

## PROJECT APPLICATION

### CHAPTER 1

#### Federal and State Funded Programs

There are various Federal and State funded programs for which Local Agencies may apply. Most of the programs require a Local Agency match depending on the type of program. Below are a few of the programs available to Local Agencies.

- **Transportation Enhancement Program (STP – Enhancement Program)**  
For program information contact the CDOT Region Local Agency coordinator (See Appendix D – CDOT Contact List).

A copy of the Transportation Enhancement Guidelines – Colorado Supplement may be found under Manuals on CDOT's website at [www.dot.state.co.us/DesignSupport/](http://www.dot.state.co.us/DesignSupport/).

- **Off-System Bridge Program (BRO Program)**  
For program information and to receive a copy of the Guidelines for Selecting Off-System Bridges for Rehabilitation or Replacement, contact CDOT's Staff Bridge, Bridge Management Unit at (303) 757-9188.
- **Federal Hazard Elimination Program**  
For program information contact CDOT's Safety & Traffic Engineering Branch at (303) 512-5100.
- **The Congestion Mitigation and Air Quality Improvement Program (CMAQ Program)**  
For program information contact the Metropolitan Planning Organization (MPO) for your area of the state or the CDOT Region Local Agency representative (See Appendix D – CDOT Contact List).
- **Surface Transportation Program – Metropolitan (STP – Metro Program)**  
For program information, contact your Metropolitan Planning Organization (MPO) for your area of the state or contact the CDOT Region Local Agency representative (See Appendix D – CDOT Contact List).
- **National Highway System Program (NHS)**  
For program information contact the CDOT Bike and Pedestrian Coordinator (See Appendix D – CDOT Contact List).

- **Congressional Appropriation Earmarked Federal Funding with Local Match (Demonstration)**

These are projects selected by the US Congress through the Transportation Act. The funding for these projects usually comes from Surface Transportation Program (STP), from National Highway System programs, or from other existing programs. For more information, please contact the FHWA representative for your region.

- **Safe Routes to Schools Program**

For program information contact the CDOT Region Local Agency coordinator or corridor manager (See Appendix D – CDOT Contact List).

For a complete list of funding categories, see the Funding Category List in Appendix B.

An eligible Federal-Aid Local Agency construction project must include an end-result product; e.g., a particular portion of a highway. However, this does not preclude the authorization of a project with Federal funds participating in only a portion of the work; e.g., the cost of materials.

### **Preliminary Scoping**

Prior to applying for State or Federal funds, a Local Agency should, at a minimum, consider the following key aspects of the proposed project:

- administration of project development and construction, whether by Local Agency staff, consultant, CDOT, or a combination
- preliminary estimate of total project costs
- the process to evaluate environmental impacts and associated mitigations (including social and economic effects)
- right-of-way requirements
- utility identification and possible conflicts
- traffic concepts
- structure requirements
- typical section and cross-sections
- material requirements
- maintenance and operations responsibilities

Project scoping is usually a continuing process that will be refined up to and during the Field Inspection Review. See Appendix B for *CDOT Procedural Directive 512.1 Project Scoping and the Design Scoping Review (DSR)*.

### **Environmental Impacts**

In the project application stage, the Local Agency shall consider and coordinate with CDOT regarding impacts to the environment from the aspect of National Environmental Policy Act (NEPA), US Department of Transportation Act, Land and Water Conservation Fund Act (36 CFR), the Civil Rights Act Title VI, the Presidential Executive Order for Environmental Justice, and from the implications of the project design. Consider the following:

1. What is the probable environmental clearance category (Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement)?
2. What impact will the applicable category have on time and costs?
3. What are the logical termini for the project? The environmental impacts could extend beyond the project construction zone.
4. What environmental studies may be needed?
5. What impact will environmental studies have on time and costs?
6. What are the impacts of avoidance?
7. What mitigation might be required?
8. What impact will the mitigation have on time and costs?

Environmental resources and impacts that should be considered may include:

- Cultural Resources:
  - historic clearances (and US DOT Act, Section 4f clearances for historical)
  - historic bridges
  - archaeology
  - Native American resources
- Paleontological Resources
- Floodplains
- Geology and Soils: farmland protection, engineering geology, and special features
- Biological Resources:
  - vegetation and wildlife including migratory birds
  - noxious weeds,
  - wetlands, and Clean Water Act, Section 404 (impacts to Water's of the US including wetlands) Permit
  - Division of Wildlife (Senate Bill 40) effects on riparian habitat
  - threatened and endangered species
  - prairie habitat initiative impacts (see Biological Opinion on CDOT website)
- Hazardous waste and materials:
  - Permanent and temporary dewatering permits from CDHPE
- Noise analysis
- Air quality (for non-attainment and maintenance areas)
- Water Quality
  - Clean Water Act, Section 401 Water Quality Certification for work in streams
  - Clean Water Act, Section 402 (Discharge of Pollutants for Point Sources – not construction sites) Permit
  - Colorado Discharge Permitting System (CDPS) for construction erosion sites over an acre of disturbance (formerly known as the NPDES permit)
  - MS4 permit conformity letter
  - Stormwater Management Plans and erosion control
- Public lands
  - Local land use plan and zoning conformity
  - US DOT Act, Section 4(f)
  - Land and Water Conservation Fund Act, Section 6(f)

- Parks and recreational areas
  - US DOT Act, Section 4(f)
- Socioeconomic effects
- Environmental justice (Executive Order 12898 overseeing that no disproportionate indiscriminant effect occurs to minority and low income populations), and Civil Rights Act Title VI (overseeing that no discrimination occurs with a project)

See Appendix A for a copy of CDOT Form 128 - Categorical Exclusion Determination.

### **Right-of-Way Requirements**

Public Law 91-646, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, commonly called the Uniform Act, must be followed. For additional information, refer to the Real Estate Acquisition Guide for Local Public Agencies available from U. S. Department of Transportation/Federal Highway Administration and the CDOT Right of Way Manual (Chapter 8). The Right of Way manual may accessed at [http://www.dot.state.co.us/ROW\\_Manual/](http://www.dot.state.co.us/ROW_Manual/) .

Types of right-of-way requirements may include:

- temporary easements
- permanent easements
- acquisition and relocation

Consideration should also be given to changes in access requirements and the associated costs.

### **Utility and Railroad Requirements**

Identify possible conflicts, crossings and relocation requirements.

### **Conceptual Cost Estimate**

The preliminary cost estimate should include all project costs, including but not limited to, environmental studies and mitigation, right-of-way acquisition and services, utility

relocation, design, construction, construction oversight, and CDOT charges.