

**2008 Elected Officials' Guide  
to the  
Colorado Department of Transportation**





# STATE OF COLORADO

---

## EXECUTIVE CHAMBERS

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



---

Bill Ritter, Jr.  
Governor



Greetings:

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

As Colorado’s elected officials we are entrusted with the responsibility of stewardship and with the privilege of serving the public. Local, state, and federal office-holders work each day to improve the lives of their constituents. Without your hard work and dedication, Colorado would not be able to provide this state’s citizens and businesses with the services needed to sustain our high quality of life.

One of the most vital obligations charged to government is transportation. We know that this issue is timely and needs discussion. From cul-de-sacs to interstate highways, Coloradans depend heavily on transportation infrastructure that is designed, implemented, and maintained for the 21<sup>st</sup> Century through the work of elected officials. This book should help provide you with answers to constituent questions regarding issues such as planning, changing, and funding our transportation system here in Colorado. I hope you’ll find “The Elected Officials’ Guide to CDOT” an invaluable tool to use toward that end.

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

Sincerely,

Bill Ritter, Jr.  
Governor





# Transportation Commission of Colorado

4201 East Arkansas Avenue, Room 270, Denver, Colorado 80222-3406  
(303) 757-9025 FAX (303) 757-9717; [www.dot.state.co.us/commission](http://www.dot.state.co.us/commission)

**DOUGLAS E. ADEN**  
Chair, Grand Junction

**WILLIAM G. KAUFMAN**  
Vice Chair, Loveland

**HENRY SOBANET**  
Denver

**JEANNE ERICKSON**  
Evergreen

**GREGORY B. McKNIGHT**  
Greenwood Village

**HEATHER BARRY**  
Westminster

**GEORGE KRAWZOFF**  
Steamboat Springs

**STEVE PARKER**  
Durango

**LES GRUEN**  
Colorado Springs

**GEORGE H. TEMPEL**  
Wiley

**KIMBRA L. KILLIN**  
Holyoke

**STACEY STEGMAN**  
Secretary

Dear Friends

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

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

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

Thank you for your service to Colorado.

Sincerely,

A handwritten signature in black ink that reads "Douglas E. Aden".

Douglas E. Aden, Chairman  
Transportation Commission of Colorado

A handwritten signature in black ink that reads "Russell George".

Russell George, Executive Director  
Colorado Department of Transportation



# TABLE OF CONTENTS

**Welcome to the Elected Officials’ Guide to CDOT..... 1**  
    CDOT Organization Chart

**Chapter 1: Commissions, Boards, Management and Outreach**

**Colorado Transportation Commission ..... 3**  
    Transportation Commissioners and Map

**Colorado Tolling Enterprise ..... 5**

**Colorado Division/Board of Aeronautics ..... 7**

**Executive Director ..... 9**

**Office of Government Relations ..... 11**

**Office of Public Relations ..... 13**

**Chapter 2: Funding and Resource Allocation ..... 15**

**Federal Funding Sources ..... 17**  
    HTF: Highway Trust Fund  
    Surface Transportation Authorization  
    Annual Appropriations  
    Earmarks

**State Funding Sources ..... 19**  
    HUTF: Highway Users Tax Fund  
    Senate Bill 1  
    House Bill 1310  
    Capital Construction  
    Limited Gaming  
    TRANS Bonds: Transportation Revenue Anticipation Notes

**Alternative Funding Options ..... 22**  
    Public and Private Partnerships  
    Tolling  
    Regional Transportation Authorities

**Resource Allocation by Investment Categories ..... 23**

# TABLE OF CONTENTS

- Chapter 3: Transportation Planning..... 25**
  - 20-year Statewide Transportation Plan
  - TPR: Transportation Planning Regions
  - STAC: Statewide Advisory Committee
  - TPR/STAC Representatives and Map
  - Urban Planning ..... 29
  - MPO: Metropolitan Planning Organizations
  - TIP: Transportation Improvement Program
  - Rural Planning ..... 30
  - STIP: Statewide Transportation Improvement Program
  - 10 Steps to Plan and Build a Project
  - Statewide and Regional Planning Managers ..... 33
  - Planning Managers and Map ..... 34
  
- Chapter 4: National Environmental Policy Act (NEPA) ..... 35**
  - Regional Planning and Environmental Managers and Map ..... 37
  
- Chapter 5: Engineering and Maintenance ..... 39**
  - Engineering Regions**
  - Regional Transportation Directors and Map ..... 40
  
  - Maintenance ..... 41**
  - Maintenance Superintendents and Map ..... 42
  
  - Safety and Traffic Engineering ..... 43**
  - Traffic Engineers and Map ..... 44
  
- Chapter 6: Doing Business with CDOT ..... 45**
  - Procurement ..... 45
  - Equal Employment Opportunity ..... 47
  - Disadvantaged Business
  - Agreements ..... 50
  
- Appendix**
- FAQs: Frequently Asked Questions ..... 51**
- Glossary of Terms ..... 55**
- Transportation Acronym Guide ..... 63**

# Welcome to the **Elected Officials' Guide to CDOT**

## By the **CDOT Office of Government Relations**

We are pleased to offer you this guide to our department. You can find information on the various functions of our agency and answers to your questions regarding transportation issues in Colorado.

Our staff welcomes your questions and are ready to assist you with any issue or inquiry.

Thanks for your interest in transportation.

**Herman Stockinger**  
Director  
Phone: (303) 757-9077

**Melissa Nelson**  
Legislative Liaison  
Phone: (303) 757-9703

**Mickey Ferrell**  
Federal Liaison  
Phone: (303) 757-9755

**Michelle Halstead**  
Local Liaison  
Phone: (303) 757-9441

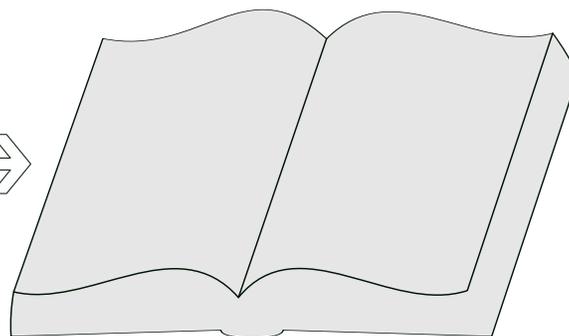
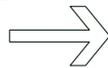
**Tom Lorz**  
Research and Communications  
Phone: (303) 757-9084

**Angie Drumm**  
Local Liaison  
Phone: (303) 757-9105

**Elaine Seeley Pyle**  
Office Manager  
Phone: (303) 757-9065

## **How to use this guide**

Sections on CDOT and  
our functions  
Chapters 1 - 6

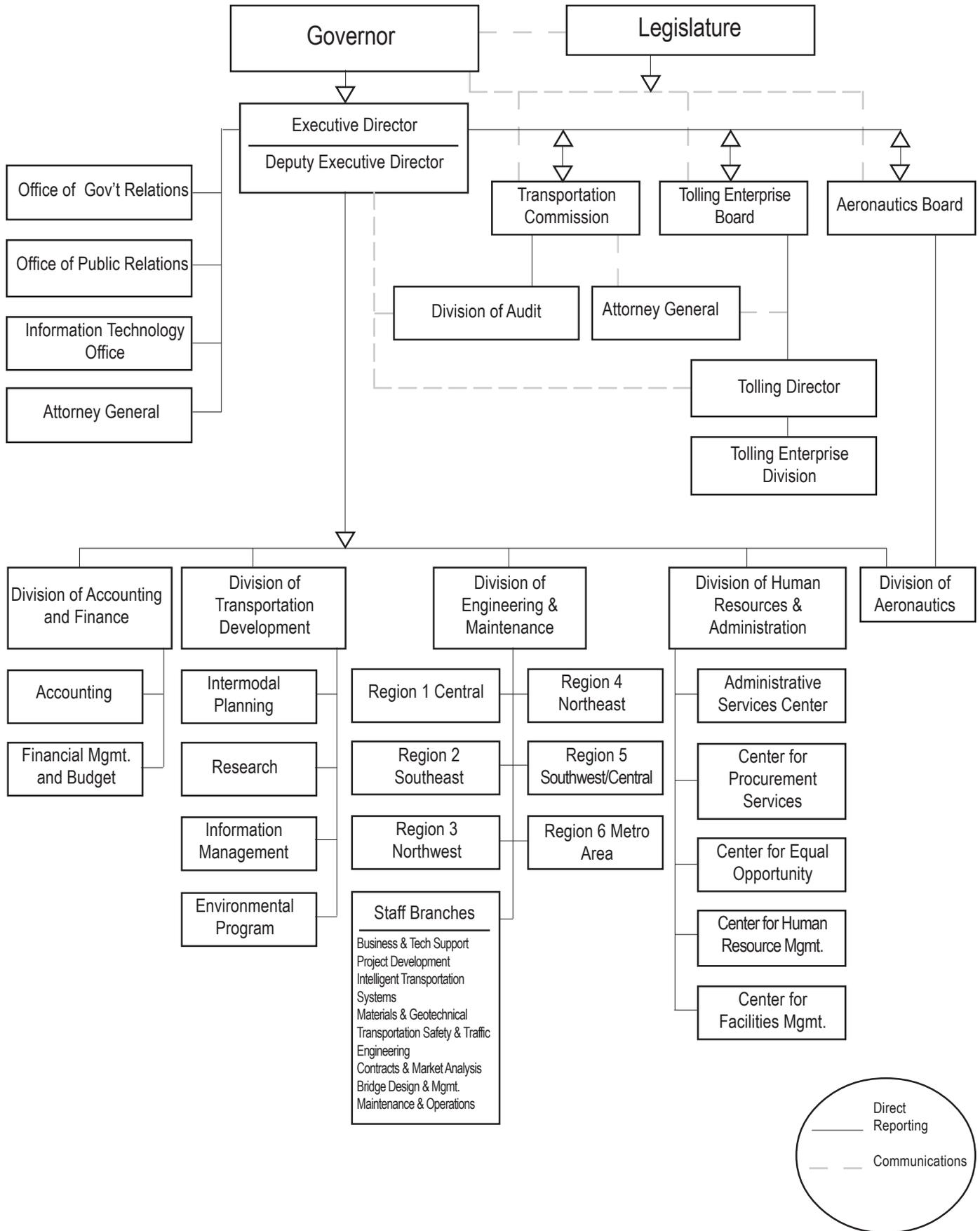


Answers to Frequently  
Asked Questions  
Page 51



Transportation Terms  
Page 55

# Colorado Department of Transportation Organization Chart



# Colorado Transportation Commission

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

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

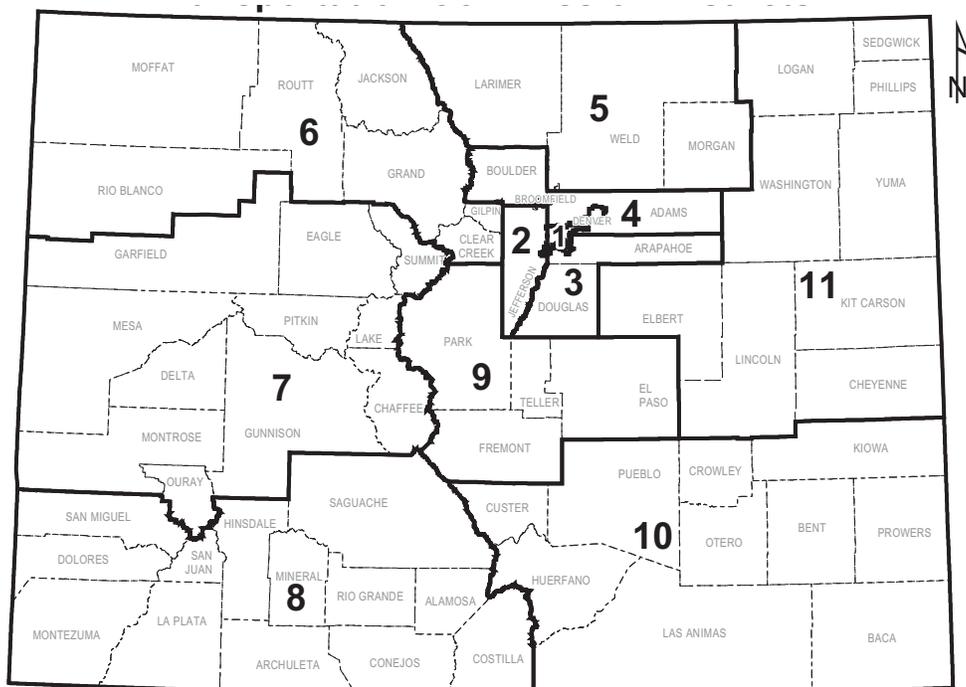
- Formulating general policy with respect to the planning, management, construction, and maintenance of public highways and other transportation systems in the state;
- Advising and making recommendations to the Governor and the General Assembly relative to transportation policy;
- Promulgating and adopting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

*The Commission is a non-partisan, statutorily authorized body comprised of eleven volunteer citizen members who represent and reside in specific districts. Each commissioner is appointed by the Governor and confirmed by the state senate.*

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

For meeting information visit our Web site at: [www.dot.state.co.us/commission](http://www.dot.state.co.us/commission)

# Transportation Commissioners



Data Source: CDOT 2005

Published: May 2006

## **DISTRICT 1**

**Henry Sobanet**

Represents Denver County

## **DISTRICT 2**

**Jeanne Erickson**

Represents Broomfield\* and Jefferson County

## **DISTRICT 3**

**Gregory McKnight**

Represents Arapahoe and Douglas Counties

## **DISTRICT 4**

**Heather Barry**

Represents Adams, Boulder and Broomfield\* Counties

## **DISTRICT 5**

**Bill Kaufman**

Represents Broomfield\*, Larimer, Morgan, and Weld Counties

## **DISTRICT 6**

**George Krawzoff**

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

## **DISTRICT 7**

**Doug Aden, Chair**

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

## **DISTRICT 8**

**Steve Parker**

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

## **DISTRICT 9**

**Les Gruen**

Represents El Paso, Fremont, Park, and Teller Counties

## **DISTRICT 10**

**George Tempel**

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

## **DISTRICT 11**

**Kimbra Killin**

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

## **SECRETARY**

**Stacey Stegman**

Director of Public Relations  
CDOT

4201 East Arkansas Avenue  
Room 277

Denver, CO 80222

Phone: (303) 757-9362

[stacey.stegman@dot.state.co.us](mailto:stacey.stegman@dot.state.co.us)

\* Indicates a portion of a county

# Colorado Tolling Enterprise

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

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

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

The CTE implemented its first project by opening up the underutilized Bus/HOV lanes on I-25 from Downtown Denver to US 36 for solo drivers who choose to pay a toll. The project opened in June 2006 and provides congestion relief to thousands of commuters daily. Revenues collected from tolls are more than sufficient to cover operating and maintenance costs on these lanes.

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

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

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



# Colorado Aeronautical Board

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

## **EASTERN SLOPE GOVERNMENTS**

**Harold Patton, Chair**

Greenwood Village, CO

**Harold Felderman, Vice Chair**

Greeley, CO

## **WESTERN SLOPE GOVERNMENTS**

**Dale Hancock**

Glenwood Springs, CO

**Dave Ubell**

Montrose, CO

## **PILOT ORGANIZATION REPRESENTATIVE**

**Vacant**

## **AVIATION INTERESTS-AT-LARGE**

**Larry Romrell - Secretary**

Castle Rock, CO

## **AIRPORT MANAGEMENT REPRESENTATIVE**

**Dennis Heap**

Watkins, CO

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

# Colorado Division of Aeronautics

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

*The Division of Aeronautics receives no General Fund revenues to support its aviation activities.*

The Division of Aeronautics receives no General Fund revenues to support its aviation activities. Financial support for aeronautical activities is provided through the State Aviation Fund, which is comprised of funds generated from a 2.9% sales tax on all jet fuel, a .04 cent/gallon excise tax on non airline jet fuel and a .06 cent/gallon excise tax on aviation gasoline (AVGAS) which is used in most single and light twin engine aircraft. Of this revenue 65% of the Sales Tax, all of the Jet Fuel Excise Tax and .04 cents of the AVGAS Excise Tax is returned to the airport on which the fuel was purchased. This money is earmarked for airport development. The remaining 35% of the Sales tax and .02 cents of the AVGAS Excise tax is placed in the Aviation Fund to be disbursed as "grants-in-aid" to the aviation community and as administrative expenses for the Division of Aeronautics. These grants are awarded to help fund a variety of airport needs such as runway construction, pavement maintenance, airport related equipment and safety related projects.

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

# Executive Director

Russell George was appointed by Governor Bill Ritter to serve as Executive Director of the Colorado Department of Transportation in February of 2007. Mr. George is responsible for the overall direction and management of CDOT, with a staff of more than 3,000 employees and an annual budget of approximately \$1 billion.

In 2004, Russell George was appointed Executive Director of the Department of Natural Resources (DNR). He previously served as Director of the Colorado Division of Wildlife since September, 2000. During his tenure he led efforts to address a number of issues critical to the future of the state's wildlife resources.

Prior to his cabinet positions, Russ was Speaker of the Colorado House of Representatives. He was named Legislator of the Year in 1994 and 1996 by the Associated Press' capitol reporter. A graduate of Harvard University Law School, he served as a volunteer at the Crow tribe reservation in Montana, a municipal judge in Rifle, general counsel for the Rio Blanco and West Divide Water Conservancy Districts and as director for the Silt Water Conservancy District. Russ is married to Neal Ellen George. They have four sons and reside in Rifle, Colorado.

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



# Office Government Relations

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

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

## Federal Government Liaison

CDOT's Office of Government Relations provides Federal Government Liaison support to both internal 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 bills delineate how state Departments' of Transportation must allocate their share of federal transportation funds, 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.

For specific questions, please contact Mickey Ferrell, Federal Liaison, at (303) 757-9077 or [mickey.ferrell@dot.state.co.us](mailto:mickey.ferrell@dot.state.co.us).

## State Legislative Liaison

The State Legislative Liaison within CDOT's Government Relations Office is responsible for outreach efforts with members of Colorado's General Assembly. Primarily, the State Legislative Liaison develops and advances CDOT's annual legislative agenda while serving as CDOT's representative in the Colorado State Capitol during each legislative session. The legislative agenda is developed with the input of CDOT's Executive Management Team and approval of the Transportation Commission in close coordination with the Governor's Office. The Legislative Liaison advises the Commission and Executive Management Team on pending issues before the state legislature and provides strategic and analytical support to identify potential impacts to the Department.

For specific questions, please contact:

Melissa Nelson, State Legislative Liaison, at (303) 757-9703 or [melissa.nelson@dot.state.co.us](mailto:melissa.nelson@dot.state.co.us)

Thomas Lorz, Research and Communications Coordinator, at (303)757-9084 or [thomas.lorz@dot.state.co.us](mailto:thomas.lorz@dot.state.co.us)

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

## **Local Government Liaison**

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

For specific questions, please contact:

Michelle Halstead, Local Government Liaison, at (303) 757-9441 or [michelle.halstead@dot.state.co.us](mailto:michelle.halstead@dot.state.co.us).

If you have other questions regarding Government Relations, please contact:

Herman Stockinger, Director of the Government Relations Office, at (303) 757-9077 or [Heman.Stockinger@dot.state.co.us](mailto:Heman.Stockinger@dot.state.co.us).

# Office of Public Relations

The Office of Public Relations is the link between CDOT and the news media statewide, as all media communications are coordinated through it. The Office is responsible for news releases, construction and maintenance advisories and publications, advertising development and placement and both internal and external communications, 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 is also charged with running statewide safety information campaigns to educate drivers and promote safety. “Click It or Ticket” is just one example of many to promote the use of safety belts.

In order to help the public resolve disputes with CDOT and respond to complaints and compliments, the Office of Public Relations also works closely with the Governor’s Advocacy Corps. 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](mailto:stacey.stegman@dot.state.co.us).

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



# Funding and Resource Allocation

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

The annual budget is developed by the Transportation Commission and submitted to the Governor for approval. The budget includes both legislatively appropriated items and "non-appropriated" items (those areas appropriated by the Transportation Commission rather than the state legislature).

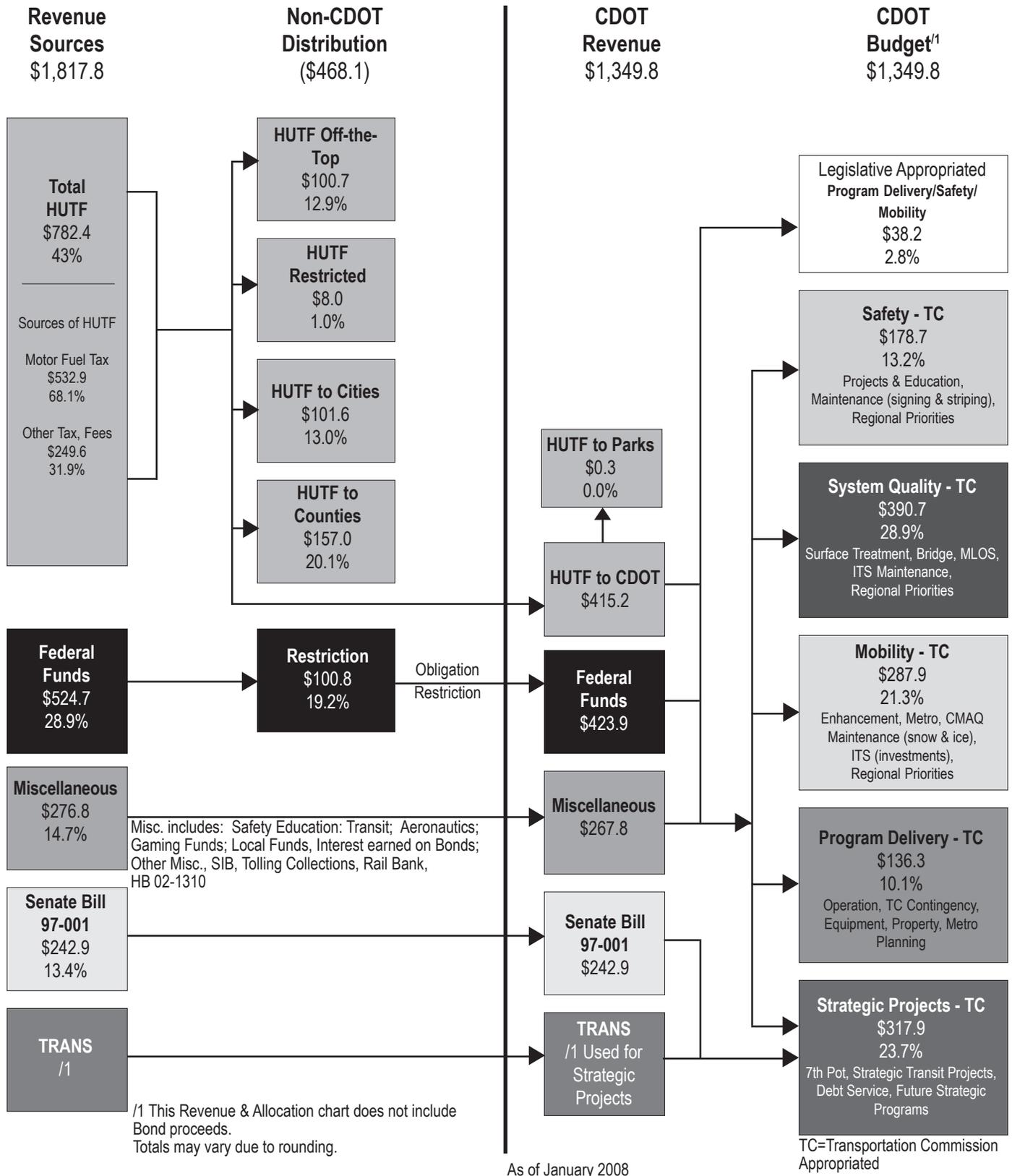
The majority of CDOT's budget is directed and allocated by the 11-member Transportation Commission. The Joint Budget Committee allocates approximately 3% of CDOT's budget. In order to make budgeting decisions, the Transportation Commission uses a performance based resource allocation process that provides guidance 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 majority of CDOT's budget is directed and allocated by the 11-member Transportation Commission.***

# Estimated FY 2007-2008 Financing System - Distribution by Investment Categories

(In Millions)



# 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.

*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.*

## Surface Transportation Authorization

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

## SAFETEA-LU Funding Problems

Fiscal Year 2009 (FY 09) is the last year of the SAFETEA-LU authorization bill. Two economic issues are coming together to put pressure on the Highway Trust Fund (HTF). When SAFETEA-LU was passed in 2005, Congress decided to spend down the trust fund which had a large positive cash balance. That balance was to be spent over the life of the SAFETEA-LU authorization bill, however due to several economic factors, the HTF is facing a negative balance in the \$6 billion to \$8 billion range in FY 09. By statute, the HTF is not permitted to carry a negative balance, nor is it allowed to borrow money. If a funding solution is not found, Congress will be forced to reduce the amount of money given to the States in FY 09 by 20% or more (approximately \$100 million for Colorado).

## Annual Appropriations

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

## Earmarks

An earmark is a specific project identified by Congress as a high priority with a specific dollar amount attached for funding. The goal with earmarks is to ensure that the funding for them comes from “discretionary” money—a portion of the Highway Trust Fund (HTF) that is set aside off-the-top for this specific purpose prior to the remaining HTF being distributed by “formula” back to the states. CDOT works closely with Colorado’s congressional delegation to ensure that projects which are earmarked are also identified as a transportation priority to Colorado’s transportation planning partners and can be found in the short-term, 6-year Strategic Transportation Improvement Program (STIP) for the fiscal year in which the money is sought.

Unlike previous authorization bills, SAFETEA-LU departed from the past in that the Congressional Authorization committees (House Transportation Committee and Senate Environment and Public Works Committee) made a conscience choice to remove most, if not all, the discretionary funds from the bill. The Authorizer’s chose to direct funds through authorization earmarks (SAFETEA-LU earmarks) which had the effect of removing the discretionary money from the Appropriations Committees (both House and Senate). In other words, the Authorizers removed the Appropriators flexibility in earmarks annually so that if the appropriators choose to include earmarks in the annual spending bills the money for those earmarks would almost wholly come from the formula funds allocated to each state.

*The Transportation Commission has taken a policy position that earmarking should be coordinated...*

Because of this, both CDOT and the Colorado congressional delegation sought to make an earmarking process that was more clearly understood for everyone. The Transportation Commission has taken a policy position that earmarking should be coordinated to the extent possible with Colorado’s congressional delegation members and the Transportation Planning Regions (TPR) and Metropolitan Planning Organizations (MPO’s) representatives to ensure earmarks reflect the current Transportation Plan.

CDOT submits annually, an appropriations notebook which contains projects from that fiscal years STIP. This notebook is developed in cooperation with all the MPO’s and TPR’s across the state. Because congressional office’s get a limited number of requests, CDOT’s appropriations notebook contains four highway projects and one aviation project where applicable. Federal funding for these earmarked projects flows through CDOT and, as such, the Department administers the projects to meet all federal requirements for federal funding (match, environmental requirements, completion of the logical phase of the project requested, etc).

Earmark requests outside of the CDOT Appropriations Notebook will be considered a request by the local jurisdiction. That jurisdiction will then be responsible to meet all federal requirements for federal funding (match, environmental requirements, completion of the logical phase of the project requested, etc.)

# State Funding Sources

## Highway Users Tax Fund (HUTF)

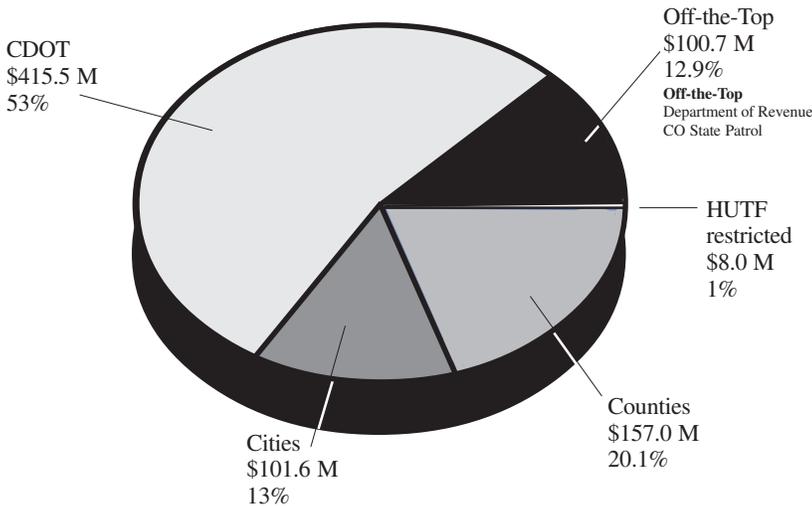
The major source of revenue for CDOT is the Colorado Highway Users Tax Fund (HUTF). Almost three-fourths of the HUTF is funded through Colorado’s motor fuel tax, which is 22 cents per gallon of gasoline and 20.5 cents per gallon of diesel fuel. The remaining funding is comprised of motor vehicle registrations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

Prior to distribution to CDOT, the General Assembly appropriates “off-the-top” money from the HUTF to the Department of Revenue (for Ports-of-Entry and Division of Motor Vehicles) 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.

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

FY 2008 Distribution: \$782.8 Million



As of January 2008

## Sales and Use Tax (Senate Bill 97-001)

In 1997, the Colorado General Assembly passed Senate Bill 97-001. Senate Bill 1 is a measure to provide additional funding from sales and use tax revenues associated with automobiles and automobile-related accessories. In Colorado, the general fund can only grow by 6% annually. Any additional revenue is directed towards other state priorities, including a portion for strategic transportation projects through the Senate Bill 1 transfer. The strategic projects are also known as “7<sup>th</sup> Pot Projects.” In addition, a minimum of 10% of the Senate Bill 1 transfers are used to fund strategic transit projects. See “Transportation Revenue Anticipation Notes (TRANS)” and “7<sup>th</sup> Pot Project Progress” on page 21.

## **House Bill 02-1310**

In 2002, Colorado House Bill 02-1310 was enacted by the General Assembly to provide that any unallocated General Fund surplus within the TABOR constitutional revenue limit 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 is to be used for reconstruction, repair, maintenance, and capital expansion projects.

*Senate Bill 1 provides funding from sales and use tax revenues associated with automobiles and automobile-related accessories to fund high priority state wide transportation projects.*

## **Capital Construction Funds (House Bill 95-1174)**

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

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

## **Gaming Funds**

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

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

## 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 to accelerate strategic transportation projects. The legislation required that bond proceeds must be used on 28 strategic transportation projects across the state commonly referred to as 7<sup>th</sup> Pot Projects.

*..bond proceeds must be used on 28 strategic transportation projects across the state commonly referred to as 7<sup>th</sup> Pot Projects.*

### **7<sup>th</sup> Pot Project Progress**

#### **Corridors Completed or Fully Funded**

I-25/US 50/SH 47 Interchange  
I-25, Owl Canyon Road to Wyoming  
C-470 Extension  
US 34, I-25 to US 85  
Santa Fe Corridor  
I-76 at 120th Avenue  
US 285, Goddard Ranch Court to Foxton Rd.  
I-225 at Parker Road (SH 83)  
I-70 East, Tower Road to Kansas State Line  
I-70/I-25, "The Mousetrap"  
SH 82, Basalt to Buttermilk  
US 50, Grand Junction to Delta  
I-25, SH 7 to SH 66  
US 287, Broomfield to Loveland  
T-REX (I-25 and I-225)  
US 40 Berthoud Pass and in Winter Park  
I-25 through Colorado Springs  
I-25/US 36/I-76/I-270  
US 160 Wolf Creek Pass

#### **Remaining Corridors**

Powers Boulevard in Colorado Springs  
US 287, Campo to Hugo  
US 160, SH 3 to the Florida River  
US 550, New Mexico State Line to Durango  
I-25, SH 66 to Fort Collins - Environmental Impact Statement (EIS) underway  
I-70 West, Denver to Eagle County - Programmatic EIS draft complete  
I-25 Denver to Colorado Springs - EIS completed from Lincoln Avenue to Castle Rock; Environmental Assessment (EA) completed from Monument through Colorado Springs  
East Corridor Major Investment Study - undergoing necessary environmental clearance to identify future projects  
West Corridor Major Investment Study - undergoing necessary environmental clearance to identify future projects

# Alternative Funding Options

## Public and Private Initiatives (PPIs)

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

The Colorado Tolling Enterprise (CTE) is a not-for-profit business that finances, designs, builds, operates, and maintains toll highways.

The CTE opened its first project, the North I-25 HOV/*Express Lanes*, to the public in June of 2006. The HOV/tolled *Express Lanes* maximize the efficiency of HOV lanes, allow those who drive alone (also known as single occupant vehicles) to use the HOV/*Express Lanes* if they pay a toll. As the HOV lanes currently have excess space, there is room for additional vehicles without any travel time impacts to carpoolers who use these lanes without paying a toll. The project includes seven miles of the I-25 HOV lanes, between Downtown Denver and US 36. Revenues from this first project now fully fund its operations and have begun to repay the transfer of funds authorized by the Transportation Commission.

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

## 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 to form a taxing authority in order to fund local transportation projects. An Inter-Governmental Agreement between the RTA and CDOT is required prior to taking it to a vote of the people of said region in order to form and fund a transportation project on the state highway system.

# Resource Allocation by Investment Categories

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

## Investment Categories

### Safety

The Safety category includes services, programs, and projects that reduce fatalities, injuries, and property damage for all users of the system. The goals of the safety program are to (1) create, promote, and maintain a safe and secure transportation system and work environment. (2) Increase investment in safety and strategic projects. The investment category includes the following two areas of focus: (1) Drive Behavior Program, which promotes safety through education and enforcement programs, and (2) Roadway Safety Program with an emphasis on highway or signage improvements to better the safety of the motoring public.

### System Quality

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

### Mobility

The activities within this category address issues that impact whether it be level or quality of movement, accessibility to transportation, reliability of the system, connectivity of one system to another system, and environmental stewardship. The programs used to address these issues include highway performance program, alternate modes, intelligent transportation systems, travel demand management programs, weather-related incident management teams and traveler information.

### 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.

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



# Transportation Planning

In 1991, two laws dramatically changed transportation planning in Colorado. The first changed the Colorado Department of Highways to the Colorado Department of Transportation. Within this law, a grassroots process was established for defining transportation needs. It required the development of a comprehensive, long-range twenty-year Statewide Transportation Plan, incorporating the priorities and needs of the 15 transportation planning regions.

The law was the enactment by Congress of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) that similarly required the states to produce a Statewide Transportation Plan and a Statewide Transportation Improvement Program (STIP). In 1998, the Transportation Equity Act of the 21st Century (TEA-21) was enacted to replace ISTEA. In 2005, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law to replace TEA-21.

In accordance with SAFETEA-LU, CDOT carries out a continuing, cooperative, and comprehensive statewide multi-modal transportation planning process with its 15 transportation planning regions. The process includes the development of a long-range Statewide Transportation Plan that sets the vision and a Statewide Transportation Improvement Program (STIP) that identifies short-term project needs and priorities. CDOT has chosen to use a six-year STIP, to be updated every four years. Transportation projects in the STIP are consistent with corridor visions identified in the long range Statewide Transportation Plan.

## Long Range Transportation Plan

The Long Range statewide transportation plan represents a comprehensive, multi-modal transportation vision. It provides a statewide perspective that reflects the Transportation Commission policies and integrates the needs, revenues and costs identified in all 15 Regional Transportation Plans. It contains a constrained component based on Transportation Commission resource allocation, the cost to sustain the system at current performance levels, and a vision of how the system could perform by reducing congestion, improving safety and maintaining the existing transportation system.

*A grassroots process for defining transportation needs and priorities was established in 1991 by integrating all 15 regional transportation plans into a comprehensive multi-modal Statewide Transportation Plan.*

## **Transportation Planning Regions (TPR)**

Development of a twenty year statewide transportation plan begins at the local level with business persons, residents and local officials in the Transportation Planning Regions (TPRs). Of the 15 TPRs, five located in urban areas are known as Metropolitan Planning Organizations (MPOs) and the remaining 10 are non-urban TPRs. Each TPR is comprised of municipalities and counties within given boundaries. State law enables elected officials from the counties and municipalities in the non-urban TPRs to form Regional Planning Commissions (RPC) through an intergovernmental agreement. The RPCs develop and adopt regional transportation plans. Regional transportation plans are integrated into the statewide transportation plan which is approved by the Transportation Commission.

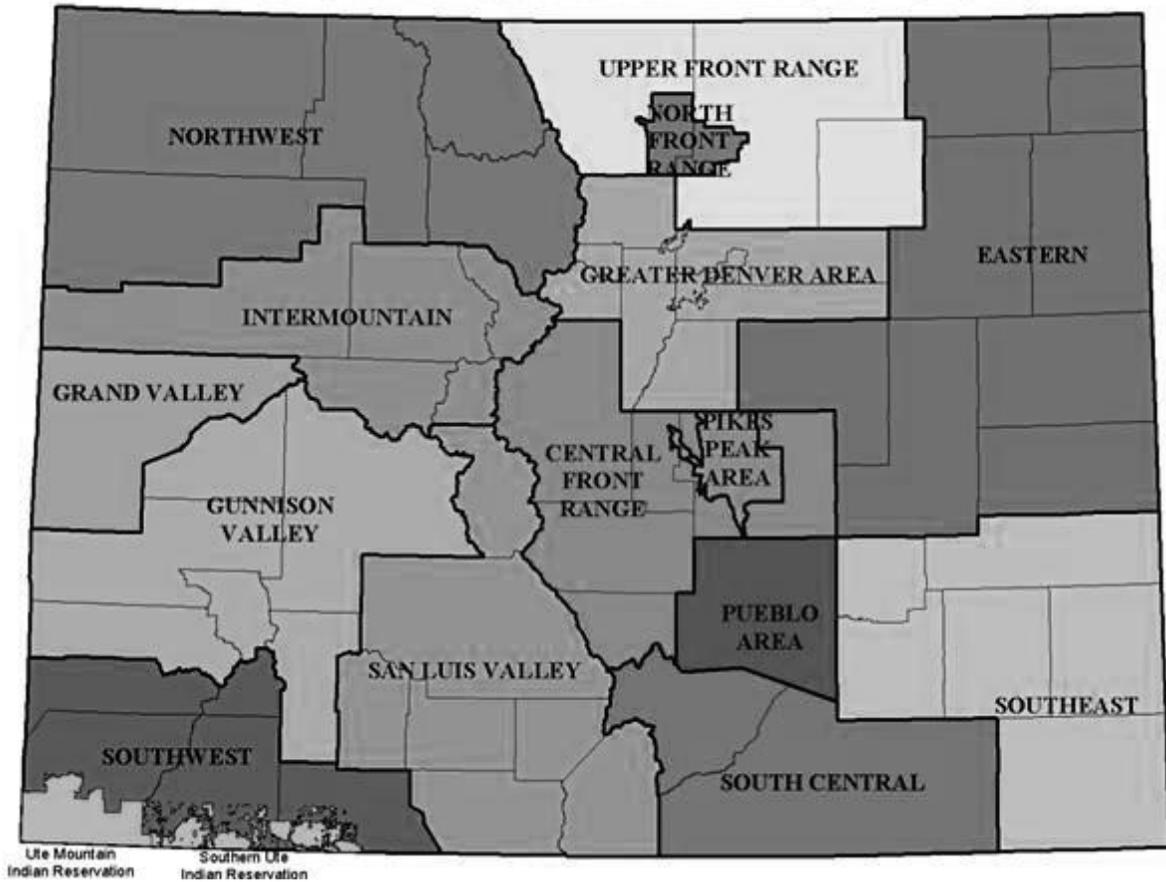
*Each Transportation Planning Region is comprised of elected officials from Colorado's counties and municipalities who identify and prioritize corridor strategies and/or projects for their specific planning region for integration into the Statewide Transportation Plan.*

## **Statewide Transportation Advisory Committee (STAC)**

The Statewide Transportation Advisory Committee (STAC)—made up of representatives of each of the 15 TPRs—advises the Department on planning-related issues and reviews the regional and statewide transportation plans. The STAC meets regularly (usually monthly) prior to each Transportation Commission meeting. The Chair of the STAC provides regular updates on STAC activities and issues to the Transportation Commission. For members of the Statewide Advisory Committee, please visit page 27.

# Statewide Transportation Advisory Committee (STAC) Representatives

## TRANSPORTATION PLANNING REGIONS



**CENTRAL FRONT RANGE**  
**Larry Lasha**  
Fremont County Commissioner  
Phone: (719) 276-7300

**GREATER DENVER AREA**  
**Lorraine Anderson**  
Council Member, City of Arvada  
Phone: (303) 424-5664

**EASTERN**  
**Trent Bushner**  
Yuma County Commissioner  
Phone: (970) 332-5796

**GRAND VALLEY/MESA COUNTY**  
**Todd Hollenbeck**  
Mesa County Regional  
Transportation Director  
Phone: (970) 244-1788

**GUNNISON VALLEY**  
**Vince Rogalski, STAC Chair**  
Phone: (970) 641-0808

**INTERMOUNTAIN**  
**Mick Ireland**  
Mayor, City of Aspen  
Phone: (970) 920-2858

**NORTH FRONT RANGE**  
**Ed Starck**  
Mayor of Windsor  
Phone: (970) 686-5191

**NORTHWEST**  
**John Rich**  
Jackson County Commissioner  
Phone: (970) 723-4328

**PIKES PEAK AREA**  
**Wayne Williams**  
El Paso County Commissioner  
Phone: (719) 439-1870

# Statewide Transportation Advisory Committee (STAC)

## Representatives continued

### **PUEBLO AREA**

**John Cordova**

Pueblo County Commissioner

Phone: (719) 583-6538

### **SAN LUIS VALLEY**

**George Wilkinson**

Alamosa County Commissioner

Phone: (719) 580-4627

### **SOUTH CENTRAL**

**Priscilla "Pete" Fraser**

South Central Council of

Governments

Phone: (719) 845-1133 ext. 216

### **SOUTHEAST**

**Dan Tate**

Southeast Colorado Enterprise

Development

Phone: (719) 336-3850

### **SOUTHERN UTE INDIAN TRIBE**

**Bob Piccoli**

Director, Construction & Project

Management

Phone: (970) 563-0138

### **SOUTHWEST**

**DeWayne Findley**

Montezuma County

Commissioner

Phone: (970) 882-7366

### **UPPER FRONT RANGE**

**Robert Masden**

Weld County Commissioner

Phone: (970) 356-4000 ext.

4200

### **UTE MOUNTAIN UTE INDIAN TRIBE**

**Michael Elkriver**

Tribal Council

Phone: (970) 564-5601

# Urban Planning

## Metropolitan Planning Organizations (MPO)

Five of the 15 Transportation Planning Regions (TPRs), are known as Metropolitan Planning Organizations (MPOs), located in urban areas with a population of 50,000 or more. The Denver Regional Council of Governments (DRCOG); Grand Valley Metropolitan Planning Organization (Mesa County); North Front Range Transportation and Air Quality Planning Council (Fort Collins/Loveland area); Pikes Peak Area Council of Governments (Colorado Springs area); and Pueblo Area Council of Governments (Pueblo area). The five MPOs have more complex planning requirements than the ten TPRs with predominantly rural characteristics.

An MPO is a federally designated entity established by agreement between the Governor and units of local government responsible for carrying out a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs for the urbanized area.

MPOs with populations of 200,000 or greater are designated as Transportation Management Areas (TMAs) and have additional federal requirements and responsibilities regarding air quality conformity, long-range planning and short term project selection. Colorado has three TMAs: Denver Regional Council of Governments, North Front Range Transportation and Air Quality Planning Council, and Pikes Peak Area Council of Governments.

## Transportation Improvement Program (TIP)

MPOs prepare Regional Transportation Plans (RTPs), which include constrained and vision components and identify the needs and corridor strategies and/or projects anticipated to be constructed over the next twenty-plus years. The MPOs also prepare Transportation Improvement Programs (TIPs) to identify projects to be constructed in the next six years. The Transportation Commission and the Department actively participate in the MPO transportation process. The TIPs adopted by the MPOs and approved by the Governor are incorporated without modification into the six-year Statewide Transportation Improvement Program (STIP).

Under federal law, all five Metropolitan Planning Organizations (MPO) in cooperation with CDOT are required to develop a short-term capital improvement program consistent with the long range transportation plan for their metropolitan planning area. Similar to the STIP, the TIP is updated every four years and in Colorado, includes a six year planning horizon. MPO TIPs are approved by the MPO and the Governor and included in the Statewide STIP without modification.

*Five of the 15 Transportation Planning Regions are known as Metropolitan Planning Organizations because they are in urban areas with a population of 50,000 or more.*

## Rural Planning

***Ten Regional Planning Commissions are responsible for developing Regional Transportation Plans and establishing the regional priorities and needs.***

Ten Transportation Planning Regions (TPRs) are primarily rural in nature. In these rural areas, Regional Planning Commissions (RPCs) are responsible for developing Regional Transportation Plans (RTPs) in cooperation with CDOT and establishing the regional priorities and needs in the multi-modal Regional Transportation Plans. Like their MPO counterparts, the RPCs develop long-range (twenty plus year), multi-modal plans that have both fiscally-constrained and vision components.

In non-MPO planning regions, regional priorities are established by the RPCs through their regional transportation planning process. Projects are selected through the through the CDOT Region Project Priority Programming Process (4P) which generally occurs once every two years. The 4P utilizes the “fiscally-constrained,” regionally prioritized corridor strategies to as the basis for projects and priorities to be included in the six-year Statewide Transportation Improvement Program (STIP).

## **Statewide Transportation Improvement Program (STIP)**

The Statewide Transportation Plan is implemented by programming priority projects into the short-term, six-year Statewide Transportation Improvement Plan (STIP). The STIP projects are consistent with statewide transportation plan to assure development of corridor visions. All federally funded and regionally significant projects are identified in the STIP. Projects are selected in cooperation with local officials in TPRs based on a set of criteria developed to solve or improve a particular congestion, safety, or system quality need on the transportation system.

Under SAFETEA-LU, the STIP is updated every four years through the Project Priority Planning Process (4P). This 4P effort incorporates the state statutory requirement that CDOT formally hear the transportation needs of Colorado's 64 counties through meetings with the Regional Transportation Planning regions. The 4P process also meets the federal requirement that CDOT work cooperatively with the MPOs to develop TIPs prior to incorporating the TIP into the STIP.

*The Statewide Transportation Plan is implemented by programming priority projects into the short-term, six-year Statewide Transportation Improvement Plan (STIP).*

# 10 Steps to Plan and Build a Project

Every CDOT project is identified in the six-year Statewide Transportation Improvement Program (STIP) based on its ability to meet or improve a particular congestion, safety, or system quality need. Projects programmed in the six-year STIP, must be consistent with the long-range Statewide Transportation Plan.

## Long-Range Planning Process: 20 Year Statewide Transportation Plan

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

*Every CDOT Project must be consistent with the 20 year Statewide Transportation Plan and programmed into the six-year STIP before it can be advertised for contractors and construction can begin.*

## Short-Range Planning Process: Six-Year Statewide Transportation Improvement Program (STIP)

5. The Statewide Transportation Improvement Program or STIP process begins with the CDOT Regions conducting the county hearing or 4P Process to identify local funding priorities over the next few years. The projects selected must be consistent with the corridor visions identified in the adopted Regional and Statewide Transportation Plans.
6. CDOT prepares a draft STIP (a fiscally constrained, six-year plan) that proposes how to expend funds over the next six years. Joint meetings are then held with all the Transportation Planning Regions (TPRs) to prioritize projects submitted through the county hearing process. The projects selected must be consistent with CDOT's regional budgets.
7. The final STIP is reviewed to ensure state and federal regulations are met.
8. The STIP is approved by the Colorado Transportation Commission, the Federal Highway Administration, and the Federal Transit Administration.
9. STIP projects are programmed and budgeted. Once design and environmental clearances are completed and all construction funds are included in the STIP, and budget, the project can go to ad.
10. STIP projects are advertised for contractors, contractor is selected, and project construction begins.

For additional questions you may have about CDOT's planning process, please contact Sandi Kohrs, Multimodal Planning Branch Manager, at (303) 757-9795 or [sandi.kohrs@dot.state.co.us](mailto:sandi.kohrs@dot.state.co.us).

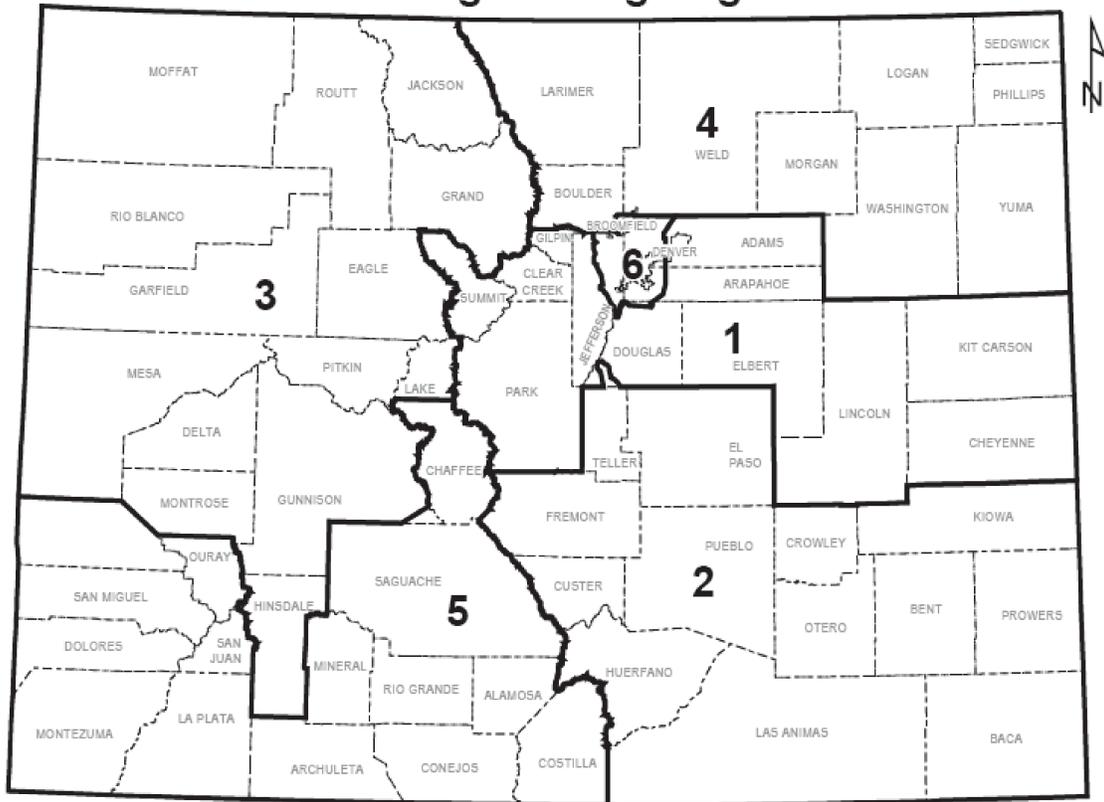
## Statewide and Regional Planning Managers

The regional planning managers direct all planning activities for their engineering region while facilitating communications between CDOT and Colorado's transportation planning regions. The statewide Division of Transportation Development coordinates the development of regional and statewide planning and outreach. Each planning manager is in close communication with CDOT's Division of Accounting and Finance and the TPRs, because they all work together to develop and adopt the 20-year regional transportation plans, which guide transportation decisions made by CDOT in the short-term (6-year STIP) planning process.

*The Planning Managers direct all planning activities between CDOT and Colorado's Transportation Planning Regions.*

# Planning Managers

## CDOT Engineering Regions



Data Source: CDOT 2005

Published: May 2006

### STATEWIDE

**Vacant**

Phone: (303) 757-9763

[@dot.state.co.us](mailto:@dot.state.co.us)

### REGION 2

**Wendy Pettit**

Phone: (719) 546-5748

[wendy.pettit@dot.state.co.us](mailto:wendy.pettit@dot.state.co.us)

### REGION 5

**Laurie Blanz**

Phone: (970) 385-1435

[laurie.blanz@dot.state.co.us](mailto:laurie.blanz@dot.state.co.us)

### REGION 1

**Darin Stavish**

Phone: (303) 365-7047

[darin.stavish@dot.state.co.us](mailto:darin.stavish@dot.state.co.us)

### REGION 3

**Mark Rogers**

Phone: (970) 248-7075

[mark.rogers@dot.state.co.us](mailto:mark.rogers@dot.state.co.us)

### REGION 6

**Lizzie Kemp**

Phone: (303) 757-9929

[elizabeth.kemp@dot.state.co.us](mailto:elizabeth.kemp@dot.state.co.us)

### REGION 4

**Karen Schneiders**

Phone: (970) 350-2172

[karen.schneiders@dot.state.co.us](mailto:karen.schneiders@dot.state.co.us)

# National Environmental Policy Act

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

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

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

Finally, NEPA mandates that the public have an opportunity to participate in the process through public hearings. The full decision-making process is outlined in the chart on page 36.

Accordingly, CDOT has committed to complying with the intent and requirements of NEPA for all transportation activities, regardless of whether or not they are federally funded. Although non-federal projects do not require the federal agency approval, the NEPA process is an established framework for ensuring environmental factors are considered and consistent with CDOT's environmental ethic. Thus, the guiding principles of NEPA have been incorporated into the CDOT transportation planning and project development process, as well as maintenance and operations of the state transportation system. It is the responsibility of all CDOT employees to recognize and consider these essential principles and to appropriately include them in the transportation decision-making process.

If you have additional questions concerning the National Environmental Policy Act, please contact Brad Beckham, Environmental Programs Branch Manager, at (303) 757-9630 or [Brad.Beckham@dot.state.co.us](mailto:Brad.Beckham@dot.state.co.us).

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

# NEPA Categories

## Environmental Impact Statements (EIS)

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

Examples include:

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

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

## Environmental Assessments (EA)

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

Examples include:

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

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

*23 C.F.R. § 771.115 et seq*

## Categorical Exclusions (Cat Ex/CE)

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

Examples include:

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

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

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





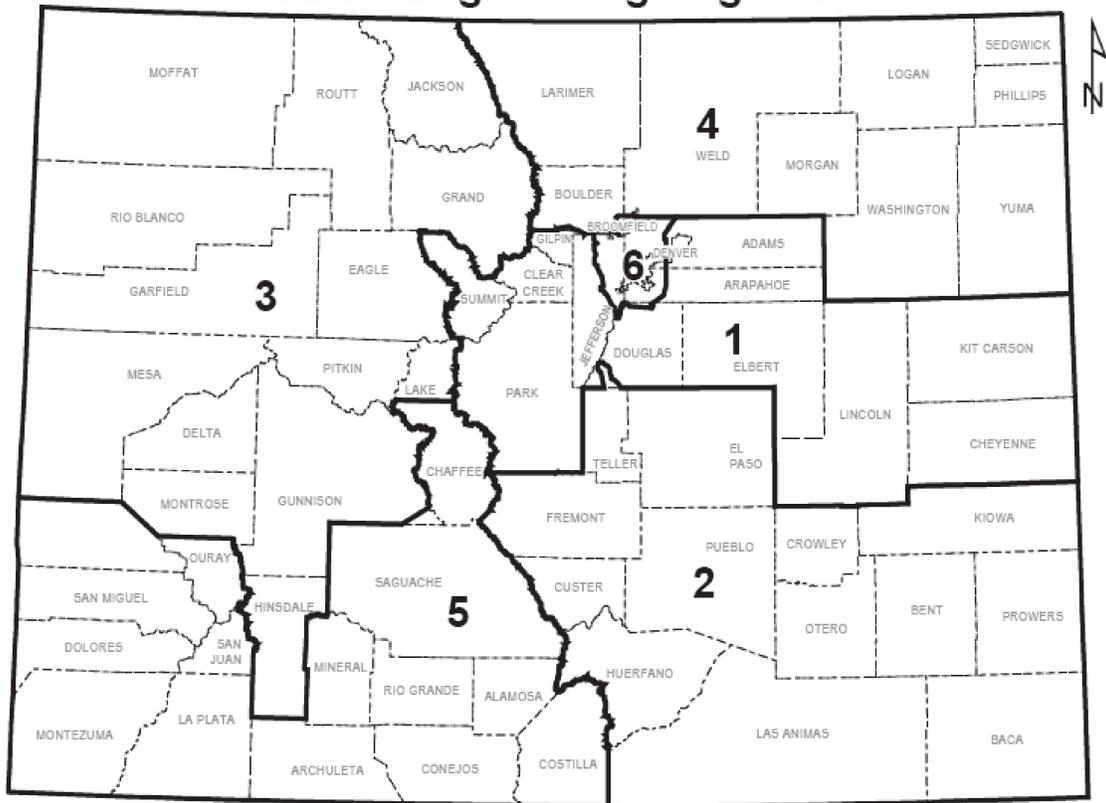
# Engineering Regions

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

*CDOT has established six engineering regions across the state in order to decentralize many of its functions and maximize contact with the public.*

# Regional Transportation Directors (RTDs)

## CDOT Engineering Regions



Data Source: CDOT 2005

Published: May 2006

### REGION 1

#### Jeff Kullman

18500 East Colfax Avenue  
Aurora, CO 80011  
Phone: (303) 365-7001  
[jeff.kullman@dot.state.co.us](mailto:jeff.kullman@dot.state.co.us)

### REGION 2

#### Tim Harris

905 Erie Avenue  
Pueblo, CO 81002  
Phone: (719) 546-5452  
[timothy.harris@dot.state.co.us](mailto:timothy.harris@dot.state.co.us)

### REGION 3

#### Weldon Allen

222 South 6<sup>th</sup> Street  
Room 317  
Grand Junction, CO 81501  
Phone: (970) 683-6203  
[weldon.allen@dot.state.co.us](mailto:weldon.allen@dot.state.co.us)

### REGION 4

#### Bob Garcia

1420 2<sup>nd</sup> Street  
Greeley, CO 80632  
Phone: (970) 350-2162  
[robert.garcia@dot.state.co.us](mailto:robert.garcia@dot.state.co.us)

### REGION 5

#### Richard Reynolds

3803 North Main Avenue  
Room 306  
Durango, CO 81301  
Phone: (970) 385-1402  
[richard.reynolds@dot.state.co.us](mailto:richard.reynolds@dot.state.co.us)

### REGION 6

#### Randy Jensen

2000 South Holly Street  
Denver, CO 80222  
Phone: (303) 757-9459  
[randy.jensen@dot.state.co.us](mailto:randy.jensen@dot.state.co.us)

# Maintenance

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

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

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

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

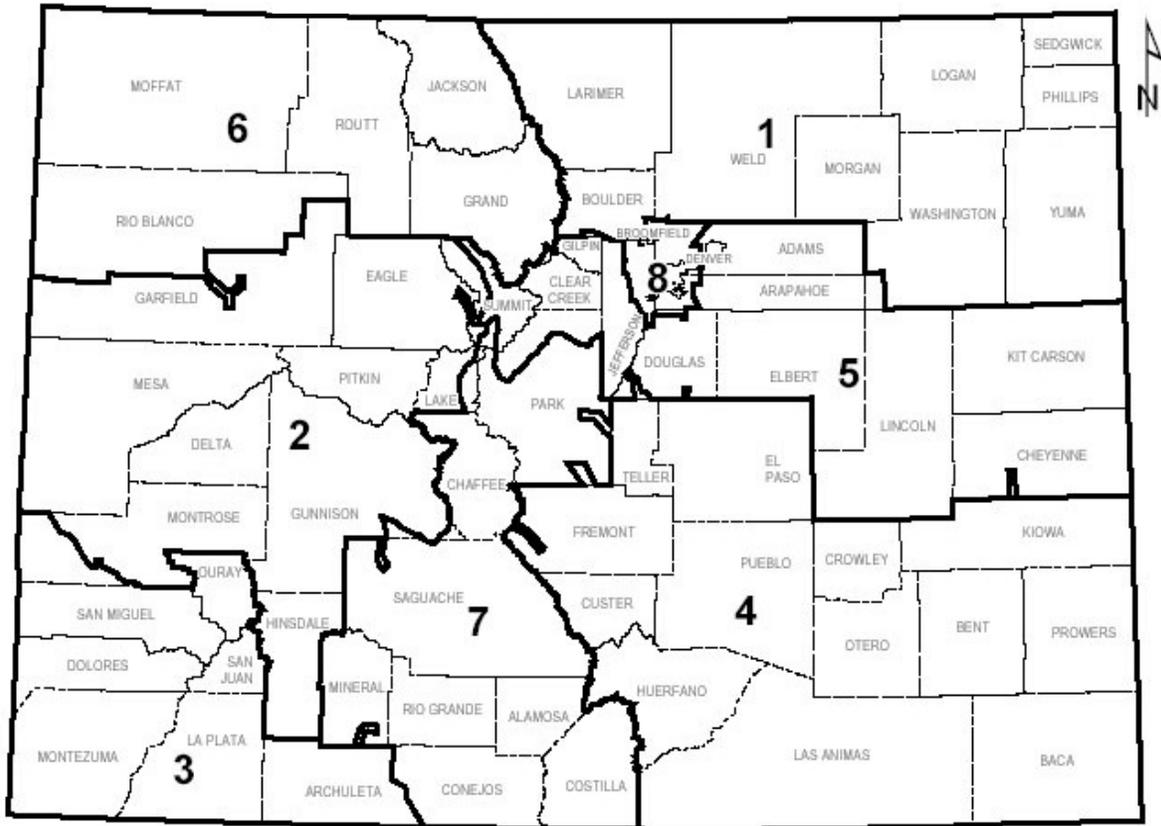
*The Colorado Department of Transportation’s Maintenance Program protects the significant investment in our current highway infrastructure. This preservation effort is not only vital to the integrity of the infrastructure; it is an imperative component of highway safety for the traveling public.*

## Level of Service FY 2007

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

Source:CDOT Staff Maintenance

# Maintenance Superintendents



## SECTION 1

**Dennis Allen**

1420 2<sup>nd</sup> Street  
Greeley, CO 80631  
Phone: (970) 350-2122  
[dennis.allen@dot.state.co.us](mailto:dennis.allen@dot.state.co.us)

## SECTION 4

**Keith Flowerdew**

905 Erie Avenue  
Pueblo, CO 81001  
Phone: (719) 546-5419  
[keith.flowerdew@dot.state.co.us](mailto:keith.flowerdew@dot.state.co.us)

## SECTION 7

**Mike DeLong**

1205 West Ave, Box A  
Alamosa, CO 81101  
Phone: (719) 589-3616  
[michael.delong@dot.state.co.us](mailto:michael.delong@dot.state.co.us)

## SECTION 2

**Delmon French**

606 S. 9<sup>th</sup> Street  
Grand Junction, CO 81501  
Phone: (970) 248-7362  
[delmon.french@dot.state.co.us](mailto:delmon.french@dot.state.co.us)

## SECTION 5

**Fred Schulz**

18500 E. Colfax Ave.  
Aurora, CO 80211  
Phone: (303) 757-9649  
[fred.schulz@dot.state.co.us](mailto:fred.schulz@dot.state.co.us)

## SECTION 8

**Rob Haines**

5640 E. Atlantic Place  
Denver, CO 80224  
Phone: (303) 757-9514  
[robert.haines@dot.state.co.us](mailto:robert.haines@dot.state.co.us)

## SECTION 3

**Paul DeJulio**

20581 W. Hwy 160  
Durango, CO 81301  
Phone: (970) 385-1652  
[paul.dejulio@dot.state.co.us](mailto:paul.dejulio@dot.state.co.us)

## SECTION 6

**Kandace Lukow**

260 Ranney Street  
Craig, CO 81625  
Phone: (970) 824-5104  
[kandace.lukow@dot.state.co.us](mailto:kandace.lukow@dot.state.co.us)

## SECTION 9

**Mike Salamon**

P. O. Box 397  
Idaho Springs, CO 80452  
Phone: (303) 512-5730  
[michael.salamon@dot.state.co.us](mailto:michael.salamon@dot.state.co.us)

# Safety and Traffic Engineering

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

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

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

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

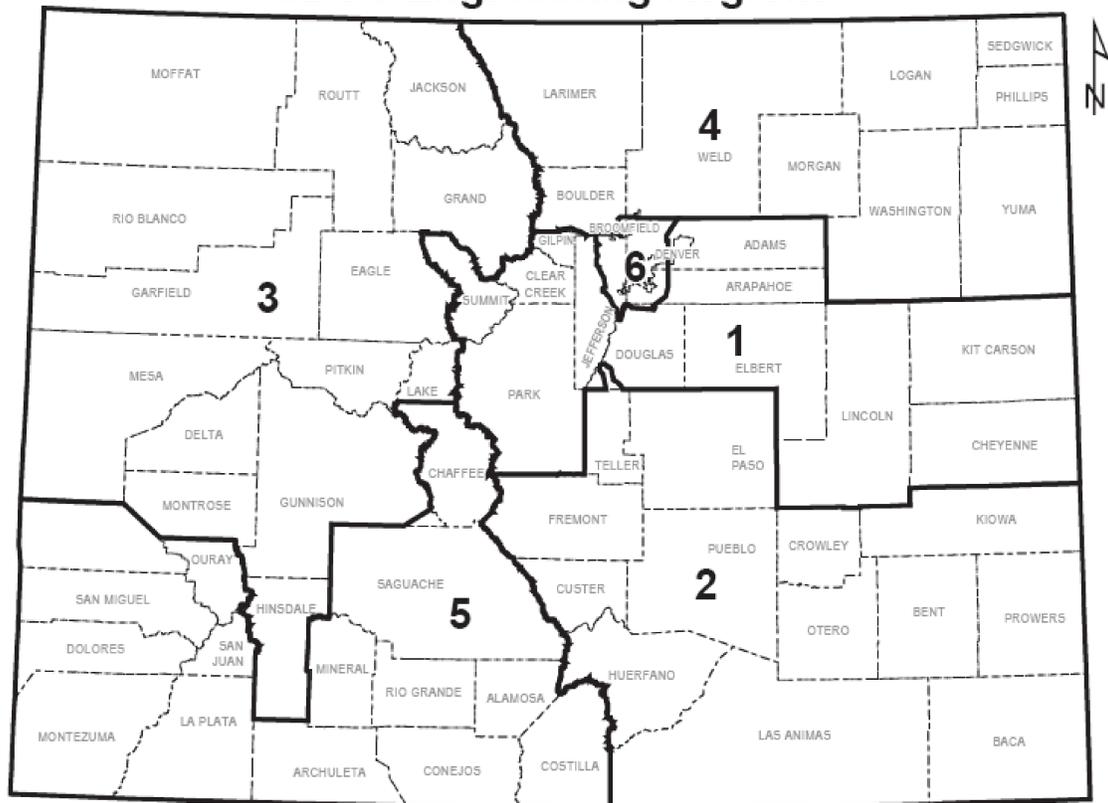
For additional questions about statewide safety and traffic engineering programs, please contact Gabriela Vidal, CDOT Safety and Traffic Engineering Branch Manager, at (303) 757-9879 or [Gabriela.Vidal@dot.state.co.us](mailto:Gabriela.Vidal@dot.state.co.us).

For questions concerning specific regional safety or traffic projects, please contact your appropriate regional Traffic Engineer referenced on page 44.

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

# Traffic Engineers

## CDOT Engineering Regions



Data Source: CDOT 2005

Published: May 2006

### REGION 1

**Bernie Guevara**

Phone: (303) 757-9122

[bernardo.guevara@dot.state.co.us](mailto:bernardo.guevara@dot.state.co.us)

### REGION 3

**Jim Nall**

Phone: (970) 248-7035

[jim.nall@dot.state.co.us](mailto:jim.nall@dot.state.co.us)

### REGION 5

**Mike McVaugh**

Phone: (970) 385-8360

[mike.mcvaugh@dot.state.co.us](mailto:mike.mcvaugh@dot.state.co.us)

### REGION 2

**Sasan Delshad**

Phone: (719) 546-5411

[sasan.delshad@dot.state.co.us](mailto:sasan.delshad@dot.state.co.us)

### REGION 4

**Ina Zisman**

Phone: (970) 350-2121

[ina.zisman@dot.state.co.us](mailto:ina.zisman@dot.state.co.us)

### REGION 6

**Steve Hersey (acting)**

Phone: (303) 757-9942

[steven.hersey@dot.state.co.us](mailto:steven.hersey@dot.state.co.us)

# 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 the overall mission and values.

CDOT has three major buying and contracting units:

<b>Center for Procurement and Contract Services</b>	<b>Agreements</b>	<b>Property Management</b>
day-to-day operations and maintenance goods and services	highway construction and design	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**) Web site. 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.

The web address is [www.gssa.state.co.us](http://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 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

Cheryl Wright is CDOT's Procurement Manager and can be reached at (303) 757-9660.



# Center for Equal Opportunity

In accordance with state and federal civil rights law, the Center for Equal Opportunity (EO) mission is to:

- Promote and maintain a qualified, diverse and respectful CDOT and contractor workforce.
- Promote equal access to transportation improvements, maintenance and systems for Colorado residents
- Promote and maintain equal opportunity for small and underutilized highway construction contractors and consultants.

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

## **The DBE Program**

The U.S. Department 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 the 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. Many of the small firms participating in the ESB program are also certified DBEs. The program is intended to assist ESBs to gain the knowledge, experience and resources needed to successfully compete for highway construction, design and research contracts.

## **Construction Development Center (CDC)**

The CDOT CDC consultants assist DBEs with bidding and estimating. CDC offers classes and training sessions to provide firms (DBE and non-DBE) with business development skills and networking opportunities.

## **Business Opportunity and Workforce Development Program (BOWD)**

CDOT received a two-year grant from the Federal Highway Administration (FHWA) in 2007 making Colorado one of a select few states to offer a pilot program aimed at improving the capacity and capability of Disadvantaged Business Enterprises (DBEs) to compete for highway contracts. Through this program, participating firms receive a tailored program of technical and business assistance.

## **On-the-Job Training (OJT)**

The objective of CDOT's On-the-Job Training Program (OJT) is to provide training and upgrading of minorities and women in meaningful jobs in the highway construction industry and developing full journey workers in the trades.

## **Equal Access**

The Center for Equal Opportunity administers initiatives to ensure sidewalk and building access for persons with disabilities, and equitable access to transportation services, and programs.

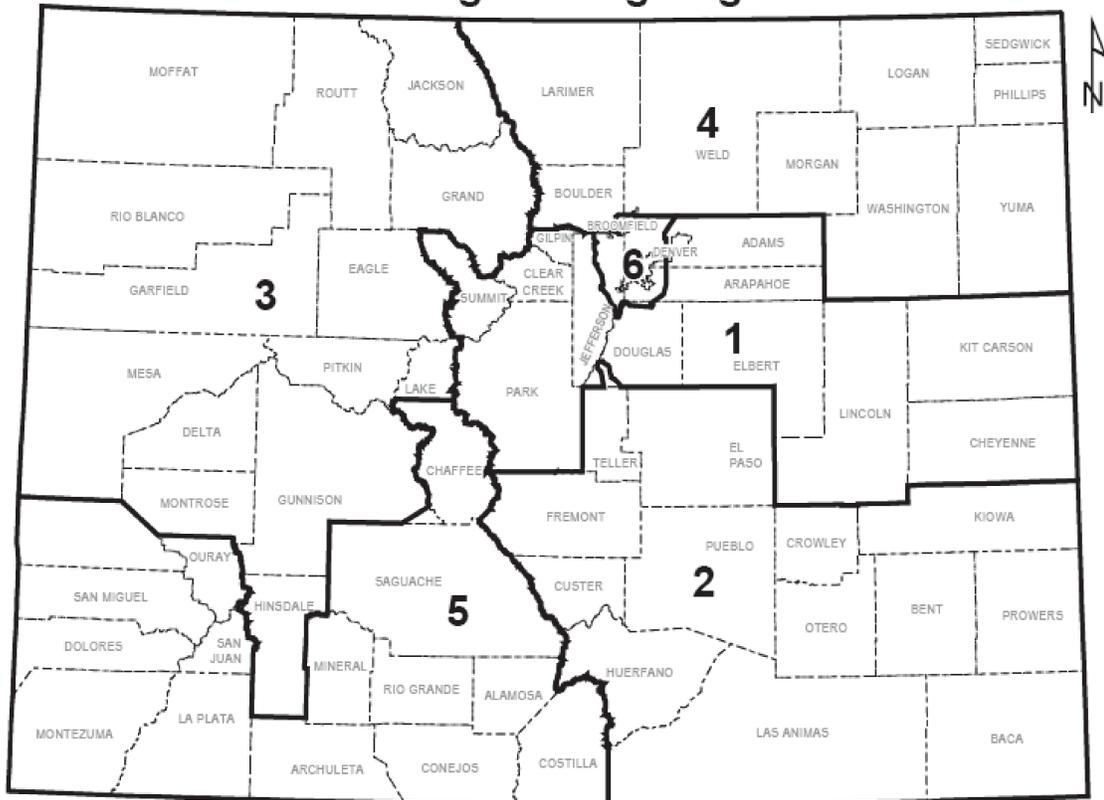
## **Employment Initiatives**

The Center for Equal Opportunity provides assistance to CDOT employees and job applicants to assure non-discrimination and equal opportunity.

Debra Gallegos is the EEO Center Manager and may be reached at (303) 757-9303 or toll free at 1-800-925-3427, by e-mail at [debra.gallegos@dot.state.co.us](mailto:debra.gallegos@dot.state.co.us) and on the Web at [www.dot.state.co.us/EEO](http://www.dot.state.co.us/EEO)

# CIVIL RIGHTS MANAGERS

## CDOT Engineering Regions



Data Source: CDOT 2005

Published: May 2006

### REGION 1

**Micki Perez**

18500 E. Colfax Avenue, Room 108  
Aurora, Colorado 80011  
(303) 365-7031

### REGION 3

**Christa Taylor**

222 S. 6<sup>TH</sup> Street  
Grand Junction, Colorado 81501  
(970) 683-6210

### REGION 5

**Alice Baker**

3803 N. Main Avenue, Suite 306  
Durango, Colorado 81301  
(970) 385-1403

### REGION 2

**Mary Dugan**

905 Erie Avenue  
Pueblo, Colorado 81001  
(719) 546-5432

### REGION 4

**Wendy Miller**

1420 2<sup>ND</sup> Street  
Greeley, Colorado 80631  
(970) 350-2107

### REGION 6

**Mickey Vialpando**

2000 S. Holly Street  
Denver, Colorado 80222  
(303) 757-9386

# Agreements

CDOT's Agreements unit ensures that state and federal-aid highway program (FAHP) 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.

## Inter-governmental agreements (IGAs)

IGAs are required at 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, encumbered 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 allows 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.

# FAQs: Frequently Asked Questions

**Q. Where can I find road and weather conditions?**  
A. The Colorado Road and Weather Conditions telephone lines are as follows: 511 is available via landline and where cellular service is available in Colorado. 511 is an *addition* to CDOT's, (303) 639-1111 or (877) 315-ROAD traveler information lines or visit [www.cotrip.org](http://www.cotrip.org).

**Q. How can I get a Colorado State Highway Map?**  
A. To request a map, please either e-mail your request to CDOT's Office of Public Relations at [christopher.robbins@dot.state.co.us](mailto:christopher.robbins@dot.state.co.us) or send your request to the Colorado Department of Transportation, 4201 East Arkansas Avenue, Room 277, Denver, CO 80222. The maps are free of charge.

**Q. How do I get a pothole fixed on the state highway system?**  
A. CDOT has an internal policy that once a pothole is reported it must be patched within 24 business hours. Please mark the exact location of a pothole if you notice one that needs to be patched and contact the appropriate CDOT Maintenance Superintendent located on page 44.

**Q. How do I add a sign along the interstate system to advertise a local business or to promote a site of national, historic, or regional significance?**  
A. All advertising is prohibited on interstate rights-of-way (ROW) pursuant to the federal Highway Beautification Act of 1965 (HBA). However specific services (LOGO) signs are permitted at certain locations. This federally sanctioned sign program is construed as traveler information signage, not advertising, as it provides business identification and directional information signs for services gas, food, lodging, camping and for eligible tourist attractions. Colorado Logos, Inc. runs the LOGO Sign Program for CDOT and can be reached at (303) 462-2320 to answer specific questions or determine if a business or attraction is eligible. Signs identifying the location of museums and National Historic Districts may also be erected in the ROW. These signs are approved by Region Traffic Engineers on a case-by-case basis.

Off-premise outdoor advertising is governed by federal, state and local requirements designed to protect our natural and economic resources. This short answer is designed to outline some of these requirements and help all to understand the process of erecting outdoor advertising to increase business while preserving our state's natural beauty. It is not intended to contain all the rules and regulations governing all signs in all areas. To erect outdoor advertising, the first step is to contact the CDOT Region Outdoor Advertising Coordinator. He or she can provide a complete list of state and federal regulations and can advise about where to find out more about local regulations. He or she can also determine whether a permit is even required for your sign. Always check for local regulations, as this short answer applies only to state and federal regulations.

With one look at the statutory definition of a sign, it becomes apparent that the best approach is to contact the Region Outdoor Advertising Coordinator early on. Their job is to help balance advertising needs against their mandate to regulate while preserving the beauty of our State. By definition, “Advertising device” (sign) means any outdoor sign, display, device, figure, painting, drawing, message, placard, poster, billboard, structure, or any other contrivance designed, intended, or used to advertise or to give information in the nature of advertising and having the capacity of being visible from the travel way of any State highway, except any advertising device on a vehicle using the highway or a person or animal carrying a sign.

Complete rules and regulations are available online at [www.dot.state.co.us/rules/](http://www.dot.state.co.us/rules/). Please contact CDOT Outdoor Advertising Program Manager, Jerry Miller, with additional specific questions in Headquarter’s Safety and Traffic Engineering Section at (303) 757-9273 or [jerry.miller@dot.state.co.us](mailto:jerry.miller@dot.state.co.us).

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

**A.** All advertising is prohibited on state highway rights-of-way (ROW) pursuant to the federal HBA, however Tourist Oriented Directional Signs (TODS) are permitted along some primary and secondary highways, but not at all locations. This federally sanctioned sign program is construed as traveler information signage, not advertising, as it provides business identification and directional information signs for business, service and activity facilities. A facility is eligible for a TODS sign only if it derives a major portion of income or visitors during the normal business season from road users not residing in the area of the facility. Colorado Logos, Inc. runs the TODS 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. Signs identifying the location of museums and National Historic Districts may also be erected in the ROW. These signs are approved by Region Traffic Engineers on a case-by-case basis.

Off-premise outdoor advertising on private (off premise) property adjacent to existing CDOT ROW and visible from the highway traveled way has a multitude of rules and regulations, and CDOT permits are handled on a case-by-case basis. All are subject to local jurisdiction approval as well as very specific size, lighting, spacing and industrial or commercial zoning restrictions.

With one look at the statutory definition of a sign, it becomes apparent that the best approach is to contact the Region Outdoor Advertising Coordinator early on. Their job is to help balance advertising needs against their mandate to regulate while preserving the beauty of our state. By definition, “Advertising device” (sign) means any outdoor sign, display, device, figure, painting, drawing, message, placard, poster, billboard, structure, or any other contrivance designed, intended, or used to advertise or to give information in the nature of advertising and having the capacity of being visible from the travel way of any State highway, except any advertising device on a vehicle using the highway or a person or animal carrying a sign.

Complete rules and regulations are available online at [www.dot.state.co.us/rules/](http://www.dot.state.co.us/rules/). Please contact CDOT Outdoor Advertising Program Manager, Jerry Miller, with additional specific questions in Headquarter’s Safety and Traffic Engineering Section at (303) 757-9273 or [jerry.miller@DOT.State.CO.US](mailto:jerry.miller@DOT.State.CO.US).

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

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

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

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

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

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

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

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

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

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

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

A. Signals on state highways are under the control of the CDOT regional traffic offices. When a Traffic Engineer receives a call with a request to change the timing of a stoplight they do the following: (1) vary signal programming remotely via computer; and (2) perform field visits to verify field conditions have not changed (a new shopping center opened, etc). If nothing has changed and the Traffic Engineer observes irregular flows, minor modifications to the timing might be made; or in more complicated situations, CDOT would re-evaluate corridor timing patterns. However, the ability to make modifications is limited. Often minor changes for one movement adversely affect other movements and negate possible benefits. For more detailed inquiries, please contact your regional Traffic Engineer located on page 44.

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

A. Pedestrian safety on state highways is of major importance because of the obvious differences in travel patterns and potential for serious injury when conflicts occur. As a result, CDOT attempts to balance the needs of all users of the facility and make the best accommodation possible. Options available to enhance pedestrian safety include appropriate signing and pavement markings, pedestrian signals, lighting, behavioral education projects and establishing “safe walking routes” and school zones. For further detail on pedestrian safety on the state highway system, please contact your regional Traffic Engineer located on page 44.

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

A. CDOT’s Permit Section can be reached at (303) 757-9539 or 1-800-350-3765 toll-free from within Colorado.

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

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

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

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

# Glossary of Terms



## **4P Process (Project Priority Planning Process)**

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

## **7<sup>th</sup> Pot**

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

## **1601 Procedural Directive**

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

## **Agency Coordination**

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

## **Alignment**

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

## **Alternatives**

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

## **Appropriations**

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

## **Arterial Street**

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

## **Attainment Area**

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

## **Authorization**

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

## **Bonus Area**

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



# C

## **Capacity**

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

## **Categorical Exclusion (Cat Ex/CE)**

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

## **Conformity**

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

## **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

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

## **Control Totals**

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

## **Corridor**

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

# D

## **Design**

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

## **Design-Build**

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

## **Design-Bid-Build**

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

## **Design Phase**

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

## **Draft Environmental Impact Statement (DEIS)**

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

**Earmarks**

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

**Environmental Assessment (EA)**

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

**Environmental Justice (EJ)**

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

**Environmental Protection Agency (EPA)**

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

**Express Toll Lanes (ETL)**

See Managed Toll Lanes.

**Federal Highway Administration (FHWA)**

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

**Federal Transit Administration (FTA)**

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

**Final Environmental Impact Statement (FEIS)**

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

**Financial Planning**

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

**Financial Programming**

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

**Finding of No Significant Impacts (FONSI)**

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

### **Fiscally-Constrained**

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



### **Gaming Funds**

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

### **Geographic Information System (GIS)**

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



### **High-Occupancy Toll (HOT) Lanes**

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

### **High-Occupancy Vehicle (HOV) Lanes**

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

### **Highway Trust Fund (HTF)**

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

### **Highway Users Tax Fund (HUTF)**

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



### **Intelligent Transportation System (ITS)**

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

### **Intermodal**

Connections and the ability to connect between modes of transportation.

### **Investment Category**

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

### **ISTEA**

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

**Long-Range Transportation Plan (LRTP)**

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

**Managed Toll Lanes (MTLs)**

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

**Metropolitan Planning Organization (MPO)**

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

**Mitigation**

Action taken to avoid or to minimize adverse environmental impacts.

**Mobility**

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

**Mode**

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

**Multi-Modal**

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

**National Environmental Policy Act (NEPA)**

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

**Non-attainment**

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

L  
M

N

# P

## **Performance Measures**

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

## **Program Delivery**

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

## **Public and Private Partnerships**

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

## **Public Hearing**

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

## **Public Information Meeting**

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

## **Public Involvement**

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

# R

## **Regional Priority Program (RPP)**

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

## **Right-of-Way (ROW)**

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

# S

## **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**

Senate Bill 1 or SB97-001 is a law enacted by the Colorado General Assembly in 1997 to provide additional funding from sales and use tax revenues associated with automobiles and automobile related accessories to fund high priority state transportation projects.

### **Significant Impact**

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

### **Stakeholders**

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

### **State Infrastructure Bank (SIB)**

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

### **Statewide Transportation Improvement Program (STIP)**

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

### **Statewide Transportation Plan**

See Long-Range Transportation Plan

### **Strategic Projects**

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

### **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 21<sup>st</sup> Century (TEA-21) is the 6-year federal transportation bill authorized in 1998 replacing ISTEA. TEA-21 was reauthorized in August 2005 by SAFETEA-LU.

### **Transportation Revenue Anticipation Notes (TRANS Bonds)**

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

**Transportation Demand Management (TDM)**

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

**Transportation Investment Program (TIP)**

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

**Transportation Management Area (TMA)**

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

# Transportation Acronym Guide

**3C** Continuing, Comprehensive, and Cooperative Transportation Planning Process  
**3R** Resurfacing, Restoration, Rehabilitation  
**4P** Project Priority Planning Process  
**4R** Resurfacing, Restoration, Reconstruction, Rehabilitation

**AA** Alternative Analysis  
**AAP** Affirmative Action Plan  
**AASHTO** American Association of State Highway and Transportation Officials  
**ACEC** American Council of Engineering Consulting  
**ACHP** Advisory Council on Historic Preservation  
**ACM** Agreements and Consultations Management (System)  
**ACP** Access Management Plan  
**ACPA** American Concrete and Paving Association  
**ACT** Agency Coordination Team (DRCOG)  
**ACT** Association for Commuter Transportation  
**ADA** Americans with Disabilities Act  
**ADT** Average Daily Traffic (7 days)  
**AE** Annual Element of a multi-year budget plan (TIP or FYPP)  
**AG** Attorney General  
**AGNC** Associated Governments of Northwest Colorado  
**AHS** Automated Highway System  
**ALTS** Automatic Location and Tracking System  
**AMP** Access Management Plan  
**AMPO** Association of Metropolitan Planning Organizations  
**ANPRM** Advance Notice of Proposed Rule Making  
**APA** American Planning Association  
**APCC** Air Pollution Control Commission  
**APCD** Air Pollution Control Division  
**APOE** Aerial Ports of Embarkation/Sea Ports of Embarkation  
**APTA** American Public Transportation Association  
**APTS** Advanced Public Transportation Systems  
**AQCC** American Quality Control Commission  
**AQCM** Air Quality Congestion Mitigation  
**ARC** Audit Review Committee  
**ARCOM** Army Reserve Command  
**ARTBA** American Road and Transportation Builder Association  
**ATIS** Advanced Traveler Information Systems  
**ATMS** Advanced Traffic Management Systems  
**ATR** Automated Traffic Recorder (count station)  
**ATSSA** American Traffic Safety Services Association  
**ATU** Amalgamated Transit Union  
**AVC** Automatic Vehicle Classification  
**AVCS** Advanced Vehicle Control Systems  
**AVI** Automatic Vehicle Identification  
**AVL** Automatic Vehicle Location  
**AVR** Automatic Vehicle Recorder  
**AWDT** Average Week Day Traffic (5 days)  
**AWOS** Automated Weather Observation System



# B

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

# C

**CAA** Clean Air Act of 1990  
**CAC** Construction Advisory Committee  
**CAD** Computer Aided Design  
**CAD** Computer Aided Dispatch  
**CAMREAL** Canadian, American, Mexican Transportation Trade Center  
**CASTA** Colorado Association of State Transit Agencies  
**CBAC** Colorado Bicycle Advisory Board  
**CBD** Central Business District  
**CCA** Colorado Contractors Association  
**CCD** City and County of Denver  
**CCI** Colorado Counties Incorporated  
**CCTV** Closed Circuit Television  
**CDC** Construction Development Center  
**CDFD** Central Direct Federal Division  
**CDL** Commercial Drivers License  
**CDOT** Colorado Department of Transportation  
**CDOW** Colorado Division of Wildlife  
**CDPHE** Colorado Department of Public Health and Environment  
**CE** Categorical Exclusions (or Cat Ex)  
**CECC** Consulting Engineers Council of Colorado  
**CENCOM** Central Command  
**CEQ** Council on Environmental Quality  
**CEST** Colorado Engineering Software Transition  
**CEUMS** Commercial Electronic Variable Passage Signs  
**CFR** Code of Federal Regulations  
**CFR TPR** Central Front Range Transportation Planning Region  
**CHUC** Colorado Highway Users Conference  
**CIFGA** Colorado Intermountain Fixed Guideway Authority (sunset)  
**CIMC** Colorado Incident Management Coalition  
**CINC** Commander in Chief  
**CIP** Capital Improvement Program  
**CIRS** Colorado Intergovernmental Review Systems  
**CIS** Corridor Investment Study  
**CMAQ** Coalition for Mobility and Air Quality  
**CMAQ** Congestion Mitigation and Air Quality Program  
**CMCA** Colorado Motor Carriers Association



**CMHCCA** Colorado Minority Heavy Construction Contractors Association  
**CML** Colorado Municipal League  
**CMO** Contract Modification Order  
**CMS** Congestion Management System  
**CNMTA** Colorado Nuclear Materials Transportation Act  
**CO** Carbon Monoxide  
**COE** Corps of Engineers (also see USACE)  
**COFRS** Colorado Financial Reporting System  
**COG** Council of Governments  
**COP** Certificate of Participation  
**COPEEN** Colorado People's Environmental & Economic Network  
**COPIRG** Colorado Public Interest Research Group  
**CORIS** Colorado Roadway Information System  
**COSH** Colorado Occupational Safety and Health  
**COSMIX** Colorado Springs Metro Interstate Expansion  
**CO-TRIP** Colorado Transportation Resource and Information Partnership  
**COVE** Commercial Vehicle Operations (electrical data sharing)  
**CPG** Consolidated Planning Grant  
**CPR** Cracking, Patching, and Rutting on a roadway  
**CQI** Continuous Quality Improvement  
**CRHRS** Colorado Rockfall Hazard Rating System  
**CRS** Colorado Revised Statute  
**CSP** Colorado State Patrol  
**CTAA** Community Transportation Association of America  
**CTE** Colorado Tolling Enterprise  
**CTI** Colorado Transportation Institute  
**CTIP** Colorado Transportation Information Program  
**CTMC** Colorado Transportation Management Committee/Center  
**CTMS** Colorado Transportation Management System  
**CTOC** Colorado Traffic Operation Center (name changed to CTMC)  
**CVO** Commercial Vehicle Operations



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

# E

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

# F

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

**FURSCOM** United States Forces Command  
**FY** Fiscal Year  
**FYP** Five-year Plan  
**FYPP** Five-year Program of Projects

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

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

**I-4R** Interstate Resurfacing, Restoration, Reconstruction, Rehabilitation  
**IAC** Interagency Advisory Committee  
**IBTTE** International Bridge Tunnel and Turnpike Association  
**ICB** Inter-City Bus  
**ICC** Interstate Commerce Commission  
**ICE** Independent Cost Estimate  
**IG** Inspector General (federal)  
**IGA** Intergovernmental Agreement  
**IGS** Interactive Graphics System  
**IHS** Interstate Highway System  
**ILEV** Inherently Low-Emission Vehicle  
**I/M** Inspection and Maintenance  
**IM** Interstate Maintenance  
**IMS** Intermodal Management System  
**IM TPR** Intermountain Transportation Planning Region  
**IND** Indirect to Project

F

G

H

I

**I**  
**IRI** International Roughness Index  
**IRIS** Integrated Roadway Information System  
**IRS** Internal Revenue System  
**ISCE** Interstate Substitute Cost Estimate  
**ISTEA** Intermodal Surface Transportation Efficiency Act of 1991  
**IT** Information Technology  
**ITI** Intelligent Transportation Infrastructure  
**IT-ITS** Information Technology-Intelligent Transportation System Committee  
**ITMT** Intelligent Transportation Management Team  
**ITOC** Interim Traffic Operations Center  
**ITS** Intelligent Transportation Systems  
**IVHS** Intelligent Vehicle Highway System  
**IVRS** Interactive Voice Response System  
**IX** Interstate Transfer Funding/Projects

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

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

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

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

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

N

**O&D** Origin and Destination (survey)  
**O&M** Operations and Maintenance  
**OES** Office of Environmental Services  
**OFMB** Office of Finance, Management and Budget (CDOT)  
**OHW** Ordinary High Water  
**OHWL** Ordinary High Water Line  
**OIG** Office of the Inspector General  
**OJT** On-the-Job Training

O

# O

**O****MS** Office of Management Systems  
**OPLAN** Operation Plan  
**OSHA** Occupational Safety and Health Association  
**OSPB** Office of State Planning and Budgeting (Governor's Office)  
**OTS** Office of Transportation Safety

# P

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

# R

**RABA** Revenue-Aligned Budget Authority  
**RABBIT** Research Activities Bulletin Board  
**RACES** Radio Amateur Communications Emergency System  
**RAPP** Resource Allocation Prioritization Program  
**RAQC** Regional Air Quality Council (Denver)  
**RC** Reserve Components  
**RDS** Radio Data System  
**REDDI** Report Every Drunk Driver Immediately  
**RFP** Request for Proposal  
**RFTA** Roaring Fork Transit Authority  
**ROD** Record of Decision  
**ROW** Right-of-Way

**RPC** Regional Planning Commission  
**RR** Railroad  
**RRR** Rural Resort Region  
**RSL** Remaining Surface Life (of road)  
**RTA** Regional Transportation Authority  
**RTAP** Rural Transit Assistance Program  
**RTD** Regional Transportation District (Denver’s mass transit operator)  
**RTD** Regional Transportation Director (CDOT Engineering Region Director)  
**RTMS** Radar Traffic Management System  
**RTP** Regional Transportation Plan  
**RWIS** Road Weather Information System

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.  
**SCATS** Sydney Coordinated Adaptive Traffic System  
**SCOOT** Split, Cycle, and Offset Optimization Technique  
**SC TPR** South Central Transportation Planning Region  
**SEBP** Southeast Business Partnership  
**SEE** Social Economic Environment  
**SE TPR** Southeast Transportation Planning Region  
**SH** State Highway  
**SHA** State Highway Agency  
**SHPO** State Historical Preservation Officer  
**SHRP** Strategic Highway Research Program  
**SIB** State Infrastructure Bank  
**SIP** State Implementation Plan (plan for attaining air quality compliance)  
**SLV TPR** San Luis Valley Transportation Planning Region  
**SMEE** Staff Maintenance Equipment Exemption  
**SMP** State Management Plan  
**SPIP** Strategic Project Investment Program  
**SOF** Safe Off-System  
**SOV** Single-Occupancy Vehicle  
**SPIP** Strategic Project Investment Program  
**SPR** State Planning and Research Funds  
**SRA** Safety Rest Area  
**SREC** Sufficient Reasonable Effort Committee  
**SSC** State Significant Corridors  
**STAC** Statewide Transportation Advisory Committee  
**STE** Surface Transportation Program- Enhancements  
**STF** Surface Transportation Program- Flexible  
**STIP** State Transportation Improvement Program  
**STM** Surface Transportation Program- Metro  
**STP** Surface Transportation Program  
**STPP** Surface Transportation Policy Project  
**STS** Surface Transportation Program- Safety  
**STU** Surface Transportation Program- Urban  
**STURRA** Surface Transportation and Uniform Relocation Assistance Act  
**SWAA** Southeast Alternatives Analysis  
**SWIFT** Statewide Improvements for Transportation  
**SWP** Statewide Plan

S



**TABOR** Taxpayer's Bill of Rights  
**TAC** Technical Advisory Committee  
**TAFS** Transportation Alternatives Feasibility Study  
**TAG** Transit Advisory Group  
**TAZ** Traffic Analysis Zone  
**TC** Transportation Commission (CDOT)  
**TCD** Traffic Control Device  
**TCM** Transportation Control Measure  
**TDM** Transportation Demand Management  
**TDP** Transit Development Program  
**T&E** Threatened and Endangered (Species)  
**TE** Transporter Erector  
**TE** Transportation Enhancement  
**TE** Temporary Easement (Right-of-Way)  
**TEA-21** Transportation Equity Act for the 21<sup>st</sup> Century  
**TIFIA** Transportation Infrastructure Finance and Innovation Act of 1998  
**TIMS** Transportation Information Management System  
**TIP** Transportation Improvement Program  
**TIU** Traveler Information Unit  
**TLRC** Transportation Legislative Review Committee  
**TMA** Transportation Management Area  
**TMC** Traffic Message Channel  
**TMG** Traffic Monitor Guide  
**TMIP** Travel Model Improvement Program  
**TMO** Transportation Management Organization  
**TMS** Transportation Management Systems  
**TOC** Traffic Operations Center (CDOT)  
**TOD** Transit-Oriented Development  
**TODS** Tourist Oriented Directional Signs  
**TOPICS** Traffic Operations To Increase Capacity & Safety  
**TPL** Total Project Leadership  
**TPR** Transportation Planning Region  
**TQF** Transitional Quarter Funds  
**TQM** Total Quality Management  
**TRAB** Trip Reduction Advisory Board  
**TRAC** Transportation Research Act Center (AASHTO sponsored)  
**TRAC** Transportation and Civil Engineering Program  
**TRANS** Transportation Revenue Anticipation Notes  
**TRB** Transportation Research Board  
**T-REX** Transportation Expansion Project in Southeast Denver  
**TRIP** Transportation Resource Information Partnership  
**TSM** Transportation System Management  
**T-VAT** Threat-Violence Assessment Team



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

**USDOT** United States Department of Transportation  
**USFS** United States Forest Service  
**UZA** Urbanized Area

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



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



