How Will it Benefit Local Governments?

On August 10, 2005, President Bush enacted into law the long awaited six year transportation bill. The Safe, Accountable, Flexible and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) provides $286.5 billion funding (actually $244.1 billion for FY2005-2009) for federal-aid highway programs (79%), state and local transit programs ($18.5%), and highway safety programs (2.5%).

All states are guaranteed a total six-year average highway funding increase of at least 19%, when compared with the state’s six-year TEA-21 funding total. Colorado will receive an average annual 46.75% increase (refer to Table 1, page 12). Colorado is expected to receive $2.45 billion in apportionments for highway programs during fiscal years 2005 (completed September 30, 2005) through 2009; approximately $491 million per year. It is anticipated that Colorado will distribute their funding as outlined in Table 2 (page 12).

The Highway Safety Improvement Program (HSIP) replaces the Hazard Elimination Program, and becomes 1 of 6 core elements of the federal highway program. Funding will be distributed to states for a wide range of safety improvement projects aimed at reducing the number and severity of highway related crashes. This includes projects aimed at intersection safety improvement, pavement and shoulder widening, rumble strips, signage, and guardrails. Agencies need to get involved early and document all local projects that warrant federal funding.

Under the new bill, the HSIP requires states to develop and implement a strategic highway safety plan (SHSP). The state’s SHSP will be data driven...continued on page 11
Program Manager’s Corner

Happy 2006! I have had the great opportunity to spend New Years 2006 in Japan! New Year (shogatsu or oshogatsu) is the most important holiday in Japan. The official New Year falls on January 1st, however, the actual season itself runs from December 31st through January 3rd, with most businesses shutting down during this time.

Throughout our stay, I took several photos of Japanese traffic signs and signals and I would like to share them with you. I’ve included 8 Japanese photos and captions in this issue. (More to come next issue.) See if you can find them all. My favorite is “Don’t get your head bit off while riding the stingray.” But that’s just me. What’s your favorite?

The Japanese are celebrating the year of the DOG. We’re celebrating the year of LTAP! The Colorado Local Technical Assistance Program celebrates 20 years, and the Roads Scholar Program turns 15 years old. In 2006, all Roads Scholar graduates will be presented with a commemorative keychain celebrating the event.

Many people look forward to the new year for a new start on old habits. ~Author Unknown

Be always at war with your vices, at peace with your neighbors, and let each new year find you a better man. ~Benjamin Franklin

An optimist stays up until midnight to see the new year in. A pessimist stays up to make sure the old year leaves. ~Bill Vaughan

May all your troubles last as long as your New Year’s resolutions. ~Joey Adams

Cheers to a new year and another chance for us to get it right. ~Oprah Winfrey

The new year begins in a snow-storm of white vows. ~George William Curtis

http://ltap.colorado.edu

Visit Colorado LTAP online today for online training, class registration, free lending library, and more.
Local Technical Assistance Program
Celebrates 20 Years Serving Colorado’s Transportation Agencies

What is Colorado LTAP?

The Local Technical Assistance Program (LTAP), was initiated as the “Rural Technical Assistance Program” (RTAP) by the Federal Highway Administration, and approved by the United States Congress in 1982. Currently a network of 58 centers, LTAP was established to help local transportation agencies learn about: maintaining and improving their roads, innovative methods and materials, and ways to work smarter and safer. Each LTAP center works to improve the quality and safety of the surface transportation system through interactive relationships and information exchange.

In 1985, Colorado became the 39th state to establish a technical assistance program. Originally housed at Colorado State University in Fort Collins, the Transportation Information Center, as it was originally called, began serving local Colorado agencies in 1986. Managed by the University of Colorado at Boulder since 1998, the mission of Colorado’s LTAP center is to foster a safe, efficient, and environmentally sound surface transportation system by improving skills and increasing knowledge of the transportation workforce and its decision makers.

LTAP’s core services provide access to training and information that may not otherwise be accessible. The major thrust of Colorado LTAP is its training classes offered at a variety of locations throughout the state. Offering about 70 training events each year, Colorado LTAP provides participants the opportunity to learn from experts and to network by exchanging ideas and techniques. Courses range in topics from pavement maintenance and snow removal to communication skills.

Sharing of information is accomplished through a comprehensive brochure and newsletter mailing lists of counties, municipalities, DOT, FHWA, and other State and Federal agencies involved in transportation issues. The Colorado LTAP center maintains a free lending library of over 1400 videos, publications, and CDs, as well as research literature, management software, and technical assistance to help local agencies implement the most effective techniques in highway maintenance and construction operations. The center also maintains an informative web page that is continually updated with upcoming training course registrations, conferences, and links to other important related sites.

LTAP is a successful nationwide program that disseminates the latest state-of-the-art technology and best practice methods of maintenance for road infrastructure to government municipalities and private agencies involved in transportation throughout the state.

SHARING KNOWLEDGE, IMPROVING COMMUNITIES

Worker and Workplace Safety Tip Sheets

The set consists of ten sheets on the following topics:
- Abrasive Wheel Machinery and Tools - Fleet Safety:
- Backing Accidents - Fortlift Operation - Heat Stress - Ladders - Safe Lifting Techniques - Medical Services at Construction Job Sites - Personal Fall-Protection Systems - Scaffolding 101 - Excavation Requirements.

Osaka Aquarium. Our translation: “Don’t get your head bit off while riding the stingray.”

Need a little extra cash? Your knowledge is worth something.

Our center is continuing its program to encourage local participation in the publishing of Colorado LTAP’s quarterly newsletter. We would like the recipients of our newsletter to benefit from all the knowledge local agencies have in the areas of roadway maintenance, design, and construction. We are offering $50.00 to city, town, or county employees that submit an article that is chosen to be published in our newsletter. Articles can address current methods and procedures, best practices, innovative techniques, or projects in the transportation industry. Content should contain as much detail as possible, but we can provide assistance in editing and writing the final version. We request articles not promote any particular product. Photos are encouraged. To submit articles/photos, include author name and contact info, and mail or email to cltap@colorado.edu.
The LTAP Advisory Committee

Turns 20 Years Old

An initial meeting of the Advisory Committee for the Colorado “Transportation Information Center”, as LTAP was formerly known, was held in Fort Collins on September 25, 1986. The Advisory Committee was developed to provide direction to the Center’s staff; assist the staff as a resource for developing training and special projects, and provide insight into the needs of local transportation agencies. These goals hold true today.

As there was 20 years ago, there are currently seven voting members of the Colorado LTAP Advisory Committee composed of transportation specialists representing cities and counties across the state. There are also four non-voting members representing the program’s sponsor agencies: FHWA, CDOT, and the University of Colorado at Boulder. The committee meets four times between January and December. Topics addressed at committee meetings each year include: review of the previous year’s annual report, discussion of upcoming training, suggestions for newsletter topics, review of the annual needs assessment survey and selection of survey drawing winners, review of the strategic plan, review of LTAP’s two training programs, development of the upcoming year’s work plan and suggestions for future training, selection of the statewide “You Show Us” contest winner, and suggestions for training enhancement funds and special projects.

Through the years, there have been many faces to the committee. In 2005, Doug Cline of the City of Grand Junction resigned after serving on the LTAP board for 10 years!

Colorado LTAP would like to thank all past and current members of the committee for their dedication to improving the quality and safety of the transportation system through interactive relationships and information exchange. The committee continues to grow and expand, always exploring new ideas to better serve Colorado’s transportation community.

~Thank You~

Did You Know?

Colorado LTAP has graduated 605 “Roads Scholars” since the Roads Scholar Program began in 1991.

Nara, Japan. Nara park is home to hundreds of freely roaming deer. Considered messengers of the gods in Shinto, Nara’s deer have become a symbol of the city and have even been designated a National Treasure.
The Roads Scholar Program Turns 15 Years Old

The Roads Scholar Program was initiated by the Colorado “Transportation Information Center” (now called the Local Technical Assistance Program - LTAP) in 1991. The program was designed to provide basic training on transportation safety, local road maintenance, and technical skills through a variety of programs at reasonable costs.

1991 Roads Scholar Program
In 1991, Norm Rutherford developed and coordinated the Roads Scholar Program. The goal of the program was to provide comprehensive, low cost, convenient training over a reasonable period of time. The program was initially designed so that any participant who successfully completed nine of the eleven predetermined training courses within a 24 month period would receive a certificate designating them as a “Colorado Roads Scholar”. The cost was $40 per person for a 6-7 hour class. The original eleven course topics that participants got to choose from included:
- All About Asphalt Pavements,
- Basics of a Good Road,
- Drainage,
- Equipment Maintenance & Mgmt,
- Managing People,
- Road Design & Safety Features,
- Road Materials,
- Signing, Work Zones & Flagging,
- Road Surface Management,
- Safety on the Job, and
- Winter Maintenance.

Current Roads Scholar Program
In 2002, Colorado LTAP redesigned the Roads Scholar Program to provide a greater emphasis on safety. Under current program requirements, to become a designated “Colorado Roads Scholar” each participant must take four required core curriculum courses and five additional electives of their choice for a total of nine courses. At each course, participants receive a certificate of attendance, and upon completion of the program requirements are presented with a plaque. After 20 years, the registration fee is still only $40 for a 7-hour course, and includes lunch! There is no time limit for completing the coursework. There is no prescribed list of electives. An elective can be any 7-hour (or longer) LTAP class, excluding courses offered in the Supervisory Skills Program. The four required core curriculum courses include:
- Drainage
- Safety on the Job
- Signing, Pavement Markings & MUTCD
- Roadway Safety & WZ Traffic Control

Congratulations to the First Roads Scholar Graduates in 1993

CDOT: Conley Ebert, Dick Harris, Ron Hooper, Dave Luna, Carl Mays, Beth Moore, Mike Sanford, Yersel Scott, Bill Slade
CHAFFEE COUNTY: Mitch Butterfield, John Mueller, Mike Smith
GARFIELD COUNTY: Marv Stephens, Ron West
GUNNISON COUNTY: Bill Betz, Marlene Crosby, Bob Harris, Bruce Hutchison, Lee Partch
MESA COUNTY: Mike Barnes, Eric Bruton, Gene Click, Otis Darnell, Andy Rubalcaba, Toni Seybold, Wendell Stewart, Cecil Stites, Ted Wing
PUEBLO COUNTY: Ray Baker, Dave Chavez, Ray Friend
SAN MIGUEL COUNTY: Mike Horner
CITY OF LAKEWOOD: Chuck West
TOWN OF MT. CRESTED BUTTE: Virginia Hamilton
TOWN OF OAK CREEK: Chuck Wisecup

CURRENT Colorado LTAP Advisory Committee Members:

- Marlene Crosby
  Gunnison County
- John Baker
  Town of Snowmass
- Adam Lancaster
  City of Cañon City
- Dick McKee
  City of Boulder
- Tammie Crawford
  Routt County
- Doyle Villers
  LaPlata County
- Kevin Scott
  Phillips County
- Beth Moore
  CDOT
- Craig Larson
  FHWA
- Yunping Xi
  University of Colorado
- Renée Koller
  Colorado LTAP

2006
**Town of Fraser**  
**Icebox of the Nation**

P.O. Box 120 / 153 Fraser Avenue  
Fraser, Colorado 80442  
(970)726-5491  
FAX: (970) 726-5518  
fraser@town.fraser.co.us

**SNOW MANAGEMENT SURVEY**

The Town of Fraser, Colorado is in the process of evaluating their snow management operational procedures and would like your help! They would greatly appreciate it if you could take the time to provide the following information about your community to help their process. We would appreciate your assistance in completing the following survey, and would be happy to share the results with your organization. Please mail or FAX your results to Allen Nordin, Town of Fraser, at the address listed above.

Name of community:

Name and title of person completing the survey:

Total number of street miles within your community:

Total number of street miles you maintain:

Number of *year round* residents

Number of public works staff by position (list):

**Quantity and type of snow management equipment that your community uses:**

- ______ Grader(s)
- ______ Grader(s) with wing/front blade
- ______ Loader(s)
- ______ Quick couple straight blade attachment(s)
- ______ Quick couple snow box attachment(s)
- ______ Dump trucks w/plow & sander, single/tandem
- ______ Dump trucks w/plow, wing & sander, single/tandem
- ______ Pickup truck/SUV w/plow attached
- ______ Pickup mounted sander(s)
- ______ Skid steer/bobcat(s)
- ______ Snow blower(s), walk behind
- ______ Snow blower attach. for skid steer
- ______ Snow blower attach. for loader/truck
- ______ Additional equipment & attachments

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In our November issue, we included this Snow Management Survey for the Town of Fraser. We would like to thank all of you who took the time to help LTAP and the Town of Fraser by filling out the survey. However, due to an editing error, only the first page of the survey was included. Please find the survey in its entirety in this issue. If you were able to submit responses to the first page, please consider completing this remaining page. Thank you for your time.
SNOW MANAGEMENT SURVEY CONTINUED

Name: ____________________________  Agency: ____________________________

~PLEASE ATTACH ADDITIONAL SHEETS IF NECESSARY~

Q. Do you have a written snow management operational plan? If so, what prompted you to create one? (i.e. town Board? Complaints?) How did you go about gathering the information?

Q. How many shifts and staff per shift do you operate with and what time do your crews begin plowing in the morning?

Q. Does your department do any “contract” plowing (i.e. parks, school parking, businesses)? If so, describe.

Q. Does your dept. remove snow berm’s left in business or private driveways at anytime? Under what circumstances?

Q. Do you make any special considerations for disabled or elderly residents? If so, describe.

Q. How do you address pedestrian mobility including sidewalks, crosswalks, etc in your business district and residential areas? Describe.

Q. What is your policy (or regulation) regarding plowing and storage of snow from private property onto the public ROW? How is that managed?

Q. Does your community hold any snow storage easements and/or do you store snow on any private property? What are your requirements and/or agreements (mou’s, verbal)?

Q. Do you haul snow? If so, to where and when do you haul?
HELP YOUR COMMUNITY GET READY

The media can raise awareness about flooding by providing important information to the community. Here are some suggestions:

- Publish a special section in your local newspaper with emergency information on floods and flash floods. Localize the information by printing the phone numbers of your local emergency services offices, the American Red Cross, and hospitals.
- Interview local officials about land use management and building codes in your floodplains.
- Work with local emergency service officials to prepare special reports for people with mobility impairments on what to do if an evacuation is ordered.
- Periodically inform your community of local public warning systems.

Did You Know?

On July 31, 1976, the Big Thompson River in northern Colorado overflowed after an extremely heavy storm. A wall of water 19ft high roared down the Big Thompson Canyon where many people were camping. 140 people perished and millions of dollars of property were lost.

Be Prepared for Spring

Urbanization, erosion, watershed changes and storm damage, can cause flood zone parameters to shift. Although your agency’s businesses or buildings may not have changed locations, the flood danger zone may have. It is important to evaluate your agency’s flood risk by contacting your local officials or emergency management office for the best resources to learn about the history of flooding for your region. Find out if your agency’s property is in a floodplain and if it is above or below the current flood stage water level.

According to the National Hydrologic Information Center, the flood risk this spring is above average in the northern Rockies and northwestern Colorado. Saturated soils, substantial water in the snowpack (well above average), and streamflows well above normal have produced a risk of moderate to major flooding.

By being prepared, you can help either prevent an emergency, reduce the chance of an emergency, or lessen the damaging effects of that emergency.

Here’s a list of things you can do to be prepared for spring snowmelt and heavy rains, and help prevent flooding.

- Proper management of a creek bed can help prevent flooding and is encouraged. Clearing potential blockages of overgrown trees and vegetation, which impede the flow of water, reduces the risk of flooding. Remember, during a storm it’s normal for streams to rise. Some parking lots, streets, and parks have also been designed to fill with water.
- Check storm drains near your agency and clear away any leaves and debris.
- Clogged grates are often the reason a street floods during a storm.
- Clear debris from stormwater inlets, ditches, or other waterways. This includes grass clippings, which should be blown out or vacuumed, not blown into storm inlets.
- Carry out maintenance of any waterways and ditches in the summer months, and clear out the silt. Cut back foliage to ensure that saplings do not get established in the bed or banks of the watercourse.
- Ensure that piped sections of the watercourse under driveways are rodded and clear. These restricted locations are the most vulnerable to flooding and need the most attention.
- Expanding or realigning a drainage system may help prevent flooding; however, you must obtain a permit for any earth-moving work from your local government or even obtain a permit from the U.S. Army Corps of Engineers.
- Do not allow dumping into the drainage systems. This easily creates blockages.
- Have check valves installed in building sewer traps to prevent flood waters from backing up in sewer drains.
- Turn off all utilities at the main power switch and close the main gas valve if evacuation appears necessary.
- Develop an emergency communication plan. Plan and practice an evacuation route.
- Learn flood-warning signs and your community’s alert signals.
- Make sure that all employees know how and where to respond after a flood.

USEFUL FLOOD SITES

FEMA Floods: http://www.fema.gov/hazards/floods/
Current Flood Summaries: http://iwin.nws.noaa.gov/iwin/us/nationalflood.html
Colorado Flood Protection Program: http://cwcb.state.co.us/Flood_Intro.htm
National Hydrologic Information Center: http://www.nws.noaa.gov/oh/hic/nho

All videos, publications and CDs in the LTAP lending library are available for checkout for a two-week period, free of charge. To check out materials or request a library catalogue, contact the Colorado LTAP office at 1-888-848-5827.

Below is a list of most recent materials added to the library. Our library materials can also be ordered online at: http://ltap.colorado.edu

New DVDs

Location          Title

DVD50 FWZS        Flagging in the Work Zone - Safety in Your Hands
This DVD covers proper flagging practices and techniques that help make work zones safer for flaggers, workers and roadway users.

DVD40 PMSS        Preventive Maintenance - Pavement Performance Champions
The package explains the advantages, benefits, and economics of Pavement Preservation and Slurry System preventive maintenance treatments for existing asphalt roadways. The brochure and videos explain in lay terms, compelling graphs and graphics, the reasons for acceptance and use of these types of surface treatments.

DVD LYNFR        Lifelines, Your National Forest Roads
This DVD explores the relationship between people and the land as it celebrates the partnership between USDA Forest Service, FHWA, and state and local communities in providing continued stewardship and access to national forests.

New CDs

Location          Title

CD GTTC           Guidelines for Temporary Traffic Control (3 CDs)
These CDs contain the handbook summarizing some guidelines listed in the 2003 Manual on Uniform Traffic Control (MUTCD). It is directed to any entity working on a roadway open to public travel. This handbook contains the basic principles of Temporary Traffic Control (TTC), description of standard TTC devices, and typical application diagrams. Information concerning proper flagging along with the installation and maintenance of TTC devices is also presented.

CD MDM05         Model Drainage Manual 2005
The manual has been developed to provide the designer with a basic working knowledge of hydrology and hydraulics complete with example problems. All basic design elements are included such that the designer can design highway drainage with minimal assistance. However, this manual cannot provide guidance on complex hydrologic or hydraulic problems, and it is no substitute for experience or engineering judgement.

CD RR             Roadside Reminders
This CD contains a copy of a movie of a presentation prepared by FHWA. The presentation provide a strong message on the number of motorists that lose their lives on our highways and emphasizes key areas that safety agencies can focus on to save lives. It makes it clear that just one agency alone cannot accomplish our goal of reducing our nation's fatality rate; it must be a combined effort by many safety agencies that incorporates education, engineering, enforcement, and emergency response.
New Publications

<table>
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<tr>
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<tr>
<td>F60 ECH</td>
<td>Erosion Control Handbook for Local Roads</td>
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<tr>
<td>22 STT</td>
<td>Summary of Trenchless Technology for Use with USDA Forest Service Culverts</td>
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New Videos

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<td>V40 SPP</td>
<td>Stormwater Pollution Prevention</td>
</tr>
<tr>
<td>V50 LOTO</td>
<td>Lock-Out/Tag-Out Safety Training for Employees</td>
</tr>
<tr>
<td>V50 TSS</td>
<td>Trenching &amp; Shoring Safety</td>
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NEW Handbook Helps Plow Operators Control Snow and Ice

For snowplow operators, keeping the roads clear means applying doses of salt and sand—material that can find its way into those beloved waterways. A new handbook produced by Minnesota LTAP, is aimed at helping operators clear the roads while minimizing harm to the environment.

The Snow and Ice Control Field Handbook for Snowplow Operators describes the tools, best practices, and limitations for snow and ice control. It also explains when to use and when not to use these tools and practices. In addition, the handbook encourages progressive changes in snow and ice control practices that will help agencies reduce salt and sand use—and related environmental damage—while still meeting the safety and mobility needs of roadway users.

The tabbed, 30-page handbook is divided into five main chapters: Basic Concepts, Before the Winter, Before the Storm, During the Storm, and After the Storm. In addition to standard best practices, the handbook emphasizes improved practices such as anti-icing, prewetting, and pretreating. Free copies will be available next winter, or you can loan it from the Colorado LTAP library, or download the handbook at:

SAFETEA-LU
Provisions for Local Governments

continued from page 1...

and will identify safety needs and prioritize state budgets for roadway safety to achieve significant reductions in fatalities and injuries on all public roads. Guidelines on developing and implementing these plans have been distributed to each state DOT. Local officials will want to be involved early in the development of these plans as this new core safety program encompasses all public roads.

Another part of the HSIP, is a specific set-aside for High Risk Rural Roads. 75% of the annual funding for rural roads is specifically targeted to address safety problems on roadways classified as rural major collectors, rural minor collectors and rural local roads. These funds can be used for construction and operational improvements related to safety but must be used on roads that have a crash rate, fatalities and incapacitating injuries that exceed the statewide average for those functional classes of roads.

Local officials are encouraged to become active in state and local planning to ensure that needed safety projects are included in the state’s High Risk Rural Roads Program and strategic highway safety plan, as well as transportation improvement programs and long range transportation plans.

Safe Routes to School (SRS) is a new federally funded program in SAFETEA-LU that provides specific funding to states to administer SRS at the local level. The program is designed to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of schools. Funds are administered by CDOT to provide financial assistance to state and local agencies that demonstrate the ability to meet program requirements. The program requires each state to provide funding for infrastructure and non-infrastructure related projects. Infrastructure related projects are engineering based such as sidewalks, traffic calming, speed reduction, traffic diversion, and bicycle facilities. Non-infrastructure related projects are based on public awareness, education, and enforcement. Each state has a full-time Safe Routes to School Coordinator. In Colorado, the SRS contract is Betsy Jacobsen, 303-757-9982. For more information on the SRS program, check out FHWA’s site http://safety fhwa dot gov/saferoutes/.

Training & Education Provisions

As transportation demand continues to increase faster than available resources and with a growing number of baby boom generation workers approaching retirement, the need for a skilled, technically competent workforce has never been more critical. The reauthorization provisions support workforce development as a continuum for the transportation professional. Training and Education (T&E) are authorized at $26.7 million per year FY2005-2009.

T&E Program Elements

National Highway Institute: continues program and adds Asset Management to the list of courses.

Local Technical Assistance Prog: continues program to provide access to surface transportation technology: 1) to highway and transportation agencies in urbanized and rural areas and 2) to contractors that perform work primary for local agencies and State dots.

Eisenhower Transportation Fellowship Program: continues funding for program: 1) to attract the nation’s brightest minds to the field of transportation,

...continued on page 12
SAFETEA-LU
Training & Education Provisions

continued from page 11...

2) to enhance the careers of transportation professionals by encouraging them to seek advanced degrees, and 3) to retain top talent in the U.S. transportation industry.

Garrett Morgan Program: funds program for outreach to elementary school and secondary school students.

Transportation Education Development Pilot Program: establishes a funding and pilot program to develop training and education curricula for surface transportation workers.

Freight Planning and Capacity Building Prog: establishes a program to support enhancements in freight transportation planning 1) to better target investments, and 2) strengthen the decision making capacity of State and local transportation agencies with regard to freight trans. planning and systems.

Surface Transportation Congestion Relief Solutions Technical Assistance and Training: establishes a program to disseminate the results of the surface transportation congestion solutions research initiative for the purpose of assisting State and local transportation agencies with improving their approaches to surface transportation congestion measurement, analysis, and project programming.

Transportation Scholarship Opportunities Program: provides authority for the USDOT Operating Administrations and for "non-governmental institutions" to establish scholarship and mentoring programs. Most USDOT administration did not have statutory authority in this area prior to SAFETEA-LU.

Core State Program Funds for Workforce Development: funds from the Surface Transportation Program (STP), National Highway System (NHS), Bridge Program, Interstate Maintenance Program, and Congestion Mitigation and Air Quality (CMAQ) may be used, at the discretion of the states, for workforce development, training and education purposes. Funds can be used for training and education for current workers, and for transportation career "pipeline" activities including "surface transportation career awareness, student internships and university or community college support." If the funds are used for workforce development, education or training purposes, federal funds will be available at 100% and matching funds will not be necessary. (broadens 1/2 of 1% of STP funds for training provided for in TEA-21 by increasing the number of core programs, not limiting amounts that can be used from each program, and by providing for transportation career "pipeline" activities in addition to in-service training - new program.)

ADDITIONAL SOURCES OF SAFETEA-LU INFO

American Highway Users Alliance
State-by-state funding breakdown in the bill. Preliminary bill analysis and programmatic funding are also available. www.highways.org

Research Funding in SAFETEA-LU
TRB tables that provide a comparison of multi-year totals and annual averages for research and technology funding in non-research titles of the bill. http://trb.org/news/blurb_detail.asp?id=5231

References: AEMA Newsletter, 2005 #2; NACE Newsletter, Winter 2005; Penn LTAP Newsletter, Moving Forward, Winter 05-06; SAFETEA http://www.fhwa.dot.gov/safetealu/index.htm

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<td>Equity Bonus</td>
<td>$86,954,016</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$491,008,545</td>
</tr>
</tbody>
</table>
The Interstate System has been called the Greatest Public Works Project in History. From the day President Dwight D. Eisenhower signed the Federal-Aid Highway Act of 1956, the Interstate System has been a part of our culture—as construction projects, as transportation in our daily lives, and as an integral part of the American way of life. President Eisenhower considered it one of the most important achievements of his two terms in office.1 Our 46,508-mile web of super-highways has transformed our nation and our economy. State transportation departments that built, own, and continue to operate the Interstate Highway System, will sponsor numerous events and public activities in the coming year commemorating this important anniversary.

**Colorado Facts of the Interstate Highway System**

- The 1.7-mile, $112-million I-70 Eisenhower/Johnson Memorial Tunnel opened on March 8, 1973. During a brief ceremony about 500 feet inside the tunnel’s entrance west of Denver, Governor John Love said, "This tunnel, as part of the Interstate System, represents the most recent, and possibly the most effective, answer to tying east and west Colorado together and opening the way west."

- The I-70 Eisenhower/Johnson Memorial Tunnel is the longest Interstate tunnel and the System’s highest point above sea level (11,013 feet (east bore), 11,158 feet (west bore)). The westbound bore, completed March 8, 1973, is named after President Dwight D. Eisenhower, while the eastbound bore, completed December 21, 1979, is named after former Senator and Colorado Governor Edwin C. Johnson, who had fought hard to secure the Interstate mileage west of Denver. (The lowest elevation on the Interstate System is I-8 in El Centro, California, 52 feet below sea level.)

- For other fun facts related to the Interstate Highway System, go to: [http://www.fhwa.dot.gov/interstate/pastfacts.cfm](http://www.fhwa.dot.gov/interstate/pastfacts.cfm)


**Website Question**

To see FHWA’s description of how the Interstate Highway System compares to the Great Pyramid of Cheops in Egypt and the Great Wall of China, visit Colorado LTAP’s website at: [http://ltap.colorado.edu](http://ltap.colorado.edu)
Ideas That Work
Saving Your Agency Time & Money

2005 National Roadway Safety Award Winner
Intersection Enforcement Lights

Florida DOT

The Florida DOT is promoting the widespread usage of enforcement lights at signalized intersections to facilitate the enforcement of red light running (RLR) violations. The lights, also known as “white lights”, are electronically attached to the red light and are visible to a law enforcement officer stationed downstream of a traffic signal. White lights are illuminated when the signal turns red, enabling a single officer, who must have a view of the stop bar and a red light indicator, to apprehend drivers who run a red signal. Without the white lights, two officers would be required for a RLR operation - one upstream to observe the infraction and one downstream of an intersection to write the citation. This enforcement light technology must get acceptance from the local traffic court judiciary prior to installation to assure that the citation written will be accepted in court proceedings.

In 2003, there were approximately 111 traffic fatalities and 1,703 serious injuries due to RLR in Florida. This program’s effectiveness is clear: as an example, the initial installation at the intersection of SR 60 and US 19 in Clearwater in 2001 resulted in a 50% decrease in RLR violations and an 11% decrease in crashes over a 3-month evaluation period, with 519 citations issued.

Improving intersection safety continues as one of the key areas in the state’s 2003 Strategic Highway Safety Plan, with a critical initiative to install white lights at a minimum of 60 signalized intersections per year for the five-year duration of that Strategic Plan. To date, white lights have been installed at over 400 high RLR intersections throughout the state, already exceeding the five-year target, with many more to be installed as the initiative gains support.

For more info, contact:
Patrick Brady, Florida DOT
Tel. 850-245-1504
Patrick.brady@dot.state.fl.us

~2006 Pavement Design Manual~

The purpose of the 2006 Pavement Design Manual is to provide the Colorado Department of Transportation (CDOT) and consultant pavement designers with a uniform and detailed procedure for designing pavements on CDOT projects. This manual has been in effect since July 1, 2005.

Upcoming Events

REMAINING 2006 COURSES
NOTE: The following is a list of courses proposed in the 2006 Work Plan. Please contact the Colorado LTAP office for exact dates or an updated schedule. The 2006 schedule will be posted online when it is finalized, check it out online at ltap.colorado.edu.

Road Scholar Core Classes

Roadway Safety & Work Zone Traffic Control
April 3, 2006 - Colorado Springs
April 4, 2006 - Trinidad
April 5, 2006 - Montrose
April 7, 2006 - Ft. Collins

Drainage
Fall, 2006

Safety on the Job
Fall, 2006

Supervisory Skills Classes

A Whole New World: Nuts & Bolts of Local Government
April 12, 2006 - Castle Rock

Written Communications
Fall, 2006

Successful Employees Make Successful Supervisors
Fall, 2006

Developing the Leader Within
Fall, 2006

Who's Coming Thru the Door Today
Fall, 2006

Road Scholar Electives

Topics on Concrete Pavements
March 20, 2006 - Golden
March 22, 2006 - Pueblo
March 24, 2006 - Glenwood Springs

Chip Seal Applications
March 27, 2006 - Ft. Morgan
March 28, 2006 - Colorado Springs
March 29, 2006 - Montrose

Basics of a Good Gravel Road
March 29, 2006 - Trinidad
March 31, 2006 - Limon
April 11, 2006 - Glenwood Springs

Heavy Equipment Training
Prowers County, CO (3-days, $120)
April 24 - 26, 2006 - Lamar

Topics on Asphalt Pavements
May 2, 2006 - Pueblo
May 3, 2006 - Ft. Collins
May 5, 2006 - Grand Junction
May 6, 2006 - Denver

Heavy Equipment Training
Grand County, CO (3-days, $120)
September, 2006

Easy Methods for Estimating Materials for Roadway Projects
Fall, 2006

Small Bridge Inspection
Fall, 2006

Common Sense Solutions to Intersection Safety Problems
Fall, 2006

Roadway Safety Fundamentals
Fall, 2006

Workshops

Flagger Certification (4-hrs, FREE)
April 10, 2006 - La Junta
April 11, 2006 - Alamosa
April 12, 2006 - Durango
April 13, 2006 - Montrose

Conferences

APWA/ CARMA Street Conference
April 19 - 21, 2006
Grand Junction, CO

Contact Lindsay at Colorado LTAP for registration information.

National Work Zone Awareness Week

April 2 - 8, 2006

Scheduled in April each year, National Work Zone Awareness Week is a national campaign that helps increase public awareness of work zone safety. Local community activities help educate the nation on work-zone related injuries and fatalities and the hazards and dangers that can be encountered and avoided when driving through a road construction zone. The theme for this year's NWZAW will focus on the dangers associated with night work zones, "Working at the Speed of Night".

http://www.atssa.com

National Public Works Week

May 21 - 27, 2006

NPWW is a celebration of men and women in North America who provide and maintain the infrastructure and services collectively known as public works. Instituted as a public education campaign by the APWA in 1960, NPWW calls attention to the importance of public works in community life. The Week, observed each year during the third full week of May, seeks to enhance the prestige of the often-unsung heroes of our society—the professionals who serve the public good every day with quiet dedication.

http://www.apwa.net/About/npww/
NEW FREE PUBLICATIONS

FV50 DS  Danger Signs
This video dramatically drives home the devastating results of sign vandalism on victims, their families, and those that commit the crime. Excellent tool for public awareness education, law enforcement and safety officials to curb this growing menace.

This handy "survival guide" provides a sketch of the issues involved in effective snow and ice control to restore safe and passable roads after winter storms.

FCD  Anti-icing/Road Weather Information System (RWIS)
This comprehensive training program was developed to assist the transportation community to use information provided from a Road Weather Information System (RWIS), and to use this information to determine which tools (anti-icing, de-icing, plowing) provide the best approach to winter maintenance. This program contains seven modules and is free to NACE member agencies ($100 non-members).

40 APMFG  Asphalt Pavement Maintenance - Field Guide
This field guide provides guidelines for preventive asphalt pavement maintenance techniques for a variety of distresses and conditions. It covers: - crack treatments (clean and seal, rout and seal, full-depth crack repair) - surface treatments (fog seal, seal coat, thin hot-mix overlays) - pothole patching and repair (cold-mix asphalt, spray injection patching, hot-mix asphalt, slurry or microsurfacing material).

F40 DIG  Distress Identification Guide
This publication provides guidance in identifying different forms of distress in the pavement, such as cracking, potholes, surface deformation, surface defects and miscellaneous distress. Colored figures accompany the explanations.