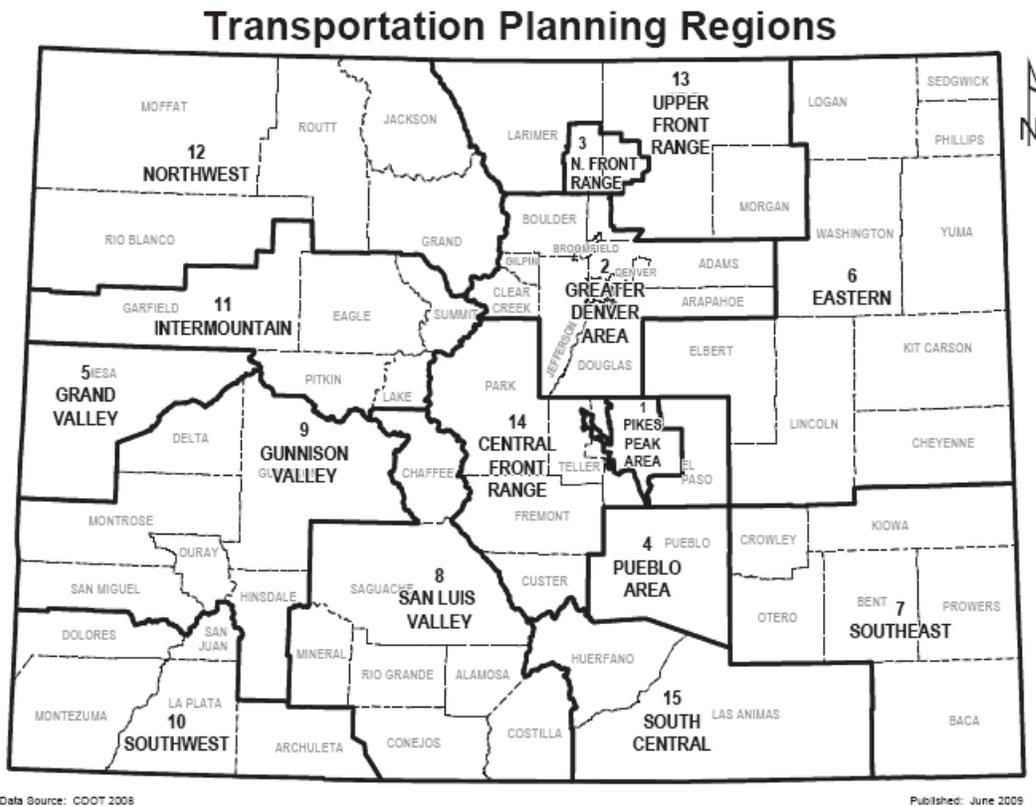
A separate six-year TIP is not required for the rural TPRs. However, regional priorities are established by the TPRs through their regional transportation planning process and then discussed with CDOT and the Transportation Commission through the Project Priority Planning Process (4P), which generally occurs once every two years. The 4P utilizes the fiscally-constrained, regionally prioritized projects as the basis for identifying new projects and priorities to be included in the six-year STIP.

The long-term, 20-year Statewide Transportation Plan is implemented by programming priority projects into this six-year document. Every CDOT project statewide 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.

Similar to the TIP, the STIP is updated every four years through the Project Priority Planning Process (4P) required by SAFETEA-LU. This 4P effort incorporates the state statutory requirement that CDOT must formally hear the transportation needs of Colorado's 64 counties through meetings with the 15 transportation planning regions. The 4P also meets the federal requirement that CDOT work cooperatively with the MPOs to develop their TIPs prior to incorporating the TIP into the STIP. The STIP is approved by the Transportation Commission and is forwarded to FHWA and FTA for their review and approval.

Statewide Transportation Advisory Committee (STAC)

The STAC is made up of representatives of each of the 15 transportation planning regions and advises CDOT on the needs of the transportation system in addition to reviewing the regional and statewide transportation plans. Colorado's two Native American tribes, the Ute Mountain Ute and Southern Ute Tribe also have representation on the STAC as non-voting members. The STAC meets on a monthly basis prior to each Transportation Commission (TC) meeting and the Chair provides regular updates on STAC activities and sentiment to the TC.



STAC Representatives are listed on the next page

STAC Members

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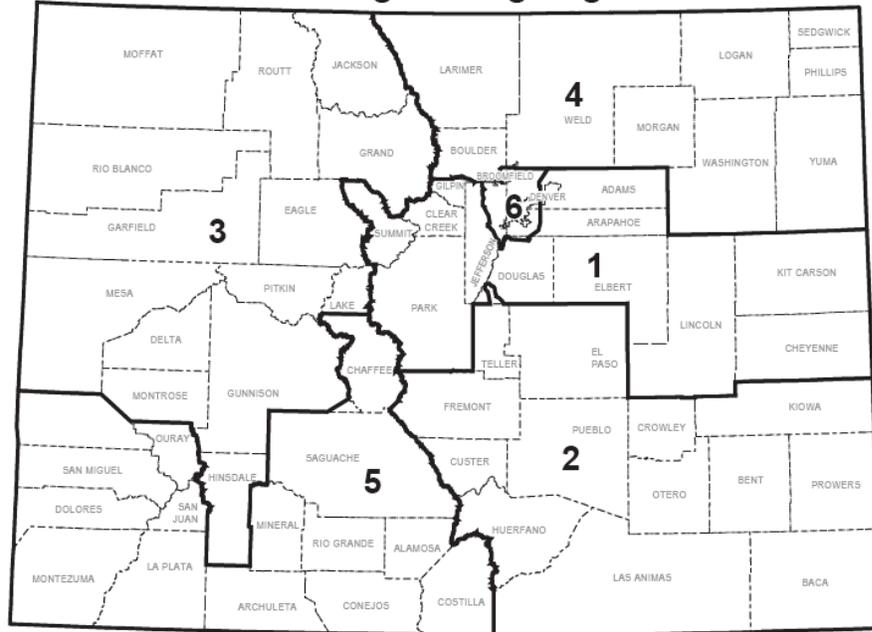
Nine Steps to Plan and Build a Project

Every CDOT project is identified in the six-year STIP based on its ability to meet or improve a particular congestion, safety or system quality need. Before projects are narrowed into the STIP, they must first be identified in the Statewide Transportation Plan. Local government should follow the steps below to advance important projects.

1. Determine your appropriate TPR and or MPO. See pages 38 and 39.
2. Participate in the planning activities held by the TPR and CDOT. Through planning meetings, the development of corridor visions, goals, and strategies are established to address the needs for each corridor in 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.
3. Regional Transportation Plans are adopted by the respective TPR or MPO and integrated into the 20-year Statewide Transportation Plan, which is adopted by the Colorado Transportation Commission. Public involvement is conducted at both the regional and statewide level.
4. The STIP process determines how available funds will be programmed over the next six years. The CDOT Regions using the 4P, discuss with local governments 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.
5. CDOT prepares a draft STIP (a fiscally constrained, 6-year plan). Joint meetings are then held with all the TPRs in each CDOT Region to prioritize projects submitted. The projects selected must be consistent with CDOT's regional budgets.
6. The final STIP is reviewed to ensure state and federal regulations are met and made available for public comment.
7. The STIP is approved by the Colorado Transportation Commission, the Federal Highway Administration, and the Federal Transit Administration.
8. STIP projects are programmed, budgeted, designed and must meet all other applicable federal and state regulations.
9. STIP projects are advertised for contractors, a contractor is selected, and project construction begins.

Regional Planners

CDOT Engineering Regions



Data Source: CDOT 2005

Published: May 2005

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STATEWIDE

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National Environmental Policy Act

The National Environmental Policy Act (NEPA) of 1969 is the principle environmental law governing federal decision-making, planning, and development activities. NEPA requires all federal agencies and subdivisions desiring to use federal funds, to consider the environmental impacts of proposed actions with the potential to affect the quality of the “human environment.”

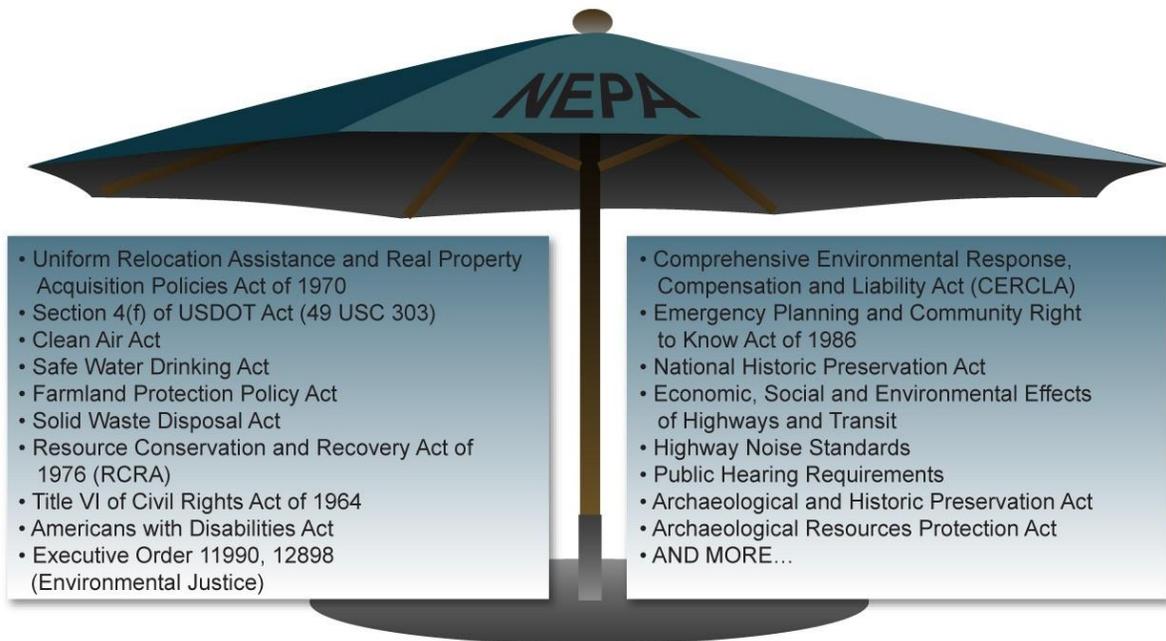
- **NEPA Umbrella.**
- **NEPA Classes of Action Chart.**
- **Public Participation in NEPA.**

In This Chapter

NEPA Umbrella

CDOT's transportation decisions are subject to more than 40 state and federal environmental laws that often fall under the NEPA umbrella.

The NEPA Umbrella



The essential elements of NEPA decision-making include:

- Assessment of the social, economic, and environmental impacts of a proposed action or project.
- Analysis of a range of reasonable alternatives to the proposed project based on the project's defined purpose and need.
- Consideration of appropriate impact mitigation: through avoidance, minimization and compensation.
- Interagency participation: through coordination and consultation.
- Public involvement, including opportunities to participate and comment.
- Documentation and disclosure.

The effects of transportation projects on the human environment can vary from very minor to significant depending on a project type, size and/or complexity. To account for the variability of project impacts, there are three basic "classes of action" (described on the next page) prescribing the level of documentation required in the NEPA process.

CDOT has committed to complying with the intent and requirements of NEPA for all transportation activities, regardless of whether they are federally funded or require federal approval. To that end, the essential elements of NEPA have been incorporated into the CDOT transportation planning and project development process, as well as the operation and maintenance of the state transportation system.

Public Participation in NEPA

Public participation in the NEPA process has a high degree of flexibility to meet the needs of the project and stakeholders. In some instances, projects are required to ask local, state, Tribal, and federal agencies to play a formal role by becoming participating or coordinating agencies. Agencies choosing to become participating or cooperating agencies have a significant responsibility to provide time and resources towards completing the NEPA process. All agencies and elected officials have the opportunity to provide input into decision-making on major projects through the public comment process required by NEPA.

In most cases, the roles of local agencies and elected officials will change as the project develops depending on the types of decisions being made by the project, and the level of interest local agencies and elected officials have in the outcomes of those decisions. At the beginning of a project, local agencies and elected officials can play a significant role by helping the Department understand what issues are important to their constituents, identifying stakeholders who understand community issues and concerns, and sharing important information on the local context. If you would like to be involved, contact the Regional Planning and Environmental Manager for your region listed at the end of this chapter.



***Did you know approximately 90% of
CDOT's NEPA documents are
Categorical Exclusions?***

NEPA Classes of Action

Class I Environmental Impact Statement (EIS)	Class II Categorical Exclusion (CatEx)	Class III Environmental Assessment (EA)
Required for actions likely to have significant environmental effects that cannot be mitigated.	Actions that do not individually or cumulatively have a significant environmental effect. Necessary environmental studies and compliance with all applicable requirements are still required for the project.	Required for actions that do not qualify as CatEx, but where there is insufficient information to determine whether the project's impacts warrant an EIS. An EA may also be a useful tool in that it incorporates environmental considerations with project design and can aid in NEPA compliance when an EIS is not required.
Normally required for: <ul style="list-style-type: none"> ▶ A new, controlled-access freeway ▶ A highway project of four or more lanes in a new location ▶ New construction or extension of fixed rail transit facilities 	Examples may include: <ul style="list-style-type: none"> ▶ Pedestrian facilities ▶ Landscaping ▶ Routine maintenance, including resurfacing, bridge replacement and rehabilitation, and minor widening 	Examples include: <ul style="list-style-type: none"> ▶ Actions that are not clearly Class II (CatEx) ▶ Actions that are not clearly Class I (EIS)
Upon completing the EIS, CDOT (or FHWA for federal projects) signs a Record of Decision (ROD) that presents the basis for the determination, summarizes any mitigation measures to be incorporated in the project, and documents any Section 4(f) approval. ¹	CDOT or FHWA approval is required on all CatEx projects. In Colorado, FHWA has programmatically approved some CatExs.	In coordination with FHWA, CDOT determines whether a Finding of No Significant Impact (FONSI) is appropriate or if further study is required in an EIS.

Source: 23 CFR § 771.115 et seq.

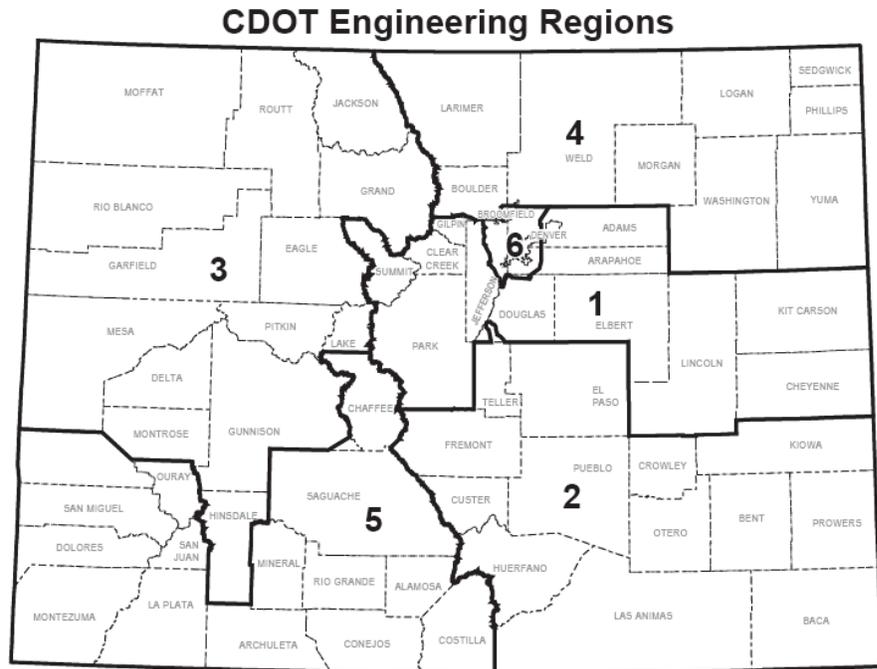
NOTE:

(1) In some cases, if during the course of the project it is determined clearly that the project will not have significant impacts on the environment; the project may be reclassified as Class III (EA) and result in a FONSI. FHWA retains final categorization determination for federal projects.

For more detailed information about NEPA, please see the *CDOT Environmental Stewardship Guide* (<http://www.dot.state.co.us/environmental/StandardsForms/ESGuide5-12-05PrePress.pdf>) and the *CDOT NEPA Manual* (<http://www.dot.state.co.us/environmental/Manual/NepaManual.asp>).

If you have additional questions concerning NEPA, please contact Jane Hann, Environmental Programs Branch Manager, at (303) 757-9630 or Jane.Hann@dot.state.co.us.

Regional Planning & Environmental Managers



Data Source: CDOT 2005

Published: May 2006

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Chapter 5: Engineering and Maintenance

Over 2,500 Department employees are located within six geographic regions of the state. These semi-autonomous operating entities perform design, construction and maintenance functions, implementing CDOT's mission on a daily basis.

- **CDOT Regions.**
- **Maintenance Program.**
- **Traffic Engineering Program.**
- **Safety Program.**

In This Chapter



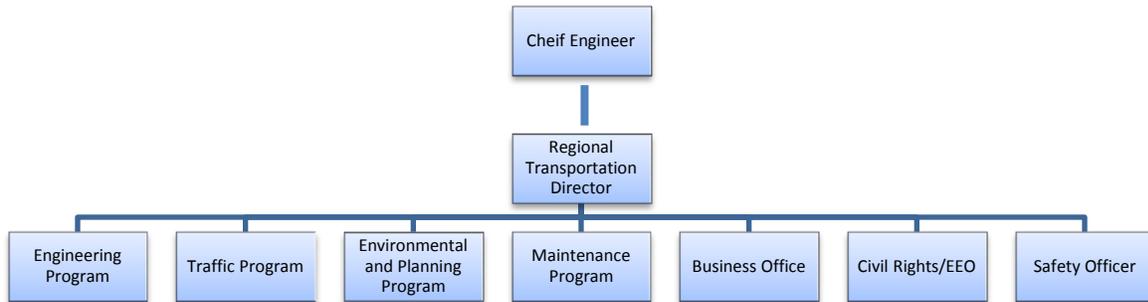
CDOT divides the state into six regions. These regions help to decentralize functions and maximize contact with the local communities.

CDOT Regions

Each CDOT region is led by a Regional Transportation Director (RTD), who reports to the Chief Engineer and is responsible for implementing the Department's goals and managing all activities within the geographic area. While there are some slight differences in how each of CDOT's six engineering regions are organized, they all have the same basic structure (depicted on the next page). Below is a general description of the functional areas that report directly to the RTD:

- **Project Engineering.** Each region has one to three engineering units headed by a Program Engineer. These units are responsible for the design, construction, inspection and management of all construction projects completed within their region. Program Engineers rely on engineers and technicians assigned to engineering residencies to complete these activities. Program Engineers also oversee one or more specialty areas that support the administration of construction projects, such as survey, right-of-way, materials and hydraulics. The engineering program also supports federally funded local agency transportation projects.
- **Maintenance.** Each region has one to two Maintenance Superintendents who direct the maintenance services provided by the maintenance patrols for the region. Maintenance Superintendents plan, budget, and execute scheduled and reactive maintenance operations. Local patrols maintain those portions of the state highways and the bridges that are within their geographical area including necessary winter maintenance.
- **Traffic.** This program is responsible for the design, installation, maintenance, and as appropriate, the operation of traffic signal, traffic signs, pavement markings and other safety devices on the roadways within the region.
- **Planning and Environment.** The Department coordinates local planning partners in the decision-making process for allocating scarce CDOT resources and developing the statewide plan. This program oversees the environmental review performed on all projects and assists construction and maintenance personnel in meeting CDOT's environmental stewardship commitments.
- **Business Office.** The business office establishes and tracks the region's budgets and expenditures for projects and operations. They also provide quality assurance reviews of payments and purchases done by regional staff.
- **Civil Rights/EEO.** The civil rights/EEO manager assists the RTD in personnel matters that are inherent to their management role. They also set Disadvantaged Business Enterprise project goals, support DBE subcontractors, and review contract compliance.
- **Safety Officer.** The safety officer is the ombudsperson for safety in the region, developing region-specific action plans to improve employee safety performance. They audit work sites, provide safety training, do job hazard assessments, and seek employee input on what can be done to improve safety.

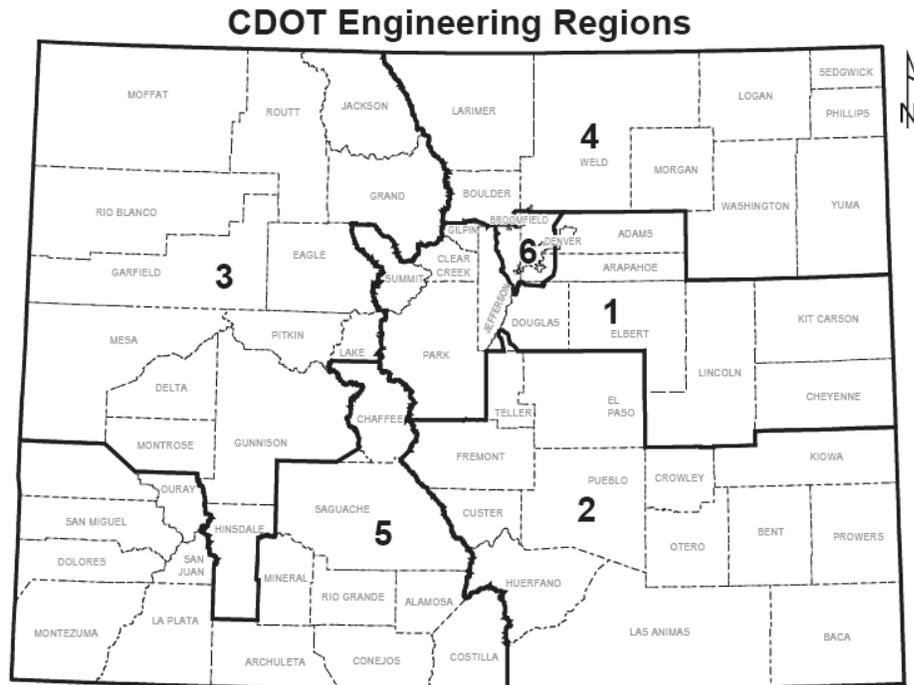
Regional Organization Chart



This decentralized approach maximizes contact with local partners and the general public. Each region's RTD serves as a member of the statewide executive management team and assists in policy development for the Department.

For more information about CDOT's region offices, please contact the appropriate RTD listed on the next page.

Regional Transportation Directors (RTDs)



Data Source: CDOT 2005

Published: May 2005

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Maintenance Program

CDOT's maintenance program is designed to protect the state's largest capital investment: infrastructure. The Department currently maintains 9,200 centerline-miles of road, 3,754 bridges, 1,700 miles of guardrail, 6,000 miles of ditches, 1,800 signalized intersections and 180,000 signs across the state.

Examples of CDOT maintenance activities include:

- Patching and pothole repair
- Sealing of pavement cracks and joints
- Cleaning drainage structures and maintaining stream beds
- Maintaining roadway signs and lighting
- Picking up litter and sweeping road surfaces
- Painting bridges
- Snow plowing, snow and sand removal and ice control

This preservation effort is vital to the integrity of the infrastructure and is an imperative component of highway safety for the traveling public.

Shared Maintenance Responsibility

The state shares maintenance responsibilities for state highways with local governments. The most general statute on maintenance responsibilities for state highways is § 43-2-102, C.R.S., which provides that CDOT shall "construct and maintain all roads comprising the state highway system." However, § 43-2-135(1)(e) provides that cities and counties shall, at their own expense, provide street illumination and clean all streets, including storm sewer inlets and catch basins, which are a part of the state highway system.

The statute (§ 43-2-103) also allows CDOT to enter into a contract with a city or county regarding maintenance or construction of state highways, allowing local governments to provide a higher level of maintenance services for residents than the state could provide. For state highways within local jurisdictions that do not have specific maintenance agreements, CDOT maintains the roads as required, relying on Department maintenance policies while cities and counties provide those services delineated in statute.

Maintenance Levels of Service

While maintenance work by nature is somewhat reactive, Department personnel strive to provide statewide consistency in the level of service experienced by the traveling public.

The Maintenance Levels Of Service (MLOS) system include an annual physical rating to observe physical conditions for approximately 50 system items. The measured items are then categorized into nine maintenance program areas listed below. These calculations result in five service levels which use a grading scale of A through F, with A being the very best MLOS and F being the worst.

The ratings for each program area are then applied as the base level to a modeling system that identifies the budget requirements necessary that reach changes to target the level of service goals. This performance budgeting program provides the Transportation Commission with the necessary cost/benefit analysis to allow prioritization of a level effort and related funding to all major program areas.

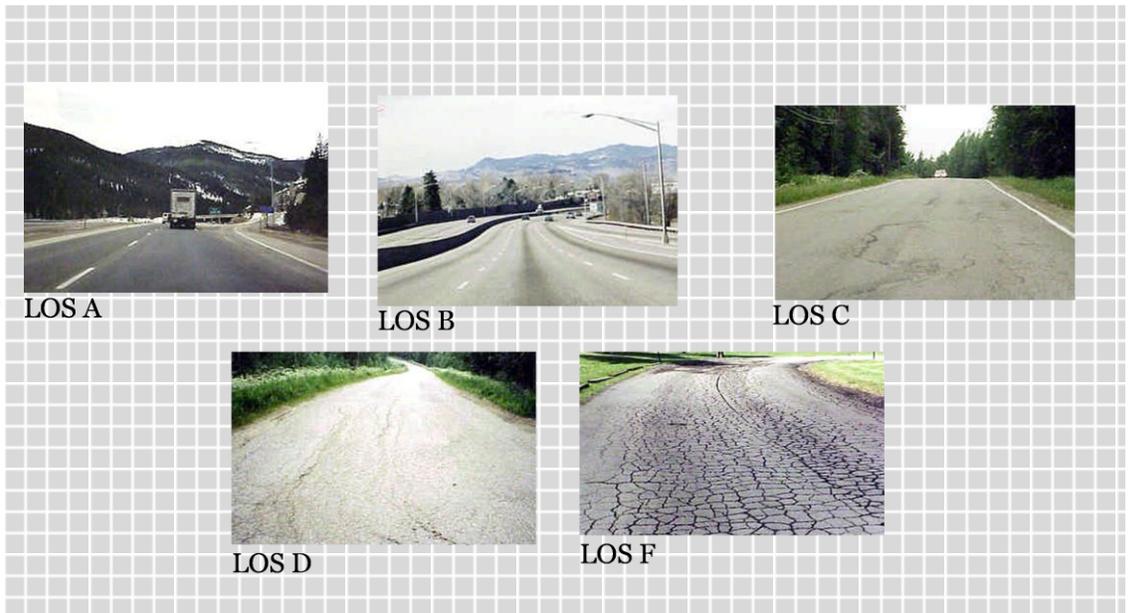
Level of Service FY 2010

Maintenance Program Areas	Commission LOS Goals with Available Revenue	Actual Performance
Planning, Scheduling, Inspection & Training	C	C
Roadway Surface	C	B+
Roadway Facilities	C	B+
Roadside Appearance	C	B
Traffic Services	C	B-
Bridge	C	B-
Snow and Ice	B	C+
Buildings, Grounds, Rest Areas and Equipment	C	C+
Major Tunnels	C	C+

Source: CDOT Staff Maintenance

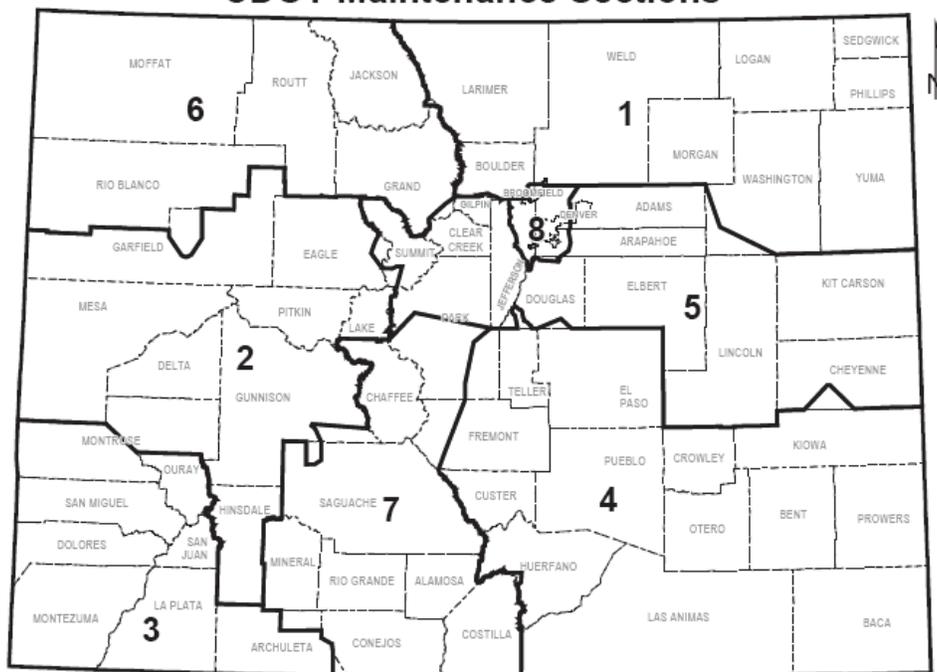
CDOT's ability to maintain the infrastructure at acceptable levels has declined. The state currently has 128 bridges that are rated poor; nearly half of the road surface is in poor condition; and 20% of the roads are in such poor shape they require complete reconstruction. As noted in the budget and funding chapter, while the Transportation Commission has made system quality the top priority for resources, limited dollars have resulted in declining levels of service. Difficult choices lie ahead as the Department will need to decide what infrastructure elements will be maintained in the future and at what level given current revenues.

Levels of Service (LOS)



Maintenance Superintendents

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Data Source: CDOT 2008

Published: June 2009

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Traffic Engineering Program

The mission of CDOT's traffic engineering program is to reduce the incidence and severity of motor vehicle crashes. The statewide staff traffic program provides several functions, including:

- Providing standard plans and traffic control specifications
- Conducting speed and school zone studies
- Performing safety assessments
- Compiling traffic data and analysis

The region's traffic engineering program is responsible for the design, installation, maintenance, and (as appropriate) the operation of traffic signals, traffic signs, pavement markings and other safety devices on the roadways within the region. The traffic engineering program also processes all applications for state highway access, and is usually assigned the responsibility for agency coordination on local projects funded with federal aid.

Please contact your appropriate regional traffic engineer referenced on page 58 for questions about specific projects or concerns.

Safety Programs

Before raising or lowering speed limits, state law requires that all road authorities conduct a traffic engineering study in accordance with the federal Manual on Uniform Traffic Control Devices (MUTCD). The federal guidance notes 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, contact Bryan Allery at (303) 757-9967 or Bryan.Allery@dot.state.co.us.

Pedestrian safety on state highways is another issue of importance because of the obvious differences in travel patterns and potential for serious injury when conflicts occur. 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 58.

Signals

Traffic 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) perform field visits to verify field conditions have not changed (*i.e., a new shopping center opened, etc.*) and (2) vary signal programming remotely via computer.

If nothing has changed and the Traffic Engineer observes irregular flows, minor modifications to the timing might be made. 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 58.

Access Control Plans

Access management studies and reviews of access traffic movements are needed for any new access points along a state or interstate highway. These studies reduce the frequency of accidents related to access issues and to ensure the smooth flow of traffic, improve roadway capacity and maintain the functional integrity of the public highway system.

Signing

The design, size, type and location of signs found along state and federal highways are governed by the federal *Manual on Uniform Traffic Control Devices* (MUTCD) and CDOT's *Guide Signing Practices and Procedures* manual. Signs identifying the location of museums and National Historic Districts may also be erected in the rights-of-way (ROW) under guidance of the manuals listed above.

LOGO & TODS

The Federal Highway Beautification Act of 1965 prohibits all advertising on interstate rights-of-way (ROW). Traveler information signs, known as LOGO signs, with plaques for gas, food, lodging, camping and tourist attractions, are permitted in some interstate ROW locations. 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.

Tourist Oriented Directional Signs (TODS) are for rural highways. The TODS program provides business identification and directional information for tourist oriented activities. TODS are the blue business identification and directional information signs found on non-interstate highways in Colorado. Colorado Logos, Inc. is contracted by CDOT to administer the TODS program. They can be reached at (303) 462-2320 in order to answer specific questions or determine if a business or attraction is eligible, or visit their web sites:

LOGO signs

<http://www.colorado.interstatelogos.com/state/home.aspx>

TODS signs

<http://www.coloradotods.interstatelogos.com/state/home.aspx>.

Please contact Jerry Miller, CDOT's Outdoor Advertising Program Manager with additional questions at (303) 757-9273 or Jerry.Miller@dot.state.co.us.



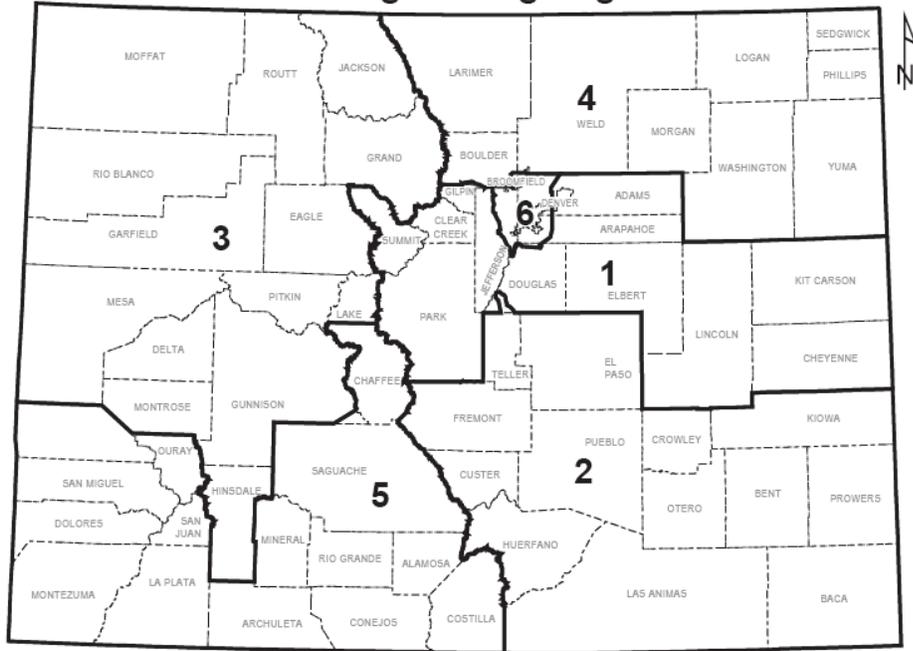
LOGO Sign on Interstate



TODS Sign on state highway

Traffic Engineers

CDOT Engineering Regions



Data Source: CDOT 2005

Published: May 2006

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Safety Program

The Office of Transportation Safety is responsible for developing and implementing the state's Highway Safety Program. Colorado has been successful at reducing its traffic fatality rate in recent years. As of 2007, Colorado had the 13th lowest traffic fatality rate among all states, a significant improvement from its 29th ranking in 2000. In Colorado, the rate of fatal traffic accidents has declined from 1.63 fatalities per 100 million VMT in Calendar Year 2000 to 1.14 in 2007, a 30 percent reduction. During that same time period, the national traffic fatality rate fell from 1.53 to 1.36 fatalities per 100 million VMT, an 11 percent decline.

The primary goal of the Highway Safety program is to further reduce traffic crashes, fatalities, and injuries in Colorado through the coordinated efforts of state and local agencies, groups, coalitions, and organizations. Programs such as The Heat is On, Click-It or Ticket, and Car Seats Colorado rely on community-based education and training, enforcement, and media outreach to reduce alcohol-related traffic deaths, increase adult seat belt use, car seat and seat belt use for children; and reduce teen driving deaths.

Seatbelt use continues at a steady, high rate, and CDOT is on track to reach its 2010 goal of 85% compliance statewide. Overall, rural seat belt use continues to increase. 2009 saw rural seat belt use in the eastern plains surpass the western slope for the first time since 2009. Seat belt use by children aged 5-15 rose from 69.7% to 73.7% – a 4% increase in two years. Statewide teen seat belt use in 2009 rose to an all-time high of 80.6%. This represents a 7.7% increase from the 2007 rate of 72.9%.

The Office of Transportation Safety also administers the Colorado Department of Transportation employee safety program and its homeland security and emergency management functions including planning, training, and exercising CDOT employees in preparation for large-scale emergencies and disasters

For more information contact Michael Nugent, Office of Transportation Safety Manager at 303-757-9465 or mike.nugent@dot.state.co.us.



Did You Know...? Federal grants fund programs to improve hazardous intersections.

Chapter 6: Doing Business with CDOT

The Colorado Department of Transportation engages in numerous business related activities. The following chapter offers vital information about how the Department conducts business, from acquiring goods and services, to providing guidance to small businesses, contracting and intergovernmental agreements.

Procurement.

Center for Equal Opportunity.

Agreements.

In This Chapter

Procurement

The Center for Procurement and Contract Services is a part of the Division of Human Resources and Administration and provides the infrastructure for the acquisition of goods and services in support of CDOT's overall mission and values.

CDOT's three major buying and contracting units:

Center for Procurement and Contract Services

Day to day operations and
maintenance goods and
services

Agreements

Highway construction
and design

Property Management

Building
construction and
design

Center for Procurement and Contract Services

Vendors who want to sell goods and services to CDOT should register on the Bid Information and Distribution System (BIDS) website. All competitive purchases conducted by CDOT and other state agencies, institutions, and colleges are completed thru this system. There is an annual registration fee of \$40, payable to the State of Colorado. For more information visit: www.gssa.state.co.us

CDOT utilizes the State of Colorado's purchasing department's price agreements whenever possible. When goods and services are needed and they are not on the state price agreements, CDOT will issue its own Invitation for Bids, Documented Quotes and Request for Proposals – thru the BIDS system. Below are examples of goods and services that the Center for Procurement and Contract Services might purchase directly:

- Aircraft/aerospace supplies & equipment
- Art/graphics/drafting/engineering supplies/equipment
- Asphalt
- Building maintenance services
- Clothing and uniforms
- Computer programming & consulting services
- Concrete
- Consulting – organization, management, research
- Grounds maintenance & landscaping equipment
- Ice and snow removal materials and supplies
- Laboratory & scientific services/analysis/testing
- Road/bridge materials & equipment
- Tools
- Training Services

Robert Corman is CDOT's Procurement Manager and can be reached at (303) 512-4523 or Robert.Corman@dot.state.co.us

Center for Equal Opportunity

In accordance with state and federal civil rights law the Center for Equal Opportunity promotes and maintains a qualified, diverse and respectful CDOT and contractor workforce, promotes equal access to transportation improvements, maintenance and systems for Colorado residents, and promotes and maintains equal opportunity for small and underutilized highway construction contractors and consultants

The Center for Equal Opportunity implements and administers statewide initiatives to help ensure its overall mission is achieved.

The DBE Program

The U.S. of Transportation (USDOT) has a policy of helping small businesses owned by socially and economically disadvantaged individuals, including minorities and women, to participate in contracting opportunities through Disadvantaged Business Enterprise (DBE) programs. In order for small disadvantaged firms to participate in CDOT's DBE Program, they must apply for and receive certification as a DBE. The groups that are presumed to be socially disadvantaged are African American, Asian American, Native American, Hispanic and women. People not falling into one of those groups may establish individual proof of their personal, social and economic disadvantage.

The ESB Program

The Emerging Small Business Program (ESB) is a race-neutral program designed to aid small companies in procuring work on CDOT's highway construction and design projects. The program is intended to assist emerging small businesses to gain knowledge, experience and resources needed to successfully compete for highway construction, design and research contracts.

Construction Development Center (CDC)

The CDOT Construction Development Center (CDC) staff assist DBEs with bidding and estimating. The CDC offers classes and individual training sessions to provide firms (DBE and non-DBE) with business development skills and networking opportunities. The center offers classes, training sessions, access to plans and individual support to promote growth and self-sufficiency. For more information on the CDC and their program offerings, stop by 700 E. 24th Avenue, Suite 2B Denver, CO 80205 or visit <http://www.dot.state.co.us/CDC/contact.html>

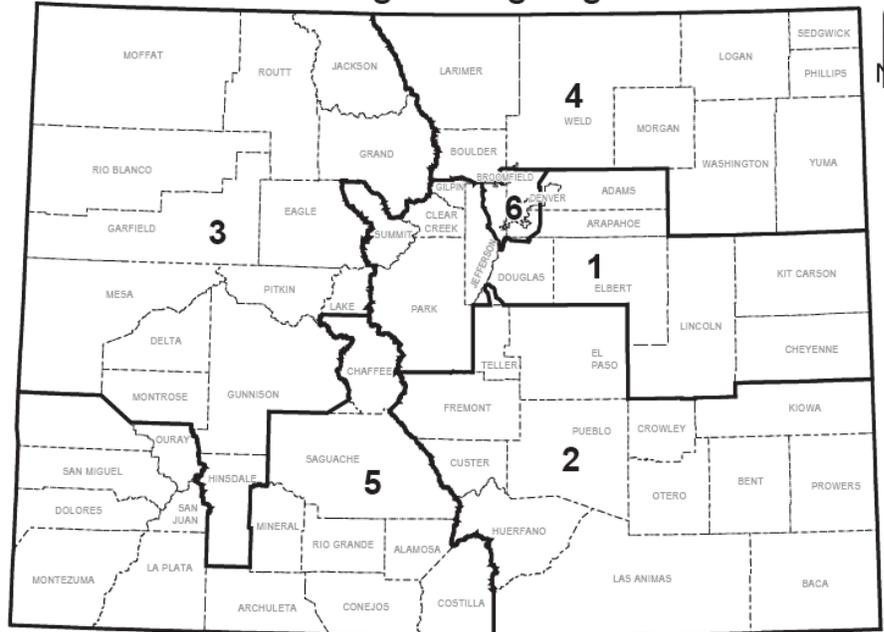
Workforce Development Programs

The CDOT Center for Equal Opportunity implements several workforce development programs to increase opportunities for careers in highway design and construction. With contractors, CDOT implements the On-the-Job Training Program to increase the employment of minorities and women in the highway construction industry and to develop full journey workers in the trades. In addition to on-the-job training, CDOT utilizes the supportive service funds it receives from the Federal Highway Administration (FHWA) and the Transportation Commission to support entry level training for labor trades and crafts careers in highway construction.

Colorado youth are introduced to career opportunities in transportation through Construction Career Days and the Summer Transportation Institute. These programs are sponsored by CDOT, FHWA, Colorado State University-Pueblo and the construction industry.

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CDOT Engineering Regions



Data Source: CDOT 2005

Published: May 2006

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Agreements

CDOT's Agreements Unit ensures that state and federal-aid highway program funds are effectively and efficiently managed and delivered in accordance with applicable laws, regulations, policies, and consistent with good business practices. The unit achieves this goal by executing contracts and Inter-Governmental Agreements (IGAs).

Contracting

The construction contracting unit conducts the hard-bid contracting process for all CDOT projects.

The Agreements Unit conducts the contracting process for professional services, such as engineers, architects, surveyors and industrial hygienists. This process includes consultant prequalification, issuance of Requests for Proposal, facilitation of the selection process, contract negotiations and contract execution.

Intergovernmental Agreements (IGAs)

IGAs are required any time CDOT or a local agency (public/private) are spending funds or providing goods/services for either party. This legal agreement defines the project scope, identifies roles and responsibilities, details funding amounts, encumber project funds and payment obligations. The Agreements Unit creates and processes IGAs for the Department, with support from each region. The state controller and attorney general allow CDOT to use boilerplate IGA language to expedite the agreements process between local agencies and the Department. While CDOT can alter the scope, funding and project description, deviations from either party from these pre-approved contracts requires approval from other state agencies. Once an IGA is executed, a notice to proceed is issued and the project can begin.

For more information contact agreements manager, Bernie Rasmussen at 303-757-9400 or Bernie.Rasmussen@dot.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 that update the plan.

7th Pot

A program of 28 statewide strategic priority transportation projects identified by the Transportation Commission and financed through Senate Bill 97-001 (*repealed*) 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

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

Alignment

The horizontal and vertical location of the centerline on 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.

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.

Capacity

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

Categorical Exclusion (Cat Ex)

A classification under the National Environmental Policy Act (NEPA) of actions that have been determined not to 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, 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.

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 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)

Prior to the completion of an Environmental Impact Statement (EIS) a DEIS is presented publicly prior to determination of a final preferred alternative.

Environmental Impact Statement (EIS)

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 EIS includes a discussion of purpose and need, alternatives, environmental conditions and effects, and public involvement activities. The document is completed as a draft 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)

Prepared for actions in which the significance of the environmental impact is not clearly established. 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.

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 (DEIS) with appropriate revisions to reflect comments received from circulation of the DEIS 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 commitment of funds to specific projects.

Finding of No Significant Impacts (FONSI)

A document by a federal agency, such as FHWA, prepared after completing an Environmental Assessment (EA) when it is determined the action will not have a significant impact on the human environment, and for which an Environmental Impact Statement (EIS) is not needed. 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

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. These vehicles are allowed to travel for free or reduced cost in these lanes

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) was the six-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. All 15 TPRs and the state create long range transportation plans. See RTP and Statewide Transportation Plan.

Managed Toll Lanes

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 managed lanes, causing the tolls to go up in order to keep the managed lanes congestion-free.

Metropolitan Planning Organization (MPO)

Regional Planning entity responsible for transportation planning in urban areas with populations of 50,000 or more. Coordinates with local governments and CDOT.

Mitigation

Action taken to avoid or to minimize adverse environmental impacts.

Mobility

The quality and/or level of movement. Involves accessibility to transportation, reliability of the systems and ability of systems to connect to one another. Also a CDOT Investment Category.

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 Area

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

Performance Measures

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

Program Delivery

A CDOT Investment Category which supports administrative functions that enable the delivery of CDOT's programs and services.

Public, Private Partnerships (P3)

The Colorado General Assembly has given CDOT the authority to become involved in Public Private Initiatives (PPIs) and or partnerships (3P). PPIs/3Ps 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.

Regional Transportation Plan (RTP)

Long range transportation plan developed by each of the 15 transportation planning regions.

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.

Senate Bill 1 (SB 1 / SB 97-001)

Senate Bill 1 was 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. This law was superseded in 2009 by SB 09-228.

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

A long range (20+ years) transportation plan comprised of the 15 TPR, TRP's + integrates Commission policies and guidance.

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.

Statewide Transportation Improvement Program (STIP)

The long-term 20+ year statewide transportation Plan is implemented by programming priority projects into this short-term, six-year document. Every CDOT project statewide is identified in the STIP.

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 Improvement Program (TIP)

Each Metropolitan Planning Organizations (MPO) is required to narrow the RTP into a short-term, prioritized six-year TIP. The TIP is incorporated into the STIP with modification.

Transportation Management Area (TMA)

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

TRANSPORTATION ACRONYM GUIDE

3P Public Private Partnership
4P Project Priority Planning Process

#

AASHTO American Association of State Highway and Transportation Officials
ACEC American Council of Engineering Companies of Colorado
ACPA American Concrete and Paving Association
ADA Americans with Disabilities Act
ADT Average Daily Traffic (7 days)
AG Attorney General
APA American Planning Association
APCC Air Pollution Control Commission
APCD Air Pollution Control Division
APTA American Public Transportation Association
ARC Audit Review Committee
ARRA American Recovery and Reinvestment Act
ARTBA American Road and Transportation Builder Association
AWDT Average Week Day Traffic (5 days)
AWOS Automated Weather Observation System

A

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
BRT Bus Rapid Transit
BTS Bureau of Transportation Statistics

B

CAA Clean Air Act of 1990
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
CDC Construction Development Center
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)
CEQ Council on Environmental Quality
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)
CFLHD Central Federal Lands Highway Division
CIP Capital Improvement Program
CMAQ Congestion Mitigation and Air Quality Program
CMCA Colorado Motor Carriers Association

C

CML Colorado Municipal League
CMO Contract Modification Order
CO Carbon Monoxide
COFRS Colorado Financial Reporting System
COG Council of Governments
COP Certificate of Participation
COPIRG Colorado Public Interest Research Group
CORIS Colorado Roadway Information System
COSH Colorado Occupational Safety and Health
COSMIX Colorado Springs Metro Interstate Expansion
COTRIP Colorado Transportation Resource and Information Partnership
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
CTMC Colorado Transportation Management Committee/Center
CVO Commercial Vehicle Operations

DBE Disadvantaged Business Enterprise
DEIS Draft Environmental Impact Statement
DIA Denver International Airport
DMS Dynamic Message Signs
DMU Diesel Multiple Unit
DOLA Department of Local Affairs
DORA Department of Regulatory Affairs
DOT Department of Transportation
DRCOG Denver Regional Council of Governments
DTD Division of Transportation Development within CDOT (Planning)
DUI Driving Under the Influence
DUS Denver Union Station
DWAI Driving While Ability Impaired

EA Environmental Assessment
ECO Eagle County Transit
EEOC Equal Employment Opportunity Commission
EHS Emergency Highway System
EIS Environmental Impact Statement
EJ Environmental Justice
EJMT Eisenhower Johnson Memorial Tunnel
EMS Equipment Management System
EMT Executive Management Team (CDOT)
EO Executive Order
EOC Emergency Operations Center
EOS Environmental Overview Study
EPA Environmental Protection Agency
ERP Enterprise Resource Planning
ESB Emerging Small Business
ETPR Eastern Transportation Planning Region

FAA Federal Aviation Administration
FAI Federal Aid Interstate

D

E

F

FAP Federal Aid Primary (old—prior to 1991 National Highway System)
FAS Federal Aid Secondary (prior to 1991 Surface Transportation Program)
FASTER Funding Advancements for Surface Transportation and Economic Recovery|Senate Bill 09-108
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
FMCS Fleet Management and Control Systems
FMTS Freeway Metering
FONSI Finding of No Significant Impact
FRA Federal Railroad Administration
FTA Federal Transit Administration
FTE Full Time Employee
FY Fiscal Year

GDL Graduated Driver Licensing Law of 1999
GFE Good Faith Effort
GHSA Governors Highway Safety Association
GIS Geographic Information Systems
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

G

HAZMAT Hazardous Materials
HI Hazard Index
HLT Hanging Lake Tunnel
HOT High-Occupancy Toll
HOV High-Occupancy Vehicle
HSR High Speed Rail
HTF Highway Trust Fund (federal)
HUTF Highway Users Tax Fund (state)

H

IBTTA International Bridge Tunnel and Turnpike Association
IG Inspector General (federal)
IGA Intergovernmental Agreement
IGS Interactive Graphics System
IHS Interstate Highway System
IM Interstate Maintenance
IMS Intermodal Management System
IM TPR Intermountain Transportation Planning Region
IRIS Integrated Roadway Information System
ISTEA Intermodal Surface Transportation Efficiency Act of 1991
IT Information Technology
ITI Intelligent Transportation Infrastructure
IT-ITS Information Technology-Intelligent Transportation System Committee
ITS Intelligent Transportation Systems
IVHS Intelligent Vehicle Highway System

I

J

JBC Joint Budget Committee (Colorado General Assembly)
JEC Jefferson Economic Council
JEFFTAAG Jefferson County Transportation Advocacy and Action Group
JPO Joint Program Office (US DOT)

LCAT Larimer County Area Transit
LEAF Law Enforcement Assistance Fund
LEDPA Least Environmentally Damaging Practicable Alternative
LEV Low Emissions Vehicle
LOS Level of Service
LRP Long-Range Plan
LRT Light Rail Transit
LRV Light Rail Vehicle

L

MACC Metro Area County Commissioners
MBE Minority Business Enterprise
MIS Major Investment Study
MLOS Maintenance Level of Service
MMC Metro Mayors' Caucus
MMS Maintenance Management System
MOA Memorandum of Agreement
MOST Motorcycle Operator's Safety Training Fund
MOU Memorandum of Understanding
MPA Maintenance Program Area
MPO Metropolitan Planning Organization
MSA Metropolitan Statistical Area
MTL Managed Toll Lane
MTP Metropolitan Transportation Plan
MVIC Metro Vision Issues Committee (DRCOG)

M

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)
NARC National Association of Regional Councils
NCHRP National Cooperating Highway Research Program
NEPA National Environmental Policy Act of 1969
NFA Non-Federal Aid
NFR AP&CD North Front Range Air Pollution & Control District
NFRMPO North Front Range Metropolitan Planning Organization
NHI National Highway Institute
NHS National Highway System
NHTSA National Highway Traffic Safety Administration
NOS National Ocean Survey
NPRM Notice of Proposed Rule Making
NPS Non-Project Specific
NSIDH National System of Interstate and Defense Highways
NTS National Transportation System
NWCCOG Northwest Colorado Council of Governments
NW TPR Northwest Transportation Planning Region

N

O&D Origin and Destination (survey)
O&M Operations and Maintenance
OFMB Office of Financial, Management and Budget (CDOT)
OIG Office of the Inspector General
OJT On-the-Job Training
OSHA Occupational Safety and Health Association
OSPB Office of State Planning and Budgeting (Governor's Office)
OTS Office of Transportation Safety

O

P&A Planning and Administrative Costs
PACOG Pueblo Area Council of Governments
PCCP Portland Cement Concrete Pavement
PE Preliminary Engineering
PEIS Programmatic Environmental Impact Statement
PL Public Law or Planning Funds
PLH Public Land Highways
PM10 Particulate Matter Less than 10 Micron Size
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
PRT Personal Rapid Transit
PS&E Plans, Specifics, and Estimate
PSI Pavement Serviceability Index
PSTS Project Scheduling Tracking System
PTMS Public Transportation Management System
PUC Public Utilities Commission

P

RAQC Regional Air Quality Council (Denver)
RDS Radio Data System
REDDI Report Every Drunk Driver Immediately
RFP Request for Proposal
RFTA Roaring Fork Transit Authority
RMCA Rocky Mountain Minority Contractors Association
ROD Record of Decision
ROW Right-of-Way
RPC Regional Planning Commission
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

R

SAFETEA-LU Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users

SAP Manufacturer of CDOT's enterprise resource planning software that manages operational and financial activities of the Department.

SC TPR South Central Transportation Planning Region

SEBP Southeast Business Partnership

SE TPR Southeast Transportation Planning Region

SH State Highway

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

SMP State Management Plan

SOV Single-Occupancy Vehicle

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

SWP Statewide Plan

TABOR Taxpayer's Bill of Rights

TAC Technical Advisory Committee

TAFS Transportation Alternatives Feasibility Study

TAZ Traffic Analysis Zone

TC Transportation Commission (CDOT)

TCD Traffic Control Device

TDM Transportation Demand Management

T&E Threatened and Endangered (Species)

TE Transportation Enhancement

TEA-21 Transportation Equity Act for the 21st Century

TIFIA Transportation Infrastructure Finance and Innovation Act of 1998

TIGER Transportation Investment Generating Economic Recovery

TIP Transportation Improvement Program

TLRC Transportation Legislation Review Committee

TMA Transportation Management Area

TMO Transportation Management Organization

TOC Traffic Operations Center (CDOT)

TOD Transit-Oriented Development

TODS Tourist Oriented Directional Signs

TPL Total Project Leadership

TPR Transportation Planning Region

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

S

T

UFR TPR Upper Front Range Transportation Planning Region
UGB Urban Growth Boundary
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

U

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

V

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

W