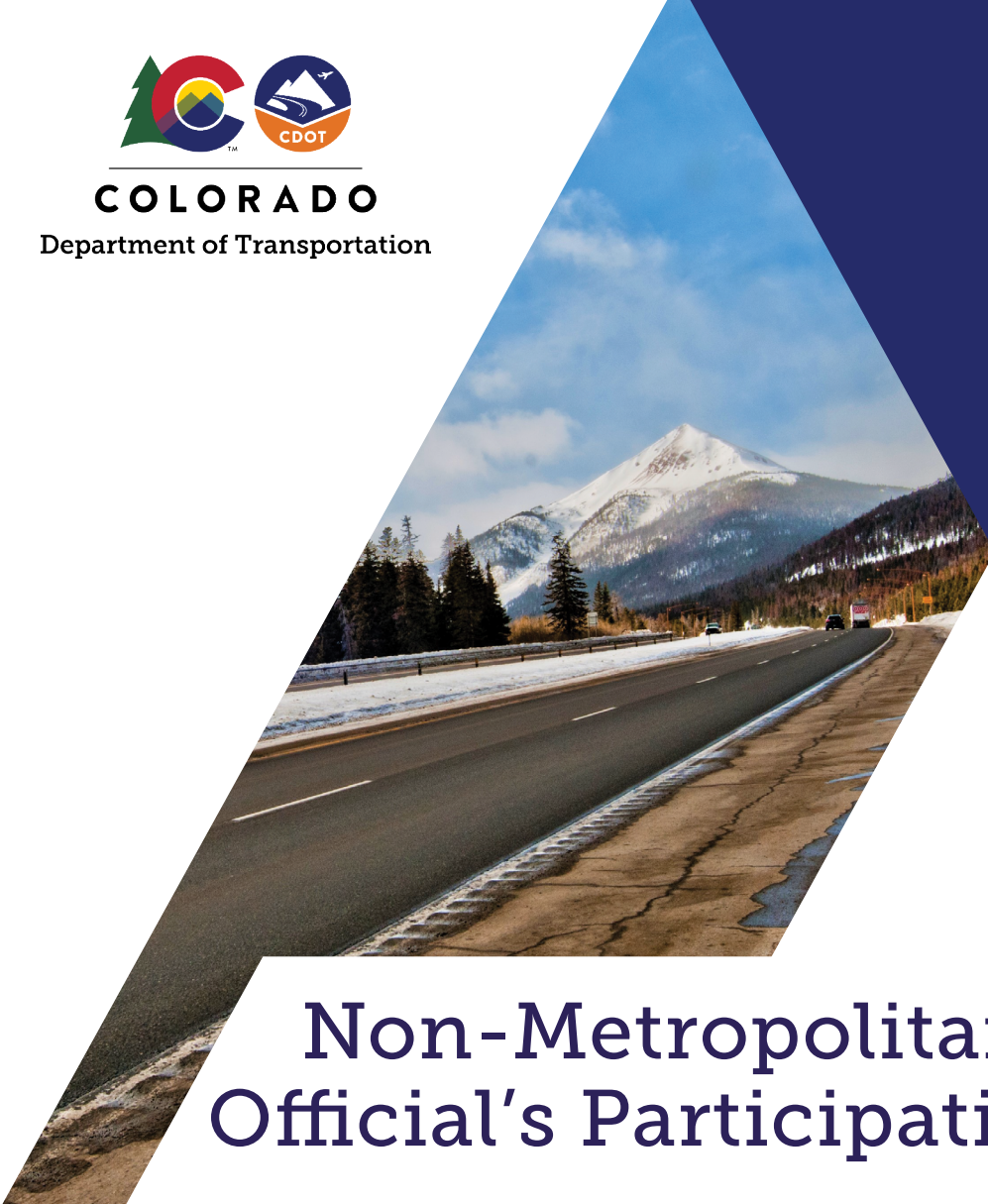




COLORADO

Department of Transportation



Non-Metropolitan Local Official's Participation Guide



Updated May 2026

About this Document

This document addresses the requirement per 450.210(b) that CDOT have a documented process for cooperating with non-metropolitan local officials and review that process at least once every five years. To that end, this document serves as a resource for non-metropolitan local officials to ensure continued communication and collaboration during Colorado's various transportation planning processes. Additionally, this document is provided to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as the Colorado Department of Transportation's (CDOT's) 2026 five-year review of its process for consulting with non-metropolitan local officials in the transportation planning process.



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Table of Acronyms

Acronyms	Definitions
ADA	Americans with Disabilities Act
BTE	Colorado Bridge and Tunnel Enterprise
CDOT	Colorado Department of Transportation
DOLA	Department of Local Affairs
DRCOG	Denver Regional Council of Governments
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GVMPO	Grand Valley MPO
MPO	Metropolitan Planning Organization
NFRMPO	North Front Range MPO
CTIO	Colorado Transportation Investment Office
PACOG	Pueblo Area Council of Governments
PPACG	Pikes Peak Area Council of Governments
RTP	Regional Transportation Plans
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Plan
TIPs	Transportation Improvement Programs
TPR	Transportation Planning Region



Introduction

The Colorado Department of Transportation (CDOT) has a long history of working with transportation stakeholders and elected and appointed officials to develop a transportation vision for Colorado. This vision is reflected in the Colorado 2050 Statewide Transportation Plan (SWP).

The 2050 SWP serves as a guide for investment in Colorado's multimodal transportation system, ensuring that our system effectively and safely moves people, goods, and information. Developing the 2050 SWP involves continual consultation and coordination with stakeholders, the general public, urban and rural local officials, federal agencies, and non-profit organizations. Each voice is vital to the development and implementation of this statewide vision for Colorado that addresses the transportation needs and priorities of our unique state.

In compliance with the most recent federal transportation authorization bill, which is the Infrastructure Investment and Jobs Act (IIJA), CDOT ensures the state's rural voices are heard and facilitates a process to ensure that non-metropolitan local elected and appointed officials are full participants in Colorado's statewide and regional transportation planning and programming.

CDOT values the participation of local officials and works to continuously improve collaboration with local governments in all aspects of statewide transportation planning and programming.

The Code of Federal Regulations under section Title 23 §450.210(b) states that:

“The State shall provide for non-metropolitan local official participation in the development of the long-range statewide transportation plan and the Statewide Transportation Improvement Program (STIP). The State shall have a documented process for consulting with non-metropolitan local officials representing units of general purpose local government and/or local officials with responsibility for transportation that is separate and discrete from the public involvement process and provides an opportunity for their participation in the development of the long-range statewide transportation plan and the STIP.”

Consultation Process Goals

The goals for conducting a comprehensive consultation process for non-metropolitan local officials require CDOT to continue the following actions:

- Ensure the voices of rural elected officials and stakeholders are placed on equal footing with those in urban areas, and
- Support non-metropolitan local officials by providing information and staff resources as needed to make informed transportation planning and programming decisions;
- Develop opportunities for increased non-metropolitan local official involvement in the planning and programming processes, and
- Solicit comments and ideas on how to improve and increase participation of non-metropolitan local officials in the planning process.

Ten Rural Transportation Planning Regions

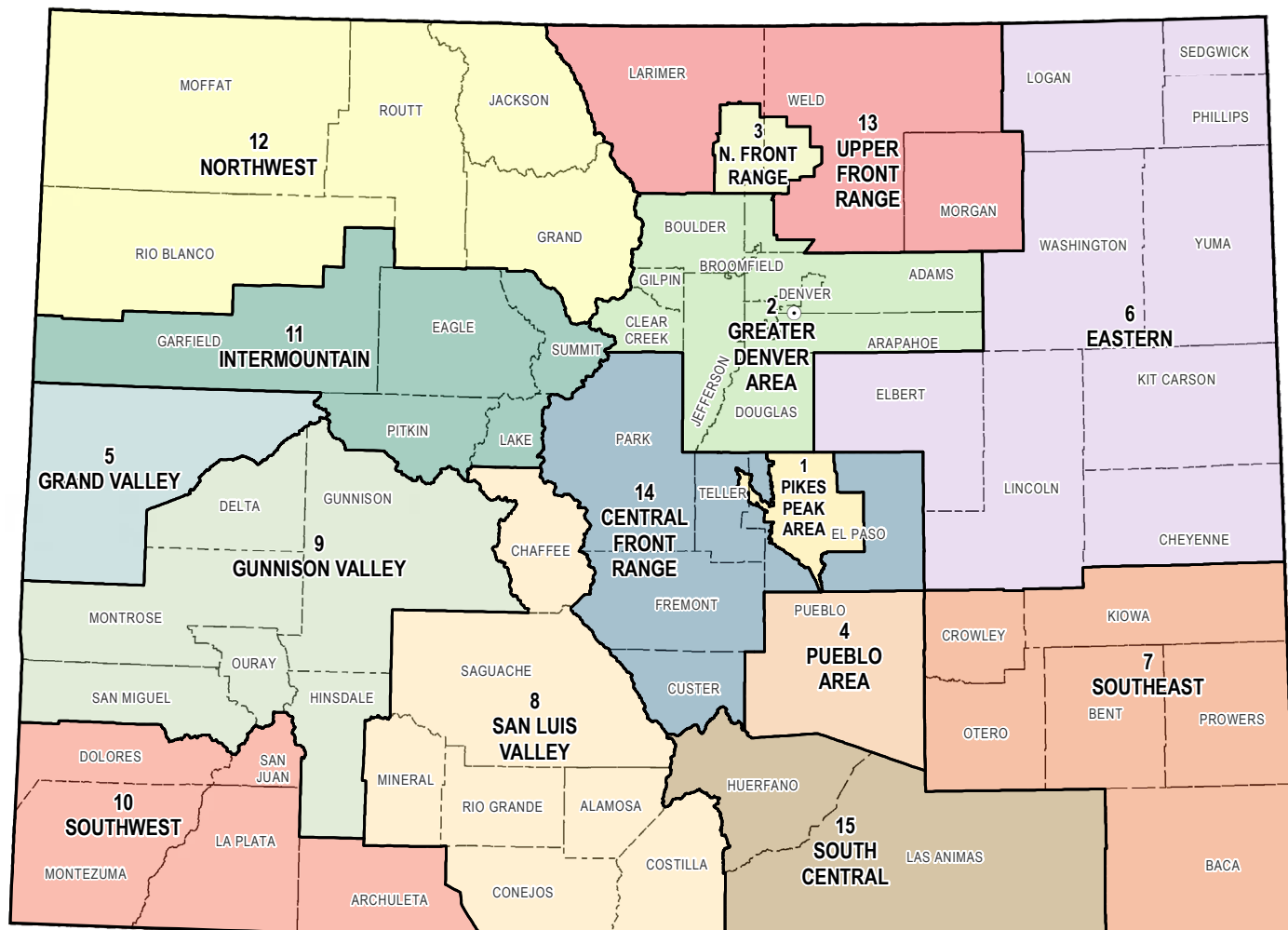
Colorado is predominantly rural in nature, with most major metropolitan areas located along the Front Range of the Rocky Mountains. Approximately 85 percent of the state's population resides along the Front Range. However, urban areas represent approximately 3% percent of the state's total land area, which means that the majority of the state's land area is rural.

Local elected and appointed officials represent units of county, municipal, or special-purpose local government entities. The planning process begins at the local level with involvement from the business community, residents, and local officials within Colorado's Transportation Planning Regions (TPRs).

Ten of the fifteen TPRs are considered non-urban, and five are designated as Metropolitan Planning Organizations, which are located in urban areas with a population of 50,000 or more. The 15 TPRs are shown in Figure 1.



Figure 1. Colorado's Transportation Planning Regions



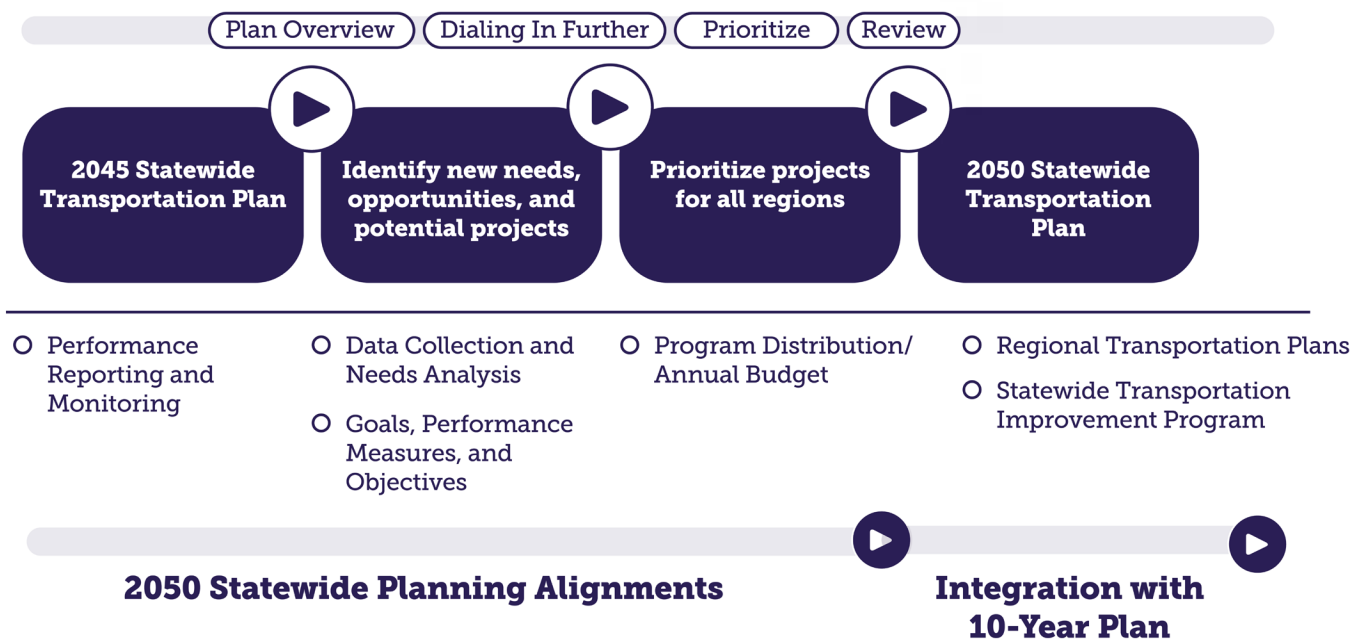
Each TPR comprises representatives from municipalities and counties within their established boundaries. Per state regulations (2 Code of Colorado Regulations 601-22), TPRs are defined as: “geographically designated areas of the state with similar transportation needs that are determined by considering transportation commonalities.” Boundaries of each TPR are described in each update of 2 Code of Colorado Regulations (CCR) 601-22, which the Colorado Transportation Commission approves. State law enables officials from the counties and municipalities within a rural TPR to form a Regional Planning Commission (RPC) through an intergovernmental agreement. Transportation planning activities with the TPRs are coordinated by the CDOT Division of Transportation Development (DTD) and with the CDOT Engineering Regions. About every five years, each RPC/TPR develops and adopts a Regional Transportation Plan (RTP) in coordination with its respective CDOT Engineering Region and DTD.

Transportation Planning in Colorado

CDOT conducts a continuing, comprehensive, and cooperative (3C) multimodal transportation planning process in accordance with federal and state requirements. The process reflects a performance-based approach to planning and incorporates extensive use of data and analysis to inform decision-making. Included in the 3C process is the development of both short-term and long-term goals and performance objectives for Colorado's multimodal transportation system.

The identified goals, performance objectives, and priorities for investment in programs and projects are included in the SWP, RTPs, the 10-Year Plan, and a four-year Statewide Transportation Improvement Program (STIP). The RTPs inform the development of the 10-Year Plan and STIP. The RTPs inform the projects included in the 10-Year Plan and are consistent with the Transportation Commission Policy Directive 14 goals. The four-year STIP communicates to the public, planning partners, and other stakeholders the needs and priorities for major investments over a four-year timeframe.

Figure 2. Elements Of Your Transportation Plan Process





Transportation Commission Policy

Updated periodically

- The Governor appoints the 11 members of the Transportation Commission, which is established under state statute. The Commission sets policy and guides the planning process.
- Transportation Commission policy includes goals, performance measures, and objectives in the areas of advancing transportation safety, fixing our roads, and sustainability, increasing transportation choice, which are incorporated into Policy Directive (PD) 14.0.
- PD 14.0 guides the distribution of resources in the SWP, the 10-Year Plan, STIP, and CDOT's annual budget. PD 14.0 is updated periodically (typically when CDOT is developing a new long-range plan) to reflect new or updated measures and objectives.
- The development of goals, performance measures, and objectives is based on data collection, needs analysis, revenue forecasts, and information from CDOT's existing plans.

Revenue Projections and Program Distribution

Updated periodically in conjunction with the development of a new long-range statewide transportation plan

- State and federal revenue projections are developed for the minimum 20-year time horizon of the SWP and RTPs.
- Annual short-term revenue projections are developed for CDOT's annual budget.
- Program Distribution is developed based on forecasted revenues, the funding needed to achieve performance objectives, and planning partner input.
- An annual budget is developed and adopted in the spring of each year. The annual budget is based on updated revenue forecasts and on updated funding information needed to achieve performance objectives.

Identify Statewide and Regional Trends and Needs

Updated periodically in conjunction with the development of a new long-range statewide transportation plan.

Data collection and needs analysis are conducted to assess current and future transportation conditions over 10- and 25-year periods, including projections of system conditions, congestion, safety, vehicle miles traveled (VMT), population, and other demographic information.

- Funding needs are identified, including the funding needed to achieve established performance objectives.
- Data and analysis are also used to identify trends and themes for further consideration and discussion in the SWP, RTPs, and other CDOT modal and functional plans.

Modal and Functional Plan

Updated periodically as needed

Modal Plans are developed or updated for transit, rail, aviation, and bicycle/pedestrian modes.

- Functional Plans are developed or updated for specific transportation functions, including the Strategic Highway Safety Plan, Risk-Based Asset Management Plan, State Highway Freight Plan, and Statewide Freight Plan.
- These plans identify strategic direction in each focus area, identify challenges and solutions, and prioritize investments and strategies for implementation.
- Modal Plans are developed or updated for transit, rail, aviation, freight, and bicycle and pedestrian modes and are integrated into the Statewide Transportation Plan.
- These plans help guide decisions and investments in each of these cross-cutting areas.





Regional Transportation Plan

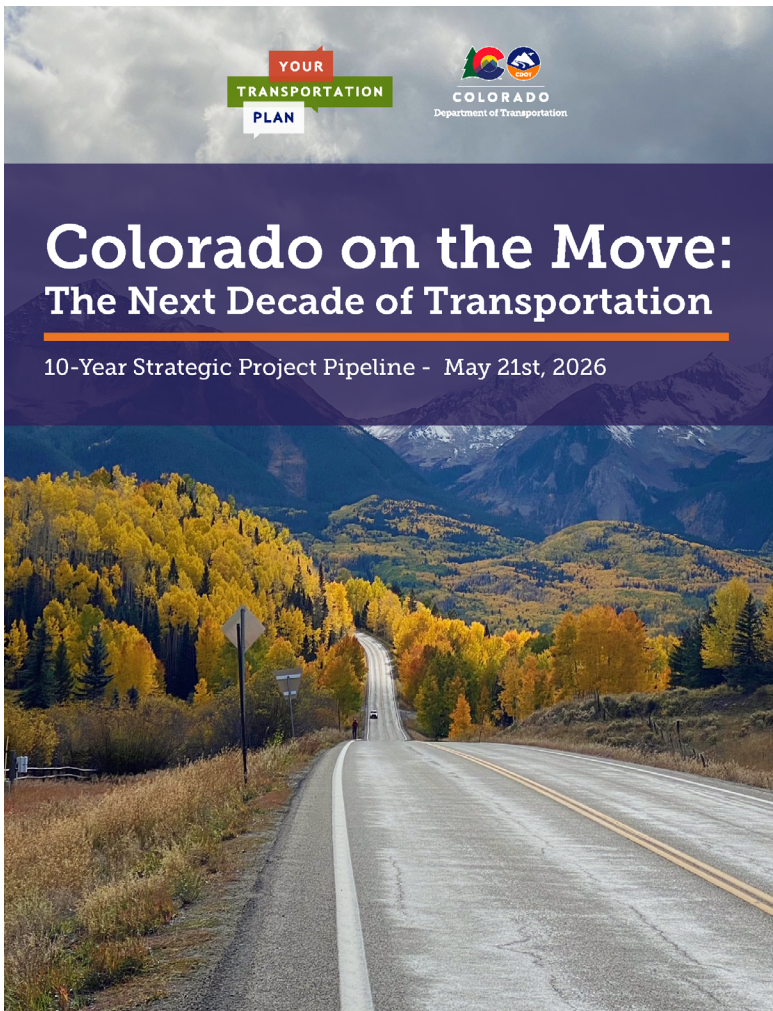
New or updated every four years for SWP and RTPs

- RTPs with a minimum 20-year time horizon are developed or updated for each of the state's 10 rural Transportation Planning Regions (TPRs) and five MPOs. MPOs develop plans in cooperation with CDOT, while CDOT assists the TPRs in developing their RTPs.
- RTPs identify a vision for the region, priorities, programs or projects, and strategies for achieving the vision. The development of RTPs includes significant stakeholder and public outreach.
- RTPs include the key findings from recently developed modal and functional plans.

Statewide Performance-Based Transportation Plan

Statewide Transportation Plans are updated every four years

- The Statewide Transportation Plan is the blueprint and vision for how CDOT will improve the state's transportation system over the next 10 to 25 years.
- The plan identifies future needs and outlines performance-based goals for Colorado's multimodal transportation system, consistent with Policy Directive 14.
- The SWP is developed with input from local and regional stakeholders, multimodal transportation interests, and the traveling public.
- The SWP captures the themes identified in the Regional Transportation Plans and key elements from recently adopted modal and functional plans.
- CDOT's 2050 SWP and RTPs and other CDOT plans can be found at this link: <https://www.codot.gov/programs/yourtransportationpriorities>



10 Year Plan - Project Pipeline Adopted May 21st, 2026



Central Projects
Highway & Transit Projects in Region 1

Under Construction Projects

Corridor	Project Name	MDOT/STP/Statewide	Planning Project ID	Project Type	10-Year Strategic Funding (\$M)	10-Year Strategic Funding (\$M)	10-Year Strategic Funding (\$M)	Other Funding	Total Cost (\$M)	Estimated Construction Period
US-6	Various Roadway Improvements and Addressing Transportation Safety	Denver Regional COG	2003-2024	Interchange/Highway	\$18.4M				\$18.4M	NA
I-25	Regionwide Signal and Ramp Meter Upgrades	Denver Regional COG	2012	Interchange/Highway	\$8.3M	\$8.3M			\$16.6M	NA
I-25	I-25 and CO-7 Interchange Safety Study	Denver Regional COG	2014	Interchange/Highway	\$17.8M				\$17.8M	NA
I-25	Lower New York City Sub	Denver Regional COG	2014	Interchange/Highway	\$14.7M				\$14.7M	NA
I-25	I-25 Corridor Improvements	Denver Regional COG	2015-1	Interchange/Highway	\$14.7M	\$14.7M			\$29.4M	NA
I-25	I-25 West - Phase 10B	Denver Regional COG	2015	Interchange/Highway	\$10.0M	\$10.0M			\$20.0M	NA
I-25	Eastbound Johnson Canyon Tunnel Repairs and Maintenance	Denver Regional COG	2012	Interchange/Highway	\$22.0M				\$22.0M	NA

Design Projects

Corridor	Project Name	MDOT/STP/Statewide	Planning Project ID	Project Type	10-Year Strategic Funding (\$M)	10-Year Strategic Funding (\$M)	10-Year Strategic Funding (\$M)	Other Funding	Total Cost (\$M)	Estimated Construction Period
US-285	US-285 Corridor Improvements near Pine Junction (Village Valley Corridor Improvement)	Denver Regional COG	2003	Safety	\$1.8M		\$13.8M		\$15.6M	NA
US-287	Federal Roadway 101 Phase 1	Denver Regional COG	2016-1	Interchange/Highway	\$59.6M	\$59.6M			\$119.2M	NA
US-287	Federal Roadway 101 Phase 2	Denver Regional COG	2016-2	Interchange/Highway	\$11.3M	\$11.3M			\$22.6M	NA
US-6	US-6 and Westbound Interchange	Denver Regional COG	2015	Interchange/Highway	\$4.1M				\$4.1M	NA
US-85	US-85 Corridor Improvements between Lodi and Hardsburg	Denver Regional COG	2007	Interchange/Highway	\$10.0M		\$25.5M		\$35.5M	NA
CO-7	CO-7 Priority Interchange Improvements	Denver Regional COG	2006	Interchange/Highway	\$10.0M		\$10.0M		\$20.0M	NA
I-25	I-25 Interchange Reconstruction at Speed Boulevard and 21st Avenue	Denver Regional COG	2015	Interchange/Highway	\$9.8M	\$10.0M	\$89.0M		\$108.8M	NA
I-25	I-25 North between 16th Avenue and 16th Avenue East	Denver Regional COG	2004	Interchange/Highway	\$10.0M	\$10.0M			\$20.0M	NA
I-270	I-270 Corridor Improvements Phase 1: Critical Bridges	Denver Regional COG	2002-2	Interchange/Highway	\$14.1M	\$4.1M			\$18.2M	NA
I-270	I-270 Corridor Improvements Phase 2	Denver Regional COG	2002-3	Interchange/Highway	\$2.7M	\$18.2M			\$20.9M	NA
I-270	I-270 Corridor Improvements Phase 3	Denver Regional COG	2002-4	Interchange/Highway					\$18.2M	NA
I-270	I-270 Corridor Improvements: CO-254 Interchange	Denver Regional COG	2002-5	Interchange/Highway	\$22.7M				\$22.7M	NA
I-76	I-76 and Highway 101 Interchange	Denver Regional COG	2003	Interchange/Highway	\$2.5M	\$10.4M	\$14.1M		\$27.0M	NA
Non-Corridor	Regionwide Roadwork Reduction	Denver Regional COG	2010	Interchange/Highway	\$2.5M	\$400M	\$7.1M		\$425.6M	NA

Planned Projects

Corridor	Project Name	MDOT/STP/Statewide	Planning Project ID	Project Type	10-Year Strategic Funding (\$M)	10-Year Strategic Funding (\$M)	10-Year Strategic Funding (\$M)	Other Funding	Total Cost (\$M)	Estimated Construction Period
CO-7	Colorado Roadway 101	Denver Regional COG	2016-3	Interchange/Highway	\$10.0M		\$10.0M		\$20.0M	NA
I-25	Northbound Safety Access Improvements	Denver Regional COG	2015	Interchange/Highway	\$10.0M				\$10.0M	NA
I-25	Lower New York City Sub	Denver Regional COG	2014	Interchange/Highway	\$11.3M				\$11.3M	NA
I-270	I-270 Corridor Improvements from Lakewood to the Eisenhower Tunnel	Denver Regional COG	2002	Interchange/Highway	\$2.5M	\$10.0M			\$12.5M	NA
I-270	State Springs Interchange	Denver Regional COG	2016	Interchange/Highway	\$6.3M				\$6.3M	NA

New Projects

Corridor	Project Name	MDOT/STP/Statewide	Planning Project ID	Project Type	10-Year Strategic Funding (\$M)	10-Year Strategic Funding (\$M)	10-Year Strategic Funding (\$M)	Other Funding	Total Cost (\$M)	Estimated Construction Period
I-25	I-25 North between 16th Avenue and 16th Avenue East	Denver Regional COG	2004	Interchange/Highway			\$89.0M		\$89.0M	NA
I-25	I-25 North between I-490 and I-490 (I-490 Corridor)	Denver Regional COG	2009	Interchange/Highway			\$8.0M		\$8.0M	NA
I-25	I-25 North between I-490 and I-490 (I-490 Corridor)	Denver Regional COG	2009	Interchange/Highway			\$8.0M		\$8.0M	NA
I-25	I-25 North between I-490 and I-490 (I-490 Corridor)	Denver Regional COG	2009	Interchange/Highway			\$8.0M		\$8.0M	NA
Non-Corridor	Regionwide Roadwork Reduction	Denver Regional COG	2010	Interchange/Highway	\$2.5M	\$400M	\$7.1M		\$425.6M	NA

7 10-Year Plan Strategic Project Pipeline

Cover page and project tables of the 10 Year Plan adopted May 2026

10-Year Plan

Prioritized in four-year increments in conjunction with the development of a new long-range statewide transportation plan; Quarterly Reporting

- Developed in coordination with the SWP, the 10-Year Strategic Pipeline of Projects (10-Year Plan) connects current and future funding realities to deliver an effective and efficient transportation system that works for Colorado.
- Major investment needs in the 10-Year Vision Plan are identified through community outreach, statewide planning and development studies, and in metropolitan and rural Regional Transportation Plans.
- The 10-Year Plan is Colorado's roadmap for prioritizing and investing in critical transportation projects across the state over the next decade. Strategic funding is allocated to projects that fix our roads, advance transportation safety, and sustainably increase transportation choice.
- CDOT updates the 10-Year Vision Plan on a quarterly basis with current project status and updated financial information.



Performance Measures, Monitoring, and Reporting

Continuous process

- Performance measures and progress on the SWP strategies are reported to communicate progress to the public and planning partners, identify the need to modify performance objectives, and inform investment decisions, including the development of the annual budget.
- CDOT supports data-driven decision-making through a suite of interactive tools and dashboards that monitor key transportation performance measures across the state. These resources help planners, policymakers, and the public track progress toward statewide goals, including safety, infrastructure condition, sustainability, and multimodal access.

The Statewide Transportation Improvement Development Program (STIP)

Updated annually

- The STIP identifies capital and non-capital transportation projects and programs proposed for funding over a four-year time frame
- The STIP incorporates Transportation Improvement Programs (TIPs) for each MPO.
- The STIP must be fiscally constrained.
- Since 2016, CDOT has updated its STIP annually in order to always provide a full four-year plan of projects recognized by FHWA and FTA. This process allows for more flexibility in moving projects forward or backward to address shifting priorities or emergencies.
- The current STIP is available on the CDOT website for public viewing.
- For more information regarding the development of the STIP see the Project Priority Programming Process (4P) and STIP Development Guidelines.

Opportunities for Engagement

Statewide and regional transportation planning and programming processes depend on a wide range of standing bodies to help guide the transportation decision-making process. In addition to the Transportation Commission, the following boards and advisory committees contribute to Colorado's transportation planning process.

Boards and Advisory Committees

Colorado Transportation Commission

CDOT manages the state's transportation system under the direction of the Transportation Commission. The commission is comprised of 11 commissioners who represent districts in both urban and rural areas of the state. Each commissioner is appointed by the Governor, confirmed by the Colorado Senate, and serves a four-year term.

The Transportation Commission's responsibilities and duties include developing and adopting the CDOT budget, approving the SWP and STIP; advising and providing recommendations to the Governor and General Assembly on the transportation policy of the state; formulating general policies on how the department manages, maintains, operates, and constructs the state highway system; and other policy and decision-making duties. The Transportation Commission meets monthly.

Statewide Transportation Advisory Committee (STAC)

Created by state law (43-1-1104, C.R.S.), the STAC advises CDOT on the needs of the transportation system in Colorado and reviews and comments on all RTPs, amendments, and updates submitted by the TPRs. Under state regulation (2 CCR 601-22), the STAC also reviews and comments on transportation-related issues and conflicts; integration and consolidation of RTPs into the SWP; improvements to modal choice and system continuity; and proposed TPR boundary revisions.

The STAC also provides regional perspectives on transportation mobility issues requiring interregional and/or statewide solutions.

STAC members represent the ten rural TPRs and five MPOs throughout the state. The Ute Mountain Ute and Southern Ute Indian Tribes may each appoint voting members to the STAC.

Non-metropolitan STAC representatives are on equal footing with their metropolitan counterparts and serve to complete the statewide perspective needed to help guide CDOT in effectively administering its resources. This commitment is reflected in the STAC bylaws, which state that the STAC's leadership represents both rural and urban Colorado, and when the Chairperson is elected from a rural TPR or tribe, the Vice Chairperson shall be elected from an urban MPO area, and vice versa.

The STAC meets monthly, the week after the monthly Transportation Commission meetings.



Transit and Rail Advisory Committee (TRAC)

The TRAC was formed in January 2011 to advise the newly created Division of Transit and Rail (DTR). TRAC works with DTR staff to develop and promote the DTR's vision, policies, and priorities for transit and rail services in Colorado.

TRAC members are representatives from public and private transit providers, railroads, interest groups, planning partners, counties, cities, and the general public. The TRAC meets quarterly following the STAC meeting. The chairperson of the TRAC shall be a non-voting member of STAC.

Colorado Freight Advisory Council (FAC)

In an effort to better address goods movement, create a more collaborative environment, and respond to guidance provided in federal regulations and in collaboration with the private sector and planning partners, CDOT established a new Colorado FAC in 2015. The FAC provides a continuing platform for the freight industry, other parties interested in freight, and the public to raise issues, enabling CDOT and the FAC to make well-informed decisions and recommendations based on multiple freight perspectives.

Transportation Environmental Resource Council (TERC)

CDOT and FHWA formed the [TERC](#) in 2002 to provide a forum for local, tribal, state, and federal agencies to discuss state transportation decisions and plan for environmental stewardship. The complexities and hurdles of environmental stewardship and transportation needs highlight the need for collaboration at the earliest planning stages. TERC meetings allow members to get ahead of interagency challenges.

Colorado Aeronautical Board

The [Colorado Aeronautical Board](#) provides guidance and direction on all aviation matters in the state to the Colorado Division of Aeronautics. The Board sets aviation policy to develop and maintain the Colorado aviation system and provides financial grants to local governments to improve safety, maintain existing airport infrastructure, and develop aviation services throughout the state.

Appointed by the Governor to serve three-year terms, the Colorado Aeronautical Board represents both governmental and aviation-interest constituencies. At the direction of the Colorado Aeronautics Board, the Colorado Division of Aeronautics consults with local governments on issues relating to local land use planning to maintain consistency with the State Aviation Systems Plan, regional system plans, or areas and activities of state interest. The Colorado Aeronautics Board meets at least four times a year.

Statewide Bridge and Tunnel Enterprise (BTE)

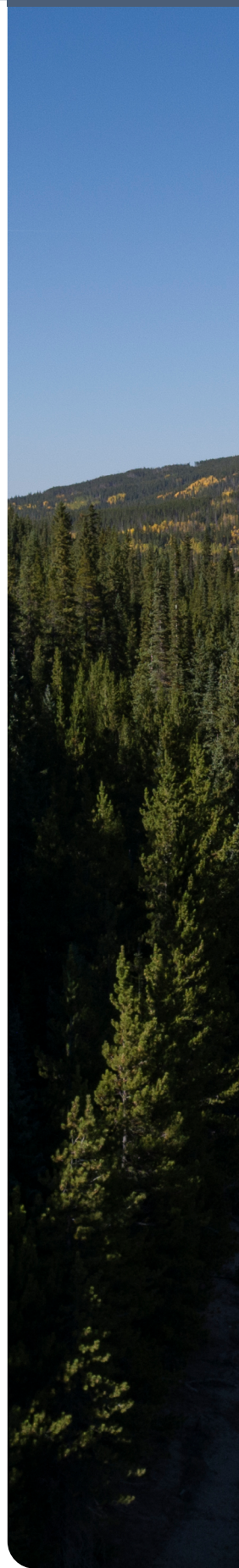
The Colorado Legislature created the BTE as a government-owned business to provide dedicated funds for bridge repair and reconstruction. The purpose of the BTE is to complete the repair, reconstruction, and replacement of bridges that have been designated as structurally deficient, functionally obsolete, and rated as poor. The members of the BTE Board are the members of the Colorado Transportation Commission. All meetings of BTE Board are open to the public. The BTE Board of Directors meets monthly immediately following the Transportation Commission meetings.

Colorado Transportation Investment Office (CTIO)

Formerly known as the High Performance Transportation Enterprise (HPTE), the government-owned business enterprise, CTIO, was created as part of Senate Bill

09-108 (also known as Funding Advancements for Surface Transportation and Economic Recovery or FASTER). The enterprise pursues public-private partnerships and other innovative and efficient means of completing strategic surface transportation infrastructure projects.

The enterprise is governed by a seven-member board. Four members are appointed by the Governor, each of whom has professional expertise in transportation planning or development, local government, design-build contracting, public or private finance, engineering, environmental issues, or any other area that the Governor believes will benefit the board. Additionally, the Transportation Commission appoints three members. The enterprise board, with the consent of the CDOT Executive Director, then appoints an enterprise director. The four non-Transportation Commission Governor-appointed CTIO members are to represent the following planning areas: the North Front Range MPO, Denver Regional Council of Governments, Pikes Peak Area Council of Governments, and I-70 Mountain Corridor. The CTIO meets after the Transportation Commission meetings. All meetings are publicly announced and open to the public.



Coordination with Rural Stakeholders

CDOT coordinates planning activities with non-metropolitan local officials throughout the state using a variety of forums, most significantly through the RPCs/TPRs.

Rural Stakeholders

Regional Planning Commissions (RPCs)

As previously discussed under the Transportation Planning in Colorado section of this document, RPCs are comprised of elected and appointed officials from each TPR. RPCs are responsible for establishing regional priorities and developing the multimodal RTPs. RPCs serve as a valuable means of communication among local governments within each TPR and as a channel of communication with CDOT about transportation planning and programming processes.

Southern Ute and Ute Mountain Ute

Colorado has two Tribal Governments, the Ute Mountain Ute and the Southern Ute. As members of the Southwest TPR, both tribal governments have voting status on the STAC and participate in monthly STAC meetings.

Additionally, joint cooperative meetings between Colorado's Tribal Governments, CDOT, the Federal Highway Administration (FHWA), Bureau of Indian Affairs, and the departments of transportation of Arizona, New Mexico, and Utah take place every year, or as needed, to discuss transportation issues specific to Tribal Governments. The Southern Ute develops a Tribal TIP (TTIP) that the Tribal Council approves. The TTIP is included by reference in the draft STIP.

CDOT coordinates with the tribal governments on transportation planning to ensure consistency between CDOT and tribal safety and transportation plans and in developing the STIP.





Local Government Advocacy Organizations

The CDOT Office of Policy and Government Relations partners with [Colorado Counties, Inc. \(CCI\)](#) and the [Colorado Municipal League \(CML\)](#) to provide information to educate and engage their members on transportation-related issues. Additionally, CDOT works with CCI and CML when specific issues arise requiring attention.

These non-partisan advocacy organizations serve and represent Colorado's cities, towns, and counties to offer assistance to county commissioners, mayors, and council members to encourage local governments to work together on common issues.

Political Advocacy Committees

Staff from the Office of Policy and Government Relations engages, as needed, with Colorado's political advocacy committees by providing information when asked and monitoring agendas to determine if CDOT attendance might be helpful at meetings.

In Colorado, [Club 20](#), Action 22, and [Progressive 15](#) are county-level Political Advocacy Committees that represent various regions throughout Colorado. These committees were formed to advocate for common regional interests and present a unified political voice.

Other Planning Resources and Information

Other Information

Office of Policy and Government Relations

CDOT's Office of Policy and Government Relations provides resources and outreach to officials at the federal, state, and local levels, as well as to external partners of CDOT local officials. Local governments are one of CDOT's most active and vocal constituencies because the transportation planning process is a locally driven, grassroots effort.

CDOT Division of Transportation Development (DTD) Planning Liaisons and Regional Planners

CDOT's [Local Government Liaisons](#) and [Regional Planners](#) attend the meetings of CDOT planning partners, the 10 rural TPRs and five MPOs, to share pertinent information with local officials, take information from the planning partners back to CDOT, and provide other assistance and support. A link to a list of CDOT planning staff contacts is provided in Appendix A.

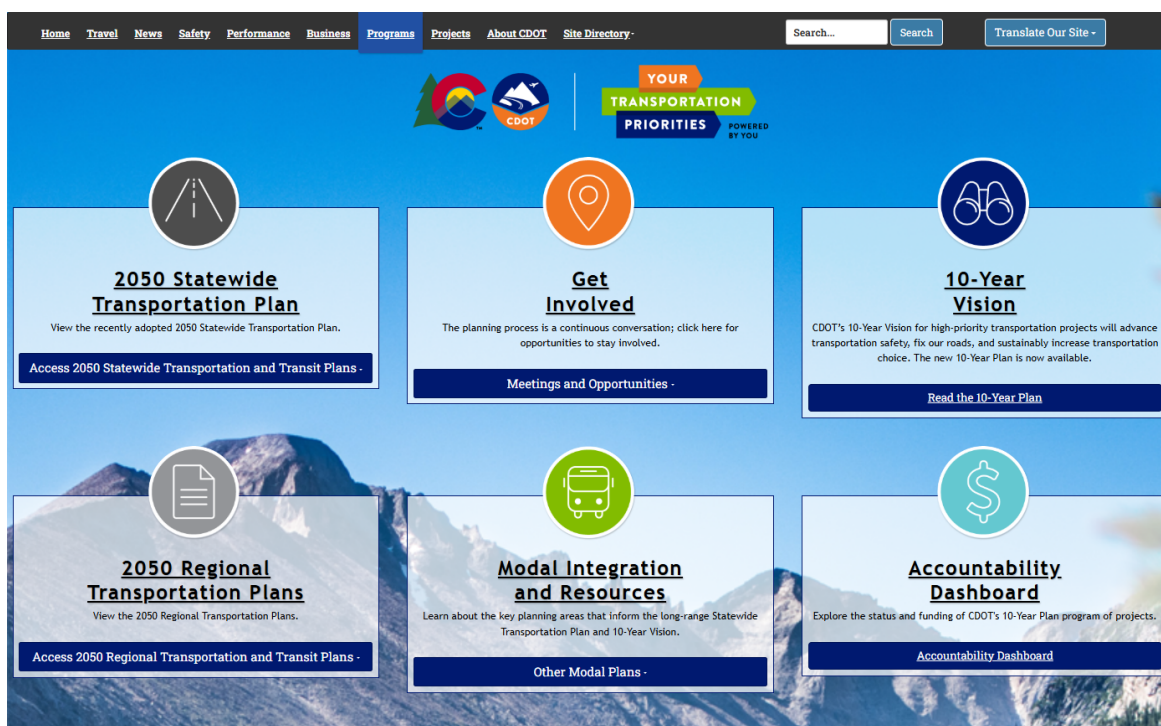
Internet Resources

The recently updated CDOT website is an invaluable resource for local and government officials alike for detailed and up-to-date information. The website is home to links and documents covering a vast array of CDOT projects and programs.

Figure 3. CDOT Homepage



Figure 4. Statewide Plan Website



The 2050 Statewide Plan website is a key resource for all planning partners and local officials.

Data, documents, and the 10-Year Vision and CDOT’s accountability dashboard provide the public and local agencies with accessible and engaging tools in order to discuss and address transportation issues. All RTPs and other CDOT plans are also available on the Statewide Plan website.

Local Technical Assistance Program

Another resource for non-metropolitan local officials is the [Colorado Local Technical Assistance Program \(LTAP\)](#), which serves as the local technology transfer effort of the FHWA’s Office of Technology Partnership Programs.

Colorado LTAP bridges the gap between research and practice by conducting training sessions and demonstrations and by serving as a clearinghouse for information related to state- of-the-art technology in the construction and maintenance of roads and bridges.

The mission of Colorado LTAP is to foster a safe, efficient, environmentally sound transportation systems by improving skills and increasing knowledge of the transportation workforce and decision makers.

The program serves state, county, and local highway and transportation personnel. The Colorado LTAP is sponsored by FHWA, CDOT, and the University of Colorado at Boulder.

Appendix A: Additional Resources and Helpful Links

Contact Information

Contacts	Full Link URL
CDOT Multi-modal Planning Branch Staff & Region Planners	https://www.codot.gov/programs/planning/contacts.html
CDOT Regional Transportation Directors	https://www.codot.gov/about/regions.html
CDOT Local Government Liaisons	https://www.codot.gov/about/government-relations/local-government-liaison.html
Regional Planning & Environmental Managers	https://www.codot.gov/programs/environmental/contacts-region.html

Links Referenced

Page	Text (in document)	Full Link URL
5	2050 Statewide Transportation Plan (SWP)	https://www.codot.gov/programs/your-transportation-priorities
5	The Infrastructure Investment and Jobs Act (IIJA)	https://www.transportation.gov/infrastructure-investment-and-jobs-act
7	Transportation Planning Regions (TPRs)	https://www.codot.gov/programs/planning/planning-partners/tpr-mpo
7	Regional Transportation Plans (RTPs)	https://www.codot.gov/programs/yourtransportationpriorities/2050regionalplans
7	Transportation Commission	https://www.codot.gov/about/transportation-commission
8	Policy Directive (PD) 14.0	https://www.codot.gov/performance/performance-plan
11	Your Transportation Priorities	https://www.codot.gov/programs/yourtransportationpriorities

Page	Text (in document)	Full Link URL
10	Modal Plans / Functional Plans	https://www.codot.gov/programs/your-transportation-priorities/resources-documents
13	FY 2027-2030 Statewide Transportation Improvement Plan (STIP)	https://www.codot.gov/programs/planning/transportation-plans-and-studies/stip
13	Project Priority Programming Process (4P) and STIP Development Guidelines	https://www.codot.gov/programs/planning/planning-process/4p.html
18	Club 20	https://club20.org/
18	Progressive 15	https://pro15.org/
19	CDOT's Local Government Liaisons	https://www.codot.gov/about/government-relations/local-government-liaison.html
19	CDOT Website	https://www.codot.gov/
20	Colorado Local Technical Assistance Program (LTAP)	https://www.coloradoltap.org

Other CDOT Plans

CDOT Plans	Full Link URL
Statewide Transit Plan	https://www.codot.gov/programs/transitandrail/2050-transit-plans
Strategic Highway Safety Plan	https://transportationsafety.colorado.gov/strategic-highway-safety-plan
Colorado State Emergency Operations Plan	https://dhsem.colorado.gov/emergency-management/plans/colorado-state-emergency-operations-plan
Freight Plan	https://freight.colorado.gov/plan-invest/freight-planning-efforts
Freight and Passenger Rail Plan	https://www.codot.gov/programs/transitandrail/colorado-freight-and-passenger-rail-plan
Statewide Active Transportation Plan	https://www.codot.gov/programs/bikeped/planning/Bike_Ped_Plan
Aviation Plan	https://www.codot.gov/programs/aeronautics/studies-plans-reports/2020casp
Transportation Asset Management Plan	https://www.codot.gov/programs/tam/transportation-asset-management-plan
CDOT's Environmental Justice and Equity Branch	https://www.codot.gov/business/civilrights

Statewide Transportation Planning Resources

Resource	Full Link URL
Policy Directive 14 Development	https://www.codot.gov/performance/performance-plan
Plan Integration	https://www.codot.gov/programs/yourtransportationpriorities/resources
Public Involvement	https://www.codot.gov/programs/planning/assets/public-involvement-guide-2025.pdf