



2035 Regional and Statewide Transportation Plan Guidebook

Division of Transportation Development
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2035 REGIONAL AND STATEWIDE TRANSPORTATION PLAN GUIDEBOOK

Introduction –

The Colorado Department of Transportation (CDOT) is responsible for long range transportation planning in Colorado. CDOT coordinates the multi-modal planning efforts of all 15 Transportation Planning Regions (TPRs) in Colorado consisting of five metropolitan planning areas (MPOs) and 10 non-metropolitan regional TPRs. This Guidebook is primarily for use in the preparation of the 10-non-metropolitan regional TPRs.

The purpose of this effort is to implement a coordinated 2035 regional and statewide planning process that is documented in regional and statewide plans consistent with state and federal law and Colorado Transportation Commission policy direction. This 20 year long range transportation planning process is required in federal and state law. The major components of the 2035 planning effort are to:

- Build on the 2030 Regional and Statewide plans by focusing on changes in conditions since the last effort
- Develop a shorter term implementation strategy to guide STIP priorities over the next 10 years
- Comply with the related requirements of Statewide Planning and SAFETEA-LU such as integration of land use and transportation
- Include environmental mitigation activities and consultation with federal, state, local, resource and regulatory agencies and Indian Tribes
- Integrate transit and other modes in the 2035 RTPs and Statewide Plan
- Design, deliver and document an enhanced public involvement approach with forums in 10 rural TPRs
- Develop 10 draft and final non-metropolitan Regional Transportation Plans (RTPs)
- Develop draft and final Statewide Transportation Plan document that incorporates all 15 RTPs, associated technical reports and updates to the 2030 corridor vision CD-ROM
- Provide deliverables that include outreach materials, GIS maps, draft and final RTPs and Statewide Plan, Technical Reports and CD-Rom, Executive Summary Brochure for 2035 Statewide Plan.

The Consultant is responsible for writing the RTPs in their entirety as outlined in this Guidebook. Per the Scope of Work, all work developed by the consultant will be reviewed by CDOT. Significant items of work will also be reviewed by the 2035 Plan Team, 2035 Plan Technical Committee and the Statewide Transportation Advisory Committee (STAC).

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Section 1 - Inventory and Analysis

The CDOT data and inventory provided by CDOT will be supplemented and updated filling in any gaps not provided by CDOT where needed for RTP development. Changes to the data since adoption of the 2030 Plans will be analyzed that have potential impact to the transportation system and corridor visions. The focus should be on integrating transit and incorporating the results of consultation efforts into the regional and statewide 2035 Plans. Based on an analysis of the relevant data, significant needs, changes and/or trends since adoption of the 2030 Plans will be identified for inclusion in the 2035 Regional and Statewide Plans.

A. Transportation Planning Region Profile

Based on available data update, summarize and map the most current regional information and any 2035 forecasted data for the following:

- Population by income and age
- Low income and minority populations including Environmental Justice analysis
- Employment data
- Major tourism/recreation generators
- Tribal data where appropriate
- Agricultural crop and livestock production areas
- Oil and gas extraction including biodiesel and ethanol production
- Other major industrial and commercial locations
- Freight origin and destination patterns
- Land use type
- Major activity centers such as medical facilities, shopping centers, etc.
- Local security/evacuation routes
- Other major traffic generators

Products: Updated TPR Profile reflecting changes from 2030 to 2035 for inclusion in the 2035 RTP.

Roles and Responsibilities:

Consultant: Lead

- Review, analyze and map changes from 2030 to 2035 for socioeconomic, census and other data, including Environmental Justice based on results of CDOT research study. Supplement CDOT dataset, where needed.
- Identify and map changes in new and anticipated major activity centers and other traffic generators within and outside the TPR.
- Prepare the updated TPR Profile for inclusion in the 2035 RTP based on summarizing and mapping available data and regional forecasts.

CDOT DTD: Support

- Provide available census data and transportation dataset, to the Consultant.

CDOT Region: Support

- Assist Consultant in identifying local data related to recent major activity centers or other land use traffic generators in the TPR.

RPC: Support

- Provide information to consultant on new and anticipated changes in major activity centers or other traffic generators in the TPR.
- Review Consultant analysis and maps of updated socioeconomic data and regional forecasts.
- Review updated TPR Profile prepared by the consultant.

B. Transportation System Inventory and Performance Measures

Using CDOT provided data, report and map the condition of the existing state highway and transportation system looking at pavement condition, bridge condition, congestion and accident rates. System performance by TPR (and by corridor if data available) should be reviewed to determine if the system has improved, remained the same or declined since adoption of the 2030 Plans. Report on and develop baseline data where needed for all modal conditions such as transit, bike and aviation facilities. The following items should be reviewed for significant changes or new data/initiatives:

- Statewide Customer Survey
- State Highway System
- Aviation System including significant changes since adoption of the 2030 Plans to air service and/or airport facilities
- Intermodal Facilities/Intercity Bus Routes/rail lines
- Transit service - ridership, providers, service locations (rolling stock and transit facilities)
- Major Bike routes/conditions
- Current and projected freight patterns, activities, routes and intermodal centers including new freight data from TRANSEARCH
- ITS Statewide Infrastructure
- System performance:
 - Pavement
 - Bridge
 - Safety – accident/CDOT Statewide Safety Plan
 - Congestion
 - AADT/VMT
 - Maintenance Level of Service

Products: Transportation System Inventory updated from 2030 for the TPR for inclusion in the 2035 RTP. Analyze data and inventory and map existing system and integration of various modes and changes to the system from 2030 to 2035.

Roles and Responsibilities:

CDOT DTD: Support

- Provide new freight data available on the TranSearch data base to the

- Consultant.
- Review updated data and maps for all modes including freight, aviation,
- Bike/pedestrian, etc. as prepared by the Consultant.
- Review system performance summary by TPR as prepared by the
- Consultant.

CDOT Region: Support

- Review and verify information compiled by the Consultant on existing highway system, including shoulder data.

CDOT Division of Aeronautics: Support

- Provide summarized results of aviation existing conditions and changes since the 2030 Plan in airport services and/or airport facilities.

Consultant: Lead

- Prepare updated Transportation System Inventory focusing on changes to the system since 2030 Plan adoption.
- Analyze and map the condition of the existing highway system using CDOT provided data.
- Review and summarize system performance by TPR to determine if the system has improved, remained the same or declined since adoption of the 2030 Plan.
- Review, update and map any new data for all modes including data provided by CDOT Aeronautics on aviation and new freight data from TranSearch.

RPC: Support

- Review all data and information provided by consultant for verification and understanding to help with defining solutions for the TPR.

C. Environmental Data and Integration of Natural Resource and Environmental Plans

Environmental data to be provided by CDOT includes:

- Colorado Map – public land data
- State wildlife areas
- Large wetlands
- Clean Water Act permit points
- Colorado Vegetation Classification Project
- Colorado GAP analysis
- Regional Ecosystems
- Species distribution mapping
- Sensitive area mapping
- Cultural resources basic mapping
- Other data available from CDOT's environmental geodatabase
- Major environmental studies for review for consistency with corridor visions

In accordance with SAFETEA-LU requirements, compare transportation plans to natural resource and environmental resource plans. Review available resource management plans and information from state and federal agencies such as EPA, US Forest Service and BLM, National Parks, U.S. Army Corp of Engineers, U.S. Fish and Wildlife Service, Colorado Division of Wildlife and other Colorado Department of Natural Resource planning documents, State Historical Preservation Office, Colorado Department of Public Health and Environment, Department of Agriculture and Colorado State Land Board as well as data and information from federal, state and local governments, Indian Tribes and appropriate non-profit agencies to identify issues that may affect the state transportation system. Locations of significant environmental and natural resources that may be affected by transportation development will also be identified.

After reviewing the environmental data, environmental studies and natural resource plans in consultation with the CDOT Environmental Programs Branch, maps will be developed of statewide important environmental resource boundaries including critical habitat. Potential mitigation activities and strategies relevant to the transportation system will be developed, and any critical issues that apply to a specific TPR and/or corridors will be incorporated in the appropriate RTP if needed.

Products: Updated Natural Resource and Environmental data and maps, with environmental mitigation activities identified. Discussion of how natural resource and land management plans affect environmental transportation studies and the transportation system overall.

Roles and Responsibilities:

Consultant: Lead

- Gather and review available land use management, natural resource, environmental protection, conservation and historic preservation plans to supplement CDOT's GIS database.
- Working with CDOT Environmental Programs Branch, review, summarize and map data based on review of management plans and agency consultation, areas of special concern and potential environmental mitigation strategies.
- Support CDOT staff in preparing and compiling materials as a result of consultation with the TERC.
- Prepare updated natural resource and environmental data and maps as well as a discussion on how natural resource and land management plans affect environmental studies and the transportation system.

CDOT DTD: Support

- Facilitate follow-up meetings after resource/regulatory agencies have consultation with the Transportation Environmental Resource Council (TERC) or other conservation initiatives.
- Work with Consultant to develop maps of statewide important environmental resource areas and mitigation activities at the statewide and regional levels.

CDOT Region: Support

- Assist the Consultant and DTD with review of management plans and agency consultation and in identifying areas of special concern and potential mitigation strategies.

RPC: Support

- Review consultant summary and maps from environmental and land management agency consultation and plan review, areas of special concern and potential mitigation strategies.

D. Review of 2030 Plan Regional Values, Vision, Goals and Strategies and 2030 Corridor Visions (based on review of data above)

Based on the data that has been provided, review and analyze 2030 Plan Regional Values, Vision, Goals and Strategies to determine if they have been met or if they need to be updated to reflect any changes for the TPR.

Products: Updated (if necessary) Regional Values, Vision, Goals and Strategies for the TPR.

Roles and Responsibilities:

Consultant: Lead

- Do background work with RPC and prepare materials for RPC discussion on Regional Values, etc.
- Prepare Updated Regional information, if needed, to be included in RTP.

RPC: Support

- Review Regional Values, Vision, Goals and Strategies to see if they are still current.
- Lead brief discussion reviewing Regional Values, etc. at RPC meeting.

E. Review 2030 Plan Corridor Visions

Review the 2030 Corridor Visions in the TPR focusing on trends and expected changes that are significant within corridors since adoption of the 2030 Plan. The focus should be on changes in conditions such as land use, growth or new activity centers, Tribal lands where appropriate, transit, aviation, freight, economic and environmental factors. This review will be based on background research specific to a TPR and Forum output. The consultant will review economic forecasts and development plans in the TPR with local staff. Major activity centers, including major industrial, commercial and recreation areas and other traffic generators in the 2030 Plans will be reviewed, as well as new and anticipated ones. Guidance on reviewing the Corridor Visions can be found in the Guidebook Appendix.

Products: Updated 2030 Corridor Visions for those corridors with significant changes since the adoption of the 2030 RTP, including environmental and economic revisions, for inclusion in the 2035 RTP. Maps of the state corridors showing intermodal corridor connections and interregional issues. Corridor Vision CD-ROM updated.

Roles and Responsibilities:

CDOT DTD: Support

- Assures consistency with Transportation Commission policies.
- Ensures coordination with Enterprise Resource Programming (ERP) effort.
- Ensures corridor vision consistency among TPRs and bordering states.

CDOT Region: Support

- Work with the Consultant and RPC providing input and review the 2030 Corridor Visions to identify corridors with significant changes.

Consultant: Lead

- Working with the RPC and CDOT, identify Corridor Visions with significant changes since adoption of the 2030 Plan.
- Prepare updated RTP Corridor Visions for the 2035 RTP and updated CD-ROM.
- Prepare maps showing intermodal corridor connections and interregional issues.

RPC: Support

- Work with the Consultant to review the 2030 Corridor Visions to identify corridors with significant changes.

F. Mobility Demand Analysis

Review and update existing mobility demand analysis by comparing new data to identify trends and gaps and projections for highway, air and truck freight, transit and aviation facilities and services. Consider Transportation Commission approved congestions measures. Maintenance and Service of the existing system should also be included. Since congestion is not an issue for all areas of the state, the focus should be on what is important to each TPR such as maintenance levels of service. Identify changes using CDOT available data for congestion, freight, transit, safety and maintenance.

Identify changes using CDOT provided available data such as:

- 2004 TranSearch freight data for each TPR
- Volume/capacity ratios at a greater than $>.85$ or other Transportation Commission approved congestion measures to assess levels of congestion on the State Highway System.
- Measure of current and projected transit ridership, facilities/equipment needs and costs taking into consideration type of service such as rural, resort, urban or intercity transit service
- Safety crash rates per vehicle miles traveled.

Products: Updated Mobility Demand Analysis for inclusion in the 2035 RTP.

Roles and Responsibilities:

CDOT DTD: Support

- Provide available mobility demand data to Consultant for review and updating.

CDOT Region: Support:

- Review updated mobility demand analysis as prepared by the Consultant.

Consultant: Lead

- Review and update mobility demand analysis in the 2030 RTP including integration of all modes.

RPC: Support

- Review updated mobility data provided by the Consultant.

F. Transportation Impact on the Local Economy

Transportation impacts on the economy such as tourism, oil and gas production will be reviewed focusing on changes since the 2030 Plans were adopted. TPR specific information on how transportation has recently impacted the regional economy should be provided as well as how economic development has impacted the transportation system.

Consideration should be given to the economic vitality of non-metropolitan areas and their dependence on the transportation system, including freight and the analysis of any new freight data.

Product: Summary of how transportation affects the regional and statewide economy and how land use impacts the regional and statewide transportation system.

Roles and Responsibilities:

CDOT DTD: Support

- Review analysis prepared by the Consultant on recent economic development trends and transportation impacts.

Consultant: Lead

- Review available economic development plans with local staff for major new developments or activity centers.
- Review transportation impacts on the economy and specific information on how transportation has impacted the local economy.
- Prepare analysis of recent economic development impacts and the importance of transportation to the economic vitality of the region.

RPC: Support

- Provide opportunity to discuss and provide input on land use as it relates to transportation in the TPR.
- Review analysis prepared by Consultant on recent economic development trends and transportation impacts.

G. Transit Planning

Transit planning will be further integrated into the RTP's through a combination of short-range operations-based plans from local transit agencies combined with a broader perspective of regional transit needs determined by the RPC's. A short-range plan for each local transit agency, that considers budget and fleet needs as well as Human Services needs within the service area, will be developed. Environmental Justice data should be considered.

The new integration process will compare each of the individual providers' short-range plans with a picture of the overall situation in the TPR revealing any gaps in meeting transit service needs in the region. The result will be a gap analysis and identification of potential alternatives in the RTP's for transit at a regional level, including how transit fits in the Corridor Visions. Ultimately, the 15 regional plans will be combined into an assessment of statewide transit needs and associated costs. Input from transit service providers and groups representing transit interests.

Based on existing and available CDOT provided information, work with transit providers to develop:

- Consistent methodology to measure current and projected transit ridership, facilities/equipment needs and costs taking into consideration type of service such as rural, resort, urban or intercity transit service
- Approximately 55 local transit plans for public transit agencies and 10 non-metropolitan transit components of RTPs.

In the development of the local and regional plans, consultant should build on existing transit and transit related comprehensive plans, where available.

Local Transit Plans:

In coordination with local transit agencies, local transit plans will be developed that include: short-range (4 year) operations-based local plans, transit implementation strategy identifying 10 years of transit priorities, and a human services assessment for a minimum of 55 local transit agencies. There will be varying levels of consultant effort for the local transit plan development based on the size and complexity of each agency. Each local transit plan will contain the following elements:

- Identification of existing transit services and transit facilities/intermodal stations. A database of existing transit providers and contact information will be provided by CDOT.
- Service Area and Route Map for each local transit agency delivered consistent with CDOT *GIS Data Delivery Guidelines*.
- Trend analysis of ridership, fleet, and budget information for each local transit agency for the years 2002-2005.
- Operations component and a statement of need detailing capital, administration, and operating needs with emphasis on 2008 -2010.
- Implementation Strategy identifying 10 years of transit priorities including envisioned service expansions, operating and capital needs, major activity

centers, and intermodal station plans. Implementation Strategy is to be based on realistic funds that guide priorities for the subsequent STIP and identified as:

- I. Capital (System Quality)
 - II. Administration (Program Delivery)
 - III. Operating (Mobility)
- Human Services transportation assessment of the existing level of human services transportation in each transit service area as well as anticipated need. Specifically, the human services assessment should adhere to FTA guidance (expected late March, 2006) and minimally include the following:
 - I. Human Services transportation budget, fleet, ridership data
 - II. Detail the makeup of the human services transportation clientele through contact with providers and using applicable socio-economic data of elderly and disabled populations.
 - III. Identify the level of Human Services transportation coordination and meetings between the transit provider and other human service entities.

Local Transit Plan Products:

Fifty-five (55) Draft and Final Local Transit Plans, including GIS maps and graphics, documenting short-range transit operations that identify:

- Current and projected ridership, fleet and budget information
- Service area and route map
- Human Services transportation assessment
- Implementation strategy identifying expected capital, operation and administration need based on realistic funds over 10 years that guides priorities for the subsequent STIP.

Regional Transit Component of RTPs:

In coordination with local transit agencies and RPCs, use data identified in the local plans, data and inventory (Scope of Work, Section 1) and 2030 Transit Elements to identify any gaps in meeting service needs in each TPR. The result will be a gap analysis and identification of potential alternatives in the RTP's for transit at a regional level. These will be incorporated into the Statewide Transportation Plan assessment of statewide transit needs and associated costs. The Regional Transit component of RTPs will contain:

- Changes in Transit Elements from 2030 Plans to 2035 Plans
- Update corridors visions with significant transit changes from 2030 Plans to 2035 Plans
- Inventory of existing transit systems and need
- Prioritized list of strategic transit projects
- Gap analysis based on local plans, *intra-regional* transit needs (transit service between agencies/service areas – i.e. Corridor Visions), and *inter-regional* transit needs (Intercity Bus and Passenger Rail) considering major activity centers.
- Implementation Strategy identifying 10-year transit service capital and operational priorities based on realistic revenues to guide the subsequent STIP. This will include a financial and operations need using consistent methodology for all TPR's.

- Statewide Service Area and Route Map showing existing transit services as well as needed transit services identified through the gap analysis.
- Documentation of regional transit performance measures. (Historic Performance measures to be provided by the CDOT Transit Unit).
- 2035 financially constrained and vision component for each TPR.
- Incorporation of Intercity Bus and Statewide rail updates.

Regional Transit Component Product:

Ten Draft and Final Transit Constrained and Vision RTP sections including.

- Gap analysis
- Fiscally constrained and vision transit needs assessment.
- 10-year implementation strategy.
- Strategic Transit Program Projects
- Intercity Bus and Statewide rail updates
- Transit providers eligible to apply for FTA transit grant programs
- Statewide transit map showing existing local transit service areas, individual agency routes, and intercity routes, as well as a map showing identified transit service gaps.

Statewide Intercity Bus Study and Rail Update:

In addition to the local and regional transit plans, CDOT will conduct a separate statewide Intercity Bus (ICB) study identifying an ICB network, individual routes, frequencies, and coordination options. This ICB study will be used by the consultant in developing local and regional transit plans where appropriate and to update the transit portion of the Corridor Visions.

Additionally, Consultant selected for 2035 Regional and Statewide Planning Scope of Work will be responsible for updating information for the Rail Corridors of State Significance to include any changes in rail ownership, abandonment's, contemplated commuter rail corridors, MPO resolutions, legislative resolutions, and intercity rail services.

Products: 1) Consistent methodology to measure current and projected transit ridership, facilities/equipment needs and costs; 2) Gap analysis in transit service needs; 3) short-range operational agency local Transit Plans; 4) Transit component of the 2035 RPTs 5) Transit component of Statewide Plan.

Roles and Responsibilities:

Consultant: *Lead*

- Further integrate transit into the RTPs using short range operations based plans from local transit agencies, reviewing regional transit needs determined by the RPCs. Consultant will prepare or provide support as needed in development of local plans.
- Coordinate on service needs between agencies, intercity bus and rail needs, and funding coordination.

- Develop consistent methodology to measure current and projected transit ridership, facilities/equipment needs and costs;
- Perform gap analysis of transit services in the TPR and potential alternatives to address including intercity bus on statewide basis.
- Review and recommend the corridor visions which should be “re-visited” regarding transit. Include transit updates to the corridor visions in the 2035 Corridor Vision chapter.
- Prepare Transit section of the 2035 RTP based on data and analysis identified above.

CDOT DTD: *Support*

- Work with consultant on obtaining transit agency plans and other data regarding the existing transit system in the TPR.
- Provide feedback to the Consultant on the gap analysis and potential alternatives.
- Provide consultant with CDOT historic Performance measures.
- Review transit products prepared by the Consultant.

RPC: *Support*

- Provide input into the development of the local plans.
- Provide feedback to the Consultant on gap analysis and potential alternatives.

Section 2 - Public Involvement

The goal of the public involvement effort is for CDOT and the non-metropolitan RPC's to create a more effective public involvement process through a series of regional forums, a statewide forum, TPR meetings, Statewide Transportation Advisory Committee meetings, political action and other group workshops, and other public involvement, as needed. In addition, CDOT will develop a statewide environmental consultation approach that includes resource and regulatory agency involvement in the planning process.

Environmental Justice should be considered throughout the public outreach and public involvement process.

A. Forums

Forums for each non-metropolitan TPR will be designed with input from the RPCs and CDOT. The forums will serve as the major public involvement effort for the 2035 planning process. The purpose of the forums is to gather public input on critical changes in regional and statewide transportation priorities from 2030 to 2035. A minimum of one regional forum will be held in each rural TPR as well as a statewide forum in Denver. Consultant will provide technical support for forum preparation, delivery and follow-up.

(1) TPR Forum Preparation

- collect local background information through techniques such as TPR meetings, research, and/or interviews with forum participants to identify critical land use, economic development, environmental and transportation modal issues including transit, aviation and freight.
- work with each TPR and CDOT to design the forum structure, content and materials.
- work with the TPRs to schedule and invite forum participants
- suggest an approach that stimulates public involvement and comment.
- report to RPC on proposed forum approach, background research on local interests, and materials. Revise approach according to RPC recommendations.

(2) TPR Forum Delivery

- The TPRs and CDOT will encourage forum participation that includes elected officials, business community members, environmental groups, the general public and assure representatives of all transportation modes including transit, aviation, freight, users of pedestrian walkways, bicycle transportation facilities and the disabled are provided opportunities to participate in the 2035 planning process.
- Forum document attendance, comments and critical changes suggested from 2030 to 2035 will be documented.
- TPR Chairs or their designee will lead forum discussions

(3) TPR Forum Outcome

The forums will be designed to assure the outcome provides sufficient information on critical changes in priorities to:

- Identify corridor visions that may require changes
- Identify regional transit system gaps and priorities
- Identify Implementation Strategy priorities over 10 years based on realistic revenues and Transportation Commission performance objectives.
- Identify priorities for the vision and constrained RTPs

(4) Statewide Forum Preparation, Delivery and Outcome

The STAC Steering Committee and CDOT will be involved in developing the statewide forum preparation, delivery and outcome similar to the process discussed above for the TPRs. Statewide forum will focus on statewide issues, environmental consultation and Transportation Commission policies rather than regional transportation issues.

B. TPR Meetings

(1) Pre-Forum RPC/Statewide Meetings Prior to TPR forums, the RPCs will provide direction on forum approach and materials. CDOT will provide input and direction for statewide forum approach and materials.

(2) TPR Post Forum Meetings The outcome of forums will be summarized and materials developed for RPC chairs to lead meeting to decide:

- Accomplishments since 2030 Plans
- Changes to corridor visions
- Transit system gaps and priorities
- Implementation Strategy
- Prioritization of Plan corridors

(3) Joint TPR/CDOT Public Meeting on Draft RTP and Statewide Plan

- Presentation materials will be developed for draft RTPs to be presented at RPC and STAC meetings based on input from RPCs and forums.
- Presentation materials will be developed for the draft Statewide Plan, technical reports and corridor vision CD-ROM based on input from Transportation Commission and statewide forum.

(4) Joint TPR/CDOT Public Meeting on Final RTP and Statewide Plan

- Presentation materials will be developed for the final RTPs to be presented at RPC and STAC meetings based on input from TPRs, STAC and CDOT comments.
- Presentation materials will be developed for the final Statewide Plan, technical reports and corridor vision CD-ROM based on input from STAC and CDOT.

C. Political Action and Other Group Outreach

Public involvement materials will be developed for presentations at workshops to political action and other special interest groups such as bike coalition, motor carriers, etc.

D. Other Outreach As Needed

CDOT and RPCs will undertake further public outreach as needed.

E. Statewide Environmental Consultation

CDOT staff will prepare materials for consultations coordinated through the Transportation Environmental Resource Council (TERC) and/or other statewide conservation initiatives with resource management and regulatory agencies to identify potential concerns, impacts, and mitigation opportunities.

Products:

Forums:

- Draft approach/materials for Pre-Forum meetings with each TPR (10 meetings)
- Draft and final presentation materials for 10 TPR Forums
- Draft and final presentation materials for one Statewide Forum
- Presentation materials for 10 Post Forum TPR Meetings
- Presentation materials for one STAC Post Forum Meeting
- Attend all meetings

Draft/Final RTPs and Statewide Plans:

- Presentation materials for 10 joint TPR meetings on draft RTP and draft Statewide Plan
- Presentation materials for 10 joint TPR meetings on final RTP and final Statewide Plan
- Attend all meetings

Other Outreach/maps:

- Presentation materials for at least five political action and other workshops
- Presentation materials for Environmental Consultation TERC meetings
- Other presentation materials, as needed
- GIS maps

Public Involvement Documentation:

- Document of all public involvement meetings for RTP and Statewide Plan including date, time and location of meeting, list of participants, major topics discussed and summary of and action taken on public comments

Roles and Responsibilities:

Consultant: *Lead*

- Undertake background research in the TPR on local issues to prepare for Forum.
- Design TPR Forum format and materials with input from RPC and CDOT Region.

- Meet with RPC to review draft Forum materials and Forum format.
- Prepare for and attend Forums.
- Prepare for and attend political action and other group meetings.
- Meet with RPC to discuss Forum outcome, prioritization of corridors, costing and changes to Corridor Visions, etc.
- Prepare, attend and document joint TPR/CDOT meeting on draft RTP and Statewide Plan.
- Meet with TPR to finalize RTP based on Forum and other meeting comments.
- Consultant meetings:
 - TPR field research meetings
 - RPC meeting on draft Forum materials
 - Forum
 - Minimum of five meetings with political action or other groups
 - TPR meeting on Forum outcome, corridor prioritization, etc.
 - TPR meeting on draft RTP
 - TPR meeting to finalize RTP.

CDOT DTD: Support

- Provide support to consultant for TPR Forum and other TPR meetings through the DTD developed Public Involvement Plan, including Environmental Justice.

CDOT Region: Support

- Provide input to Consultant on design of TPR Forum and TPR meetings on corridor prioritization, and draft and final TPRs
- Assist at RPC meetings in discussing and reviewing Corridor Visions, corridor prioritization and costing, and draft and final RTPs.

RPC: Support

- Provide input on to Consultant on Forum format and draft Forum materials.
 - Attend and lead Forum discussion focusing on corridors with significant changes identified, major activity centers, data regarding existing transportation system including transit and aviation, and potential environmental mitigation impacts and strategies
 - Meet with Consultant to discuss Forum outcome, corridor prioritization, changes to Corridor Visions, etc.
 - Attend joint TPR/CDOT meeting on draft RTP and SWP.
 - Meet to finalize RTP based on Forum and meeting comments.

Section 3 - Regional Transportation Plans – Rural TPRs

RPCs will be involved in updating, drafting and finalizing 10 non-metropolitan RTPs that include constrained and vision components through 2035. The RTPs will include data and inventory analysis, and public involvement. The focus of the 2035 RTPs is to identify changes from 2030 to 2035 in regional conditions that affect the transportation system. If nothing has changed since 2030 plan adoption, the 2035 Plan will reflect the same language as the 2030 Plans. An implementation strategy with a ten year horizon will include priorities based on fiscal realities for the 2009-2012 STIP. The RTPs will be consistent with state and federal law/rules, Transportation Commission policy and have a fiscally constrained component based on Transportation Commission Resource Allocation.

The Regional Transportation Plans should include:

A. Executive Summary

This section includes a summary of the 2035 Regional Transportation Plan (RTP). The focus should include changes since the 2030 Plan was adopted. This will include brief descriptions of corridors with significant changes and the funding priorities. A review of conditions in the TPR looking at performance measures and roadway conditions should be included. Also a summary of the 2035 short-term Implementation Strategy will be included.

Products: Executive Summary section of the RTP and Executive Summary Brochure for use in public outreach.

Roles and Responsibilities:

Consultant: Lead

- Prepare Executive Summary section and Executive Summary Brochure.

CDOT DTD: Support

- Provide input to Consultant and review summary

CDOT Region: Support

- Provide input to Consultant and review summary

B. Accomplishments Report

Identify expectations of what will be or has been accomplished since the 2030 RTP including projects programmed in the 2005-2010 and 2007-2012 STIPs. If the Region desires, projects completed since the 2025 or 2020 planning processes could also be included. Describe in terms of dollars spent by investment categories related to the 2030 Plan. (For example – pie charts showing planned investment category expenditures compared to actual expenditures)

Focus should be projects completed or underway, and environmental and design work completed for projects that are ready to be built such as:

- system operations improvements that have improved the performance of existing transportation facilities such as access control and other TSM measures.
- operational and management strategies to improve performance of the existing transportation system, relieve congestion and improve safety and mobility
- safety and security projects or programs
- examples of recent projects that were responsive to or coordinated with local land use issues
- other modal accomplishments such as transit, aviation, bike facilities and pedestrian walkways, safe routes to school and TDM
- New funding initiatives such as RTAs, tolling, etc.

Product: Power Point presentation for use at TPR Forum and the Accomplishment Report section of the RTP.

Roles and Responsibilities:

Consultant: Lead

- Finalize draft Accomplishment Report prepared by CDOT Region Planner and prepare Report section of the RTP including investment category expenditure pie charts.
- Create a PowerPoint presentation of accomplishments in the TPR since the 2030 Plan adoption to be presented at TPR Forum.

CDOT DTD: Support

- Assist Consultant with creation of investment category expenditure pie charts.
- Assist Consultant with accomplishments related to safety, mobility, system quality, modal initiatives, new funding initiatives, etc.

CDOT Region: Support

- Prepare draft Accomplishment Report, including Enhancement Projects, to be finalized by Consultant
- Either the RPC Chair or the CDOT Region will deliver the PowerPoint presentation at the Forum.

C. Data Inventory Analysis and Updates to 2030 RTP

The 2030 RTPs will be revised based on review and analyses of 2035 trends and conditions. Where conditions remain unchanged since the 2030 plan adoption, the 2035 Plan will reflect the same language as the 2030 Plans. Include relevant local and regional transit plans, environmental mitigation activities and economic factors affecting the transportation system.

Product: Based on the inventory and analysis, summarize major trends in each TPR for socioeconomic data, 2006 Customer Survey, Transportation Inventory, System Performance, Environmental data and Economic development.

Roles and Responsibilities:

Consultant: Lead

Prepare summary of major trends in each TPR for inclusion in the 2035 RTPs.

D. Cost Estimates and Methodology

A cost estimating method will be developed to estimate the cost of implementing the corridor visions based on work that could reasonably be accomplished over the planning horizon. The methodology will be consistent statewide and provide the TPR and CDOT a realistic and explainable vision cost estimate.

Product: Cost estimating methodology and documented guidance.

Roles and Responsibilities:

Consultant: Lead

- Working with the CDOT Cost Estimating Unit, develop consistent cost estimating system for corridor visions.
- Input the cost estimate data and information in the appropriate CDOT system.

CDOT DTD: Support

- Provide 2030 costing information and review consultant cost methodology approach.

CDOT Region: Support

- Provide 2030 costing information to consultant and work with consultant on consistent cost estimating methodology.

CDOT Cost Estimating Unit: Support

- Work with the Consultant to develop a consistent cost estimating system for corridor visions.

E. Vision Element (formally know as the 2030 Preferred Plan) and Updates to Corridor Visions

A vision element will be developed that identifies the overall transportation needs of the TPR through 2035 to meet mobility and accessibility requirements and supports economic growth and development. The Vision Plan should be consistent with Transportation Commission 2035 planning policies and investment strategy performance objectives. In updating corridor visions, review should be limited to significant changes from 2030 to 2035 for all modes including transit. The Vision Plan should be comprehensive and reflect changes made from the 2030 to 2035 Regional Transportation Plans and corridor visions.

Product: 2035 RTP Vision element and updated corridor vision CD-ROM (Regional).

Roles and Responsibilities:

Consultant: Lead

- Working with the TPR and CDOT, prepare draft 2035 Vision Plan based on research and data collected during the RTP development process.
- Meet with TPR to discuss and finalize the draft and final 2035 Vision Plan.
- Load corridor funding information by investment category in appropriate CDOT database system.

CDOT DTD: Support

- Provide input to Consultant on the TC 2035 planning policies and investment strategy performance objective.
- Review and comment on the 2035 Vision Plan.

CDOT Region: Support

- Provide input to Consultant on Vision Plan regarding changes in the TPR since adoption of 2030 RTPs and review and comment on the Consultant's work product.

RPC: Support

- Provide feedback on draft and final 035 Vision Plan.
- Lead discussion at Forum on 2035 Vision Plan.

F. Prioritization Process and Outcome

A prioritization process will be developed for the TPR fiscally constrained elements assigning allocated funds to corridors. Identify the percentage of corridor funds allotted to system quality, safety or mobility investment categories for all modes of transportation. Prioritization is based on criteria such as regional vision, goals and strategies; available resources based on Transportation Commission resource allocation; system performance objectives; and the ability to implement a strategy. Steps to be included in the prioritization process include:

- Review Transportation Commission Resource Allocation by investment categories of mobility, system quality and safety.
- Work with TPRs and respective CDOT region on allocations with emphasis on Regional Priorities funding.
- Consider the transportation problem or need and the desired strategy to address the problem.
- Allocate funding to corridors and investment categories based on TPR criteria

Products: List of corridors with funding allocation based on prioritization process that includes percentage of mobility, system quality and safety funding in each corridor.

Roles and Responsibilities:

Consultant: Lead

- Develop a prioritization approach for review by the RPC.
- Document the results of the corridor prioritization discussion by the RPC.
- Based on the prioritization, develop a list of corridors for inclusion in the 2035 RTP.

CDOT DTD: Support

- Assist Consultant in assigning dollars to corridors by investment categories based on TC resource allocation.

CDOT Region: Support

- Provide input during prioritization on projects that are “ready to go.”

RPC: Support

- Review the prioritization approach developed by the Consultant.
- Meet and lead an RPC meeting following the Forum, to prioritize corridors based on agreed upon approach.

G. Constrained Element

Prioritized and fiscally constrained corridor based 2035 plans will be developed for the TPR. Meetings with CDOT Regions and TPRs will be held to prioritize needs and strategies on a regional basis. Corridor Vision segments should be identified that can be realistically funded including cost estimates. The resulting list will be the starting point for the TPR’s Financially Constrained Plans and the Implementation Strategy. Based on fiscal constraint, consultant will assign anticipated funds to corridors by investment category.

Consultant will be responsible for loading fiscally constrained and implementation plan data and information into the CDOT database system.

Products: 2035 Plan Fiscally Constrained element

Roles and Responsibilities:

Consultant: Lead

- Provide assistance to the RPC to develop prioritized Fiscally Constrained
- Plan.
- Facilitate meetings with CDOT Regions and TPRs to prioritize corridors on a regional basis.
- Prepare draft of RTP with Fiscally Constrained Plans.
- Load corridor funding information by investment category in appropriate CDOT database.

CDOT DTD: Support

CDOT Region: Support

- Meet with TPR and Consultant to prioritize projects on a regional basis.

CDOT/OFMB: Support

- Control totals are provided to the CDOT Engineering Regions and TMAs.

RPC: Support

- Meet with CDOT Regions to prioritize corridors on a regional basis.

H. Implementation Strategy

The RPCs and CDOT will develop an Implementation Strategy based on statewide and community priorities reflecting current fiscal realities, current and anticipated system performance, and creative measures to manage the transportation system effectively over the next 10 years. The Implementation Strategy guides regional priorities for the subsequent STIP.

This strategy should reflect fiscal constraint of available resources and reflect:

- available resources based on Transportation Commission Resource Allocation
- transportation demand forecasts
- critical transportation priority investments needed to address demands over the next 10 years that are fiscally constrained and ready to go
- alternative transportation modes/operational improvements and environmental mitigation activities
- system performance by investment categories
- operations management
- safety and security projects
- creative funding and partnering opportunities
- specific land use or economic development initiatives
- air quality
- preservation of right-of-way for highways

Products: Implementation Strategy for the 2035 RTP.

Roles and Responsibilities:

Consultant: Lead

- Develop an Implementation Strategy that sets realistic priorities based on available funding and anticipated system performance.
- Develop materials to present and discuss implementation priorities at Forum.
- Assist the RPC Chair in leading discussions at the Forum to elicit input from participants.

CDOT DTD: Support

- Ensure that guidance developed in the Implementation Strategy is consistent with direction documented in the corridor vision for that TPR.
- Ensure that guidance developed in the Implementation Strategy is consistent with Transportation Commission Policy.

CDOT Region: Support

- Identify potential system management, ITS and other opportunities to increase system efficiencies in the TPR.
- Assist Consultant in identifying attainable transportation system priorities.

I. Tribal Plans (Southwest TPR only)

Regional transportation planning within the Southwest TPR will be coordinated with the transportation planning activities of the Southern Ute Indian Tribe and the Ute Mountain Ute Tribe. The long-range transportation plans for the Indian reservations shall be integrated and consolidated into the Regional Transportation Plan for this TPR.

J. Linking Planning and NEPA on Voluntary Pilot Corridors

The TPRs have the option of selecting pilot corridors to do initial NEPA work during the 2035 planning process. The purpose of this initiative is to reduce duplication of efforts so that a more seamless planning and NEPA process is created.

This is a voluntary pilot program and TPRs decide whether they want to include early NEPA work on selected corridors in the 2035 planning process. A significant effort has been made by MPOs, CDOT and federal and state resource and regulatory agencies to put together a framework for documenting early NEPA work in the planning process. Should a TPR opt to do environmental NEPA work in a corridor, the *Linking Planning and NEPA Guidance* that should be followed can be found in the Guidebook Appendix.

K. Draft and Final RTP Products

Consultant: Lead

Prepare Draft and Final TPRs for adoption including:

- Executive Summary
- Accomplishments Report
- Update of 2030 RTPs to current conditions
- Relevant modal regional transit planning efforts (see page 12, section G, Transit Planning)
- Environmental mitigation and economic development activities on Transportation System
- Cost Estimates, Methodology and input into CDOT system
- Vision element (f/k/a Preferred Plan) including 2030 corridor visions with updates
- Prioritization Process and Outcome
- Constrained element
- Implementation Strategy
- Documentation of Public Involvement process

CDOT DTD: Support

- Review and comment on all documents for completeness and accuracy
- Provide EMT, STAC and TC review of draft and final RTPs

CDOT Region: Support

- Review and comment on all documents for completeness and accuracy

Section 4 - Regional Transportation Plans – MPOs

The MPOs are being asked to incorporate the items found in A. below into their RTPs. CDOT and the Consultant will review the MPO RTPs for inclusion of these items. It is expected the MPOs will follow their own public involvement process for development of their RTPs.

A. MPO Regional Transportation Plans

The five MPO regional plans will be reviewed to assure:

- MPOs and CDOT develop draft and final RTPs consistent with federal and applicable state planning laws and rules and Transportation Commission policies that do not conflict with federal requirements.
- MPO RTPs include federal requirements and 2035 Regional and Statewide Plan Scope of Work Items:
 - Executive Summary
 - Accomplishments Report (MPO accomplishments in addition to CDOT accomplishments)
 - 2030 Corridor Visions review and update of those with significant changes in conditions since adoption of the 2030 RTPs assuring consistency among MPO/TPR boundaries.
 - Implementation Strategy
 - Environmental Mitigation activities, strategies and consultation
 - Regional Transit
 - Local Transit Plans (see page 11, section G, Transit)
 - Health and Human Service Plan is required for 5310, JARC and New Freedoms eligibility.
 - Service area maps or a written description of the service area.
 - Route maps in GIS, PDF or web link format (if available)
 - Regional Transit Component of RTP (see page 12, section G, Transit Planning)
 - Transit regional gap analysis
 - List of transit providers eligible to apply for FTA transit grant programs. This identification process is a statement by each RPC of who the eligible transit providers are in that region.
 - Fiscally constrained and vision transit needs assessment
 - 10-year implementation strategy, if possible
 - Strategic Transit Program Projects, if appropriate
 - Vision and fiscally constrained component of 2035 Plan based on Transportation Commission Resource Allocation programs

Consultant: Lead

- Review Draft and Final MPO RTPs for consistency with federal, state and TC policy, corridor vision consistency among TPR boundaries and other boundaries of other states.

CDOT DTD: Support

- Review and comment on all documents for completeness and accuracy
- Provide EMT, STAC and TC review of draft and final RTP

CDOT Region: Support

- Review and comment on all documents for completeness and accuracy

B. Linking Planning and NEPA on Voluntary Pilot Corridors

The TPRs have the option of selecting pilot corridors to do initial NEPA work during the 2035 planning process. The purpose of this initiative is to reduce duplication of efforts so that a more seamless planning and NEPA process is created.

This is a voluntary pilot program and TPRs decide whether they want to include early NEPA work on selected corridors in the 2035 planning process. A significant effort has been made by MPOs, CDOT and federal and state resource and regulatory agencies to put together a framework for documenting early NEPA work in the planning process. Should a TPR opt to do environmental NEPA work in a corridor, the *Linking Planning and NEPA Guidance* that should be followed can be found in the Guidebook Appendix.

Section 5 – Statewide Transportation Plan

CDOT will update the draft and final 2035 Statewide Plan documents, Technical Reports and the Corridor Vision CD-ROM. The Statewide Plan will incorporate priorities from the 15 RTPs and include a statewide vision. It will provide a statewide perspective on how the performance of the transportation system impacts the state's economy and quality of life for Coloradans. It will integrate transit and other modes in the planning process while considering land use, safety, and security such as evacuation routes. CDOT will take the lead in facilitating SAFETEA-LU environmental mitigation and consultation requirements. A short term 10-year Implementation Strategy will set the priorities for transportation improvements to be included in the next Statewide Transportation Improvement Program (STIP).

Statewide Plan (Document, Technical Reports and CD-ROM)

A. Executive Summary

An executive summary will be drafted for the 2035 Statewide Plan that provides a statewide perspective of changes between 2030 and 2035 Plans. Highlights should include statewide priorities, accomplishments, current conditions and system performance, statewide vision, transit and other modal integration, critical environmental mitigation activities, how the transportation system supports the state's economy and a 10-year Implementation Strategy.

Roles and Responsibilities:

Consultant: Lead

- Prepare 2035 Plan Executive Summary for inclusion in the 2035 Statewide Plan and stand alone brochure.

▪

CDOT DTD: Support

- Provide input, review and comment on 2035 Statewide Plan Executive Summary.

B. Accomplishment Report

Accomplishments will be summarized from the RTPs with a statewide view of accomplishments since the 2030 planning process including projects programmed in 2005-2010 and 2007-2012 STIPs. Graphics or pie charts will graphically show dollars planned and programmed by investment categories comparing 2030 to 2035 Plans.

Roles and Responsibilities:

Consultant: Lead

- Prepare Accomplishment Report for inclusion in the 2035 Statewide Plan.

CDOT DTD: Support

- Assist Consultant with compiling projects from the STIPs and in creating investment category expenditure pie charts at the statewide level.
- Review Accomplishment Report.

CDOT Region: Support

- Provide input on prioritized accomplishments for incorporation into the Accomplishment Report.

C. Funding Scenarios: Constrained, Sustained and Vision

The three funding scenarios in the 2030 Statewide Plan will be updated including a fiscally constrained element based on current funding, funding needed to sustain the system at current performance levels and the cost to build the vision. To determine system performance levels, consultant will rely on CDOT management systems and available transit, aviation and local road/bridges performance data.

Roles and Responsibilities:

Consultant: Lead

- Update 2030 funding scenarios for inclusion in the 2035 Statewide Plan.

CDOT DTD: Support

- Provide Consultant with funding information for updating the funding scenarios based on Staff Branches system performance and OFMB resource allocations.
- Review updated Funding Scenarios developed by the Consultant.

CDOT Staff Branches: Support

- Provide current and projected system performance based on CDOT management systems and funding allocation (OFMB).

CDOT OFMB: Support

- Provide level of funding allocations needed for constrained and vision system performance levels.

D. Transportation Costs in Practical Terms

Transportation needs in practical terms will be documented that the general public can understand. Include examples of costs to build state highways, bridges and interchanges as well as maintenance costs to keep the existing system operating. Include data on costs to personal vehicles if potholes and other roadway conditions fall below maintenance service levels. Demonstrate how congestion impacts the economy by slowing freight and tourism movement.

Roles and Responsibilities:

Consultant: Lead

- Document Transportation Costs for inclusion in the 2035 Statewide Plan.

CDOT DTD: Support

- Provide Consultant with data necessary to develop transportation cost examples and congestion impacts.
- Review Transportation Costs in Practical Terms developed by the Consultant.
- Provide examples of transportation infrastructure costs (bridge, lanes, interchanges) in rural and urban areas of the state.

CDOT Transit Unit: Support

- Provide examples of costs for capital and operating transit facilities

CDOT Bike/Pedestrian: Support

- Examples of costs to build bike paths.

E. Update Conditions of Transportation System

The Transportation System conditions will be updated based on a statewide analysis of data and inventory and public involvement outcomes, including Environmental Justice. Significant findings from Tribal Plans should be incorporated where appropriate. Review changes in corridor visions between 2030 and 2035 for consistency among neighboring TPRs and other states. At a statewide level integrate safety and security goals and objectives. Discuss how economic development activities impact the Transportation System. Include statewide GIS maps showing critical conditions and performance of the transportation system.

The Statewide Transportation Plan will include the long-term transportation concerns of the Southern Ute Indian Tribe and the Ute Mountain Tribe in the development of the Statewide Transportation Plan.

Roles and Responsibilities:

Consultant: Lead

- Prepare update to Conditions of the Transportation System for inclusion in the 2035 Statewide Plan.

CDOT DTD: Support

- Assist Consultant on compiling update including CDOT safety and security plans and data.
- Review Updated Conditions of the Transportation System.

CDOT Region: Support

- Provide input on conditions that have changed from 2030 to 2035.

F. Environmental Mitigation/Consultation

CDOT will coordinate a process for statewide environmental consultation through the Transportation Environmental Resource Council (TERC) or other conservation initiatives with MPOs, federal, state, tribal and local agencies responsible for land use and natural resource management. Statewide environmental consultation

outcomes, resource boundaries, and mitigation activities in the Statewide Plan will be documented.

Roles and Responsibilities:

Consultant: Lead

- Document statewide Environmental Mitigation/Consultation for the 2035 Statewide Plan.

CDOT DTD: Support

- CDOT Environmental Programs Branch assists Consultant in preparing environmental mitigation activities at the statewide level.
- Coordinate statewide environmental consultation efforts and reviews environmental mitigation and consultation documentation for inclusion in the 2035 Statewide Plan.

G. Transit Gap Analysis and Other Modal Integration

All modes will be integrated such as aviation, bike/pedestrian, TDM and freight into the Statewide Plan with an emphasis on a statewide transit gap analysis. The Statewide transit need is based on both non-metropolitan 2035 regional transit gap analyses and 2035 MPO transit plans.

Roles and Responsibilities:

Consultant: Lead

- Prepare statewide Transit Gap Analysis for inclusion in the 2035 Statewide Plan.

CDOT DTD: Support

- CDOT Transit Unit assists Consultant in developing a statewide transit gap analysis
- CDOT Bike/TDM and Freight Units assist Consultant in developing modal components of the Statewide Plan and reviews Consultant work product.
- Review Transit Gap Analysis and Modal Integration for inclusion in the 2035 Statewide Plan.

H. Land Use and Transportation Decisions

Local planned growth and economic development impacts on the transportation system and vice-versa will be considered. The topic will be introduced at the TPR forums or other opportunities to help CDOT develop public/private partnerships and innovative financing between local land use and state transportation decision makers. These efforts and/or success stories will be documented in the Statewide Plan.

Roles and Responsibilities:

Consultant: Lead

- Prepare documentation of land use and economic development impacts on the transportation system, and innovative financing opportunities for the 2035 Statewide Plan.

CDOT DTD: Support

- Review documentation prepared by the Consultant on land use and economic development impacts on the transportation system.

CDOT Region: Support

- Provide input on land use and transportation priorities to their regions.

I. Comply with federal, state and Transportation Commission Policy

The following should be addressed in updating the Statewide Plan:

- address SAFETEA-LU Statewide requirements and Planning Factors
- reflect Transportation Commission planning policies including revenue projections, resource allocation, performance measures and corridor visions
- comply with Colorado planning laws and rules including a fiscally constrained Statewide Plan.

Roles and Responsibilities:

Consultant: Lead

- Research and include SAFETEA-LU statewide requirement, Planning Factor, Transportation Commission Policies, and Colorado planning laws in the 2035 Statewide Plan.

CDOT DTD: Support

- Provide input and review the above requirements, policies and laws to ensure they have been met, including the inclusion fiscally constrained Statewide Plan, in the 2035 Statewide Plan.

J. Statewide 10-Year Implementation Strategy

A statewide Implementation Strategy will be developed based on Transportation Commission and 15 RTP priorities. The short term strategy will reflect current fiscal realities, current and anticipated system performance, and creative measures to manage the transportation system effectively over the next 10 years. The purpose of the Implementation Strategy is to guide statewide priorities in the subsequent STIP.

Roles and Responsibilities:

Consultant: Lead

- Develop Statewide 10-Year Implementation Strategy for inclusion in the 2035 Statewide Plan.

CDOT DTD: Support

- Review Implementation Strategy to be sure Transportation Commission priorities and RTP priorities are meant and that fiscal assumptions and system performance are realistic.

K. Integration of MPO Regional Transportation Plans into the Statewide Plan (see page 28, Section 4, Regional Transportation Plan – MPOs)

The five MPO regional plans will be integrated into the Statewide Plan assuring consistency with federal and state planning laws and rules and Transportation Commission policies.

MPO RTPs include federal requirements and 2035 Regional and Statewide Plan Scope of Work Items:

- Executive Summary
- Accomplishments Report (MPO accomplishments in addition to CDOT accomplishments)
- 2030 Corridor Visions review and update of those with significant changes in conditions since adoption of the 2030 RTPs assuring consistency among MPO/TPR boundaries.
- Implementation Strategy
- Environmental Mitigation activities, strategies and consultation
- Regional Transit
- Local Transit Plans (see page 10, section G, Transit)
 - Health and Human Service Plan is required for 5310, JARC and New Freedoms eligibility.
 - Service area maps or a written description of the service area.
 - Route maps in GIS, PDF or web link format (if available)
- Regional Transit Component of RTP (see page 10, section G, Transit)
 - Transit regional gap analysis
 - List of transit providers eligible to apply for FTA transit grant programs. This identification process is a statement by each RPC of who the eligible transit providers are in that region.
 - Fiscally constrained and vision transit needs assessment
 - 10-year implementation strategy, if possible
 - Strategic Transit Program Projects, if appropriate
- Vision and fiscally constrained component of 2035 Plan based on Transportation Commission Resource Allocation programs

Roles and Responsibilities:

Consultant: Lead

- Review and include relevant information from the five MPO Regional Transportation Plans for inclusion in the 2035 Statewide Plan.

CDOT DTD: Support

- Provide input and review of 2035 Statewide Plan to ensure MPO Regional Transportation Plans have been adequately reflected including all MPO integration components as described above.

L. Technical Report Updates

- Consultant will update all 2030 Technical reports based on 2035 conditions

- Consultant will assure public involvement opportunities are provided to all interested groups including the disabled and 2035 statewide outreach is documented in public involvement technical report.
- Resource Allocation Process/Decisions – In the Finance Technical Report, Consultant will document the Transportation Commission’s direction on the:
 - cooperative resource allocation process with planning partners
 - methodology and calculation for resource allocation to funding programs
 - funding allocation methodology to CDOT regions.

M. Corridor Vision CD-ROM and Database Update

Consultant will update significant changes in conditions or information on CD-ROM using *FLASH* software and update CDOT’s corridor vision database.

Section 6 – Plan Amendment Process

Amendments to the Regional Transportation Plans and/or the Statewide Transportation Plan may be necessary to ensure fiscal constraint or to maintain alignment between Corridor Visions and the implementing strategies. Amendments will be consistent with state and federal law/rules and will be reviewed annually to determine if an amendment is necessary based on the following criteria:

- A need to change a Corridor Vision or strategy
- A need to change a corridor funding allocation to ensure fiscal constraint of the Regional and Statewide Transportation Plans.
- New funding is received and must be amended in the Regional and/or Statewide Transportation Plans or anticipated funding shortfall of projections and must be amended out of the Regional and/or Statewide Transportation Plans.

A. Rural Regional Plan Amendment Process

An organization may request an amendment to a regional transportation plan in a rural area by providing supporting documentation to the respective RPC that includes:

- Reason for the proposed amendment
- An assessment of impacts to a corridor vision or strategy
- Potential impacts to the fiscal constraint of the plan

The RPC will evaluate, review and approve all submittals and determine if a formal amendment process is applicable based on the above criteria. The RPC will notify the CDOT of the potential plan amendment in writing. CDOT will determine if the potential amendment affects the statewide transportation plan.

Adequate opportunity for public review and comment will be provided. The RPC will be responsible for notifying individuals on their current mailing list, and the general public of the proposed plan amendment. The RPC will also present the proposed amendments to the STAC at a regularly scheduled meeting. If the statewide plan needs amending, the amendment process will run concurrently with the TPR amendment process.

Once the public involvement process has concluded, the RPC or authorized body will adopt the amendment to its RTP by resolution. A copy of the resolution and relevant documentation will be forwarded to CDOT.

B. MPO Plan Amendment Process

Updates or amendments to an MPO's Regional Transportation Plans in metropolitan areas completed pursuant to Title 23 CFR 450.322 (a) will be addressed according to the respective MPO's procedure. Potential amendments to an MPO RTP will be sent to CDOT in writing for consideration as an amendment to the Statewide Transportation Plan.

Adequate opportunity for public review and comment will be provided by the MPO. If the statewide plan needs amending, the amendment process will run concurrently with the MPO amendment process. Once the public involvement process has concluded, the MPO board will adopt the amendment to its RTP by resolution. A copy of the resolution and relevant documentation shall be forwarded to CDOT.

C. Statewide Plan Amendment Process

The amendment process of the statewide plan will be conducted on an annual basis if necessary.

An RPC may request an amendment to the statewide plan by providing supporting documentation that includes:

- Reason for the proposed amendment
- An assessment of impacts to a corridor vision or strategy
- Potential impacts to the fiscal constraint of the plan

The CDOT will evaluate, review and approve all submittals and determine if a formal amendment process is applicable. If the amendment affects a regional transportation plan, CDOT will notify the respective RPC that such an amendment is necessary.

Adequate opportunity for public review and comment will be provided. In addition, CDOT will electronically mail plan amendment information to individuals on the current statewide planning mailing list which includes, but not limited to, TPR representatives, county and municipal officials, local libraries, and the general public.

Proposed plan amendments will also be available for public review on CDOT's website at <http://www.dot.state.co.us/Communications/>. Information on the amendments will be presented to the STAC prior to obtaining Transportation Commission action. Once the public involvement process has concluded, proposed plan amendments will be presented to the Transportation Commission for action.

If a local entity is proposing an amendment to the statewide plan, CDOT must receive written documentation of the request from the RPC prior to the plan amendment process taking place. The RPC must assess any affects the proposed amendment may have to the RTP.

D. Transit Element Amendments:

An amendment to a Regional Transit Element or transit component of the RTP is considered an amendment to an RTP and/or Statewide Transportation Plan. The criteria for amending TEs or transit components of RTPs are consistent with the Statewide and RTP Amendment processes.

Ensuring Fiscal Constraint

Amendments to the RTPs and/or the Statewide Transportation Plan may be necessary to ensure fiscal constraint or to maintain alignment between Corridor

Visions and the implementing strategies. Amendments will be consistent with state and federal law/rules and shall be reviewed annually to determine if there is:

- A need to change a Corridor Vision or strategy
- A need to change a corridor funding allocation to ensure fiscal constraint of the Regional and Statewide Transportation Plans.
- New funding is received and must be amended in the Regional and/or Statewide Transportation Plans or anticipated funding shortfall of projections and must be amended out of the Regional and/or Statewide Transportation Plans.

Amendments to the Statewide Plan will include opportunities for involving state and federal agencies, metropolitan planning organizations, local governments, the private sector and general public. The character and dimension of the involvement will depend on the scale of the proposed amendments.

An organization may request an amendment by contacting the affected RPC. The RPC will evaluate, review and approve all submittals and determine if a formal amendment process is applicable.

Operational Changes:

If the proposed change to the RTP and/or Statewide Plan is an operational change (such as route changes or adding buses), or expresses additional funding need, but does not affect a Corridor Vision or Strategy, or does not change funding allocations in a corridor, then no amendment is required. However, an amendment to the Transit Element of transit component of the RTP and/or the Statewide Transportation Plan is required if one of the following changes is made:

- A significant expansion of Service Area.
- Adding a new General Public or Specialized Transit provider.
- A significant expansion of service that would cross TPR boundaries.

If an amendment to the Transit Element of transit component of the RTP and/or the Statewide Transportation Plan is required, then the amendment procedures outlined in Step 1 must be followed.

Section 7 – Appendices

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A. Linking Planning and NEPA Guidance

DRAFT

Colorado Department of Transportation Linking Planning and the National Environmental Policy Act (NEPA) Guidance

1. Introduction

The purpose of this guidance is to provide CDOT and its Regional Transportation planning partners with guidance on the integration of useful NEPA data and information into selected regional and statewide corridor visions. This document provides guidance and information on how data, analysis, and products from transportation planning can be incorporated into and relied upon during the project environmental review process under existing laws. This guidance is intended to reflect and meet the requirements of SAFETEA-LU, particularly the new environmental consultation and mitigation requirements for the transportation planning process. By supporting Congressional intent that statewide, regional, and metropolitan transportation planning should be the foundation for highway and transit project decisions, this guidance is intended to recognize that transportation planning processes vary across the state and can benefit from the inclusion of NEPA language and analysis within the long range transportation planning process .

This guidance does not extend the requirements of the National Environmental Policy Act (NEPA) to transportation plans and programs. It is intended solely to assist in developing information and documenting decision-making processes conducted during the transportation planning process in such a fashion as to assist project level environmental reviews required by NEPA. Additionally, if a transportation project requires a permit under Section 404 of the Clean Water Act, special consideration of potential impacts to aquatic resources will be necessary for planning process decisions to successfully carry forward through the permitting process.

Implementation of these recommendations is completely voluntary. The degree to which studies, analyses, or conclusions from the transportation planning process can be incorporated into the project level environmental review will depend upon how well they meet certain standards established by NEPA regulations and guidance. While much of the work conducted in the transportation planning process already meets these standards, others may require modification.

Transportation Plan Components and how they relate to NEPA:

<u>Planning</u>	<u>NEPA</u>
Goals and Objectives	Purpose and Need
Corridor Description	Affected Environment
Corridor Description/Strategies	Constraints
Strategies	Alternatives

Consultation and coordination with various resource and regulatory agencies is a key component to this guidance document. **Nothing in this guidance should be construed as limited or abridging the authorities or responsibilities of any agency.** Resource and regulatory agencies may be able to assist transportation planners in identifying managed or regulated resources within transportation corridors, and may work with transportation planners to identify areas where mitigation may be possible, or what programs already exist for mitigation. Many of these agencies may also issue permits, or otherwise regulate impacts to certain resources, **it is not the intent of this guidance to require or otherwise affect permits or permitting requirements.** Permits and other regulatory requirements are more appropriately addressed during project level environmental review.

The Strategic Transportation Environmental and Planning Process for Urbanizing Places (STEP-UP) program is a partnership between the FHWA, FTA, CDOT, EPA and the North Front Range Metropolitan Planning Organization (NFR MPO). The STEP UP pilot project will help implement environmental streamlining, help NFR to develop a more comprehensive plan and integrated long-term and project planning that promote stewardship taking environmental issues into account up front early in the process. The project will develop a model for implementation on a statewide basis that could help to implement future statewide linking planning and NEPA reviews. This guidance is intended to be consistent with, and support this program. However, the full implementation of STEP-UP is not necessary in order to use this guidance.

2. Goals and Objectives

a. What is happening?

The establishment of Goals and Objectives within the Corridor Vision to form the basis of the transportation problem(s) that need to be solved by projects.

b. What is required?

The Goals and Objectives should be as comprehensive and specific as possible. For example, rather than simply stating that additional capacity is needed between two points, information on the adequacy of current facilities to handle the present and projected traffic, (e.g., what capacity is needed and the level of service for the existing and proposed facilities) should be discussed. Other information on factors such as safety, system linkage, social demands, economic development, and modal interrelationships, etc., within the corridor should be described as fully as possible.

The key points to remember relative to the Goals and Objectives of a Corridor Vision are:

1. it is a statement of the transportation problem (not a statement of a solution)
2. a justification of why the improvement must be implemented;
3. as comprehensive and specific as possible;
4. not so specific as to “reverse engineer” a specific strategy or solution; and,
5. reexamined and updated as appropriate throughout the transportation planning process.

c. What is the Benefit?

The Goals and Objectives define what can be considered reasonable, prudent, and practicable strategies. The project level environmental process and any other corridor studies should first consider those strategies which meet the Goals and Objectives for the corridor at an acceptable cost and level of environmental impact relative to the benefits which will be derived from the project.

Careful development of the Goals and Objectives will assist in pinpointing and refining strategies that should be analyzed. If the Goals and Objectives for a corridor are rigorously defined, the number of "solutions" which will satisfy the conditions can be more readily identified and narrowly limited. However, caution needs to be exercised to not limit the number of solutions (strategies) to the point where the number doesn't meet the NEPA requirement of evaluating a “reasonable range of alternatives” (strategies).

For resource and regulatory agencies, early identification of the Goals and Objectives within a corridor provides an opportunity for early participation in identifying how these Goals and Objectives may affect their duties and responsibilities and provides them the opportunity to comment on the goals and objectives within the corridor outside of the limited time frame permitted during the environmental review process.

d. What are the Risks?

The Goals and Objectives section of the Corridor Vision may, and probably should, evolve as information is developed and more is learned about the corridor. For example, assume that the only known information with regard to Goals and Objectives is that additional capacity is needed between points x and y. At the outset, it may appear that commuter traffic to a downtown area is the problem and only this traffic needs to be served. A wide range of alternatives may meet this need. Through the development of additional information, it may be learned that a shopping center, university, major suburban employer, and other traffic generators contribute substantially to the problem and require transportation service. In this case, the Goals and Objectives should be further refined so that not only commuter trips but also student, shopping, and other trips will be accommodated.

These refinements would clearly reduce and limit the number of strategies that will satisfy the corridor Goals and Objectives, thereby reducing the number and range of reasonable, prudent and practicable alternatives reviewed during the project environmental review.

e. Additional Information and Guidance

The following is a list of items which may assist in the explanation of the Goals and Objectives for a Corridor. It is by no means all-inclusive or applicable in every situation and is intended only as a guide.

1. Project Status - Briefly describe the corridor history including actions taken to date, other agencies and governmental units Involved, actions pending, schedules, etc.
2. System Linkage - Is the corridor a "connecting link?" How does it fit in the transportation system?
3. Capacity - Is the capacity of the present corridor inadequate for the present traffic? Projected traffic? What capacity is needed? What is the level(s) of service for existing and proposed facilities?
4. Transportation Demand - Including relationship to any statewide plan or adopted urban transportation plan together with an explanation of the corridor's traffic forecasts?
5. Legislation - Are there Federal, State, or local governmental mandates which must be met within the corridor?
6. Social Demands or Economic Development - New employment, schools, land use plans, recreation, etc.,. What projected economic development/land use changes indicate the need to improve or add to the corridor?
7. Modal Interrelationships - How will the proposed corridor interface with and serve to complement highways, airports, rail and intermodal facilities, mass transit services, etc.?
8. Safety - What existing or potential safety hazards exist within the corridor? Is the existing accident rate excessively high? Why? What is the Corridor Vision for improving the situation?
9. Roadway Deficiencies – Are there existing corridor deficiencies (e.g., substandard geometrics, load limits on structures, inadequate cross-section, or high maintenance costs)? What is the Corridor Vision for improving the situation?

3. Corridor Description

a. What is happening?

Development of a Corridor Description is used to define baseline conditions within the corridor. These baseline conditions provide the context for evaluating environmental consequences. The Corridor Description will rely heavily on information already available from known, reliable sources including resource agencies and should include all potentially affected resources, ecosystems, and human communities where this information is available.

b. What is required?

The Corridor Description should contain to the extent that it is readily available:

- Information on the status and location of important natural, cultural, social, or economic resources and systems where known,
- Information that characterizes important environmental or social stress factors,
- A description of pertinent development plans and local regulations and local administrative standards
- Information on environmental and socioeconomic trends

c. What is the Benefit?

The Corridor Description will not only provide a baseline needed to evaluate the environmental consequences of strategies, but it will also help to develop strategies that avoid and minimize such consequences, as well as identify other actions affecting the transportation system within the corridor and how all of these actions are contributing to changes in the natural, cultural, social, and economic resources.

Comprehensive the Corridor Description and integral to making informed decisions about the potential impacts from strategies. The more robust the Corridor Description is, the more accurately impacts can be predicted. This encourages more accurate project budgeting and provides a better basis for determining the likelihood of significant environmental impacts and the length of time and necessary funding that will be required for the environmental review process

For Resource and Regulatory Agencies, providing an early Corridor description is important for identifying the potential permit requirements within the corridor, identifying potential resource impacts, and also for creating the baseline information for the development of cooperative mitigation and conservation programs.

d. What are the Risks?

Development of the Corridor Description can be costly and time consuming if taken to the extreme. It is recommended that during the transportation planning process, the Corridor Description rely on existing, readily available information in formulating the Corridor Description and leave any original research for other corridor studies or project level environmental reviews. While a more robust description may be more useful in the eventual environmental review and project budgeting, if there is a significant lapse in time between the development of the Corridor Description and any eventual projects, this information can become antiquated and provide inaccurate or potentially misleading information.

e. Additional Information and Guidance

The following list describes many issues that should be considered in developing the Corridor Description, but is by no means exhaustive

- Air
- Surface Waters
- Ground Water
- Lands and Soils
- Wetlands
- Ecological Systems
- Historic and Archaeological Resources
- Socio-Economics
- Human Community Structure

4. Corridor Constraints (funding limitations, requirements and challenges)

a. What is happening?

Development of those physical and non-physical constraints within the corridor that restrict the types of strategies that are possible. This can include physical and non-physical constraints, like funding. Development of Corridor Constraints is important in determining whether a strategy prudent and feasible for a corridor.

b. What is required?

Understanding of Corridor constraints is vital to their further usefulness during project development and environmental review. Decisions regarding corridor constraints need to be well documented.

c. What is the Benefit?

Clearly defined and justified constraints are an important part of the development of corridor strategies. By clearly identifying fiscal, physical, and other known constraints within a corridor, the number of project alternatives that must be fully analyzed can be refined. It is also an important factor in determining how and where environmental mitigation opportunities may be present within the corridor.

Identifying Corridor Constraints is important information to provide to resource and regulatory agencies. This information provides a clearer picture to the resource and regulatory agencies of the limitations on what projects within the corridor will be able to be accomplished. Resource and regulatory agencies also have the opportunity to identify other constraints that may exist within the corridor (environmental fatal flaws) that through early identification can be incorporated more systemically into the project environmental review process.

d. What are the Risks?

An identified constraint that is not adequately documented may not be usable in the project development and environmental review process. Nor should it be assumed that only those constraints identified will be considered. Additional physical and non-physical constraints identified during project development process. As circumstances within the corridor change, constraints must be reevaluated to assure that they are still valid.

e. Additional Information and Guidance

Examples of some constraints are:

- i. Limitations on fiscal resources
- ii. Physical resources that must be avoided and/or impacts minimized
- iii. Potential transit usage limitations
- iv. Laws or regulations

5. Strategies

a. What is happening?

As part of the Corridor Visioning process, TPR's and MPOs may wish to begin developing particular strategies that will meet the Goals and Objectives developed for the Corridor Vision. Analysis of various strategies for meeting the Goals and Objectives is intended to develop a clearer vision of what transportation improvements should be conducted within the corridor and may include analysis of transportation modes, and/or facility location and design. In many instances it is advisable that a separate analysis be conducted to refine strategies that can be carried forward into the project level environmental review process. However, there are some actions that can be taken to reach conclusions about strategies that

can be taken forward into the project level environmental review. This includes elimination of strategies that are impractical or unfeasible from a technical, environmental or economic standpoint.

To determine a specific transportation mode or alignment options, it is advisable that a more comprehensive corridor study be conducted. Examples of these activities are described later in this guidance.

b. What is required?

In order for the planning process to be relied upon during project level environmental review for the elimination of a particular strategy from further review the corridor strategy analysis should;

- describe the rationale for determining the impracticability or unfeasibility of the strategy or strategies;
- include an explanation of why an eliminated strategy would not meet the corridor Goals and Objectives or is otherwise unreasonable; and
- be made available for public review during the project level environmental review's scoping process and comment period

Additional public outreach and resource/regulatory agency involvement is generally required for strategy analysis. CDOT environmental staff should be involved in the development and implementation of any strategy analysis process.

c. What is the Benefit?

Evaluation and elimination of strategies is the next step for defining the project alternatives within a corridor. Initial analysis of whether a strategy is reasonable, prudent, and feasible can reduce the time and money necessary during project level environmental review and can be used to better predict project budgets, timeframes, and design.

For resource/regulatory agencies, early understanding and notification of corridor strategies can lead to better understanding of why particular strategies are not being considered within a corridor, and provides a clearer picture of the types of project impacts likely to occur within the corridor.

d. What are the Risks?

Development of preferred corridor strategies can create a false impression that these are the only strategies that can/will be evaluated during the environmental review process, leading to frustration during the environmental review process when additional strategies may need to be evaluated to assure compliance with applicable state and federal laws and regulations. Additionally, new information or changing circumstances that develop between the strategy analysis done during

the transportation planning process and the project development process may necessitate the reevaluation of eliminated strategies. Furthermore, inadequate public involvement or resource agency involvement may also require that eliminated strategies be reevaluated during the environmental review process.

6. Public Involvement

a. What is happening?

Disclosing to the general public, as opposed to disclosure to only resource and regulatory agencies, what decisions are being made in the transportation planning process and the justification for the decisions being made

b. What is required?

Public involvement and participation is an important part of the environmental review process, but is also varied and customized to the communities. Public involvement on decisions reached in the transportation planning process that are to be carried forward into project level environmental reviews must be well documented.

c. What is the Benefit?

Public Participation on the decisions being made in the transportation planning process serves several important functions. Primarily it provides the transportation planners with an opportunity to make sure that any assumptions upon which they are making decisions are justified. It also provides the opportunity for the public to inform decision makers as to other goals and objectives, constraints, or strategies that may not have been identified before. The public involvement process is also an excellent opportunity to identify community groups and community leaders to help facilitate public involvement at the project stage.

d. What are the Risks?

Public involvement programs must be carefully developed. It is important to identify exactly what is trying to be accomplished, and how. This is important because while public involvement can be beneficial in gaining public acceptance, it can also create unnecessary controversy and confusion. The public needs to be informed that decisions made during the planning process must be legally defensible and not merely reflective of public sentiment.

If the public is unclear as to exactly what decisions are being made in the transportation planning process, how those decisions are going to be used, and how they are not going to be used, and the justification behind the decisions, it can create public frustration and lead to public participation burn out.

e. Additional Information and Guidance

In documenting public involvement programs the following information should be collected where applicable

- i. Number of meetings held
- ii. Locations and times of meetings
- iii. Who was at the meetings (sign in sheets)
- iv. What happened at the meetings (transcripts and meeting notes)
- v. What other Public involvement took place
- vi. How was information disseminated to the public?
 1. flyers
 2. newspaper articles
 3. radio/TV
 4. information booths
 5. community meetings
 6. others
- vii. Who was contacted?
- viii. How did people get involved? Were any community leaders identified?
- ix. What worked and what didn't?

7. Agency Coordination

- a. What is happening?

Coordination with Resource and Regulatory Agencies is necessary to assure that all applicable constraints have been identified, to identify potential mitigation needs and potential mitigation opportunities. This is not when permits will be acquired or final agency determinations will be made.

- b. What is required?

Coordination requirements for Resource and Regulatory Agencies differ depending on the agencies involved and the decisions that are trying to be made. An intergovernmental agreement outlining minimum coordination requirements that must be met in coordinating with resource agencies. CDOT has several agreement sin place already that relate to coordination with Resource and

Regulatory agencies. The relationship between these existing agreements and the planning process may impact necessary agency coordination

c. What is the Benefit?

Early involvement and coordination with Resource and Regulatory Agencies is the best, first chance to identify potential problems and begin development of potential solutions. All parties benefit through better understanding of the responsibilities, needs, and constraints placed on different government agencies.

Early coordination allows transportation agencies to better identify how resource and regulatory agency responsibilities may impact future projects, and provides an opportunity to address potential conflicts before they arise, and to develop coordinated programs and mitigation proposals that can provide better use of everyone's expertise and limited resources.

d. What are the Risks?

Early coordination does not absolutely guarantee that disagreements will not occur in the future.

8. Compensatory Mitigation Identification

a. What is happening?

Identification of locations and/or programs where mitigation for impacts within the corridor is possible, and the development of cooperative mitigation programs.

b. What is required?

Mitigation identification requires an understanding of the resources present within the corridor, and at least some idea of the potential impacts on those resources.

Knowing both the resources present and the potential for impact provides an idea of the type and amount of mitigation that may be necessary within the corridor. These potential mitigation needs must be compared against known programs to determine where mitigation may be possible or preferred within the corridor.

c. What is the Benefit?

Early development of mitigation programs is a proven method of reducing the time required during the environmental review process and a method of reducing the costs associated with project development. Early identification of potential mitigation needs provides the opportunity to dovetail mitigation with existing resource programs and policies, and to develop new environmental mitigation strategies in advance of project development.

d. What are the Risks?

Identification of mitigation programs is limited by both the data available on the resources that are potentially impacted, and the types and locations of resource programs that exist within the corridor. New information can change the type and amount of mitigation that may eventually be necessary within the corridor.

e. Additional Information and Guidance

Examples of potential mitigation programs that may be present within a corridor can include:

- i. Resource management plans and programs
- ii. Wetland mitigation banks
- iii. Habitat Conservation banks and programs
- iv. Resource restoration programs
- v. Cooperative resource preservation programs

9. Additional Corridor Studies

a. What is happening?

Additional corridor studies are conducted to development additional data and refine strategies outside of the standard transportation planning process. This may include studies like:

- i. Environmental Overview Studies
- ii. Scenario Planning
- iii. Tier 1 Environmental Impact Statements
- iv. Major Investment Studies
- v. Other Studies to develop corridor data or develop corridor strategies

b. What is required?

In order for any additional studies to be referenced and usable during project development and environmental review, the process and data must support the decisions being made. Additional public outreach and public involvement may also be necessary. Additional corridor studies should be coordinated with the Region Environmental Staff to assure that the decisions made can be carried forward.

c. What is the Benefit?

Additional corridor studies can significantly reduce the amount of time and money required for individual project clearances. They may also be useful as a land use planning and community planning and development tool. Additional corridor studies may also provide opportunities to develop coordinated environmental programs and mitigation.

d. What are the Risks?

Benefits from additional corridor studies are tied tightly to the decisions being made and the data developed. They can be very expensive and require significant lead time to implement.

10. Additional Resources

- a. Linking the Transportation Planning and National Environmental Policy Act (NEPA) Processes, FHWA/FTA, February 2005
- b. Integration of Planning and NEPA Processes, FHWA Memorandum, February 2005
- c. Forty Most Asked Questions Concerning CEQ's NEPA Regulations, November 1980 <http://tis.eh.doe.gov/nepa/tools/guidance/Guidance-PDFs/14637.pdf>

STEP UP Environmental Streamlining Pilot Project Phase I Report. May 2005.
<http://www.dot.state.co.us/publications/PDFFiles/stepup.pdf>

B. Corridor Vision Guidance

Corridor visioning promotes a collaborative transportation planning process in which planning partners integrate community values with multi-modal transportation needs to envision the future of transportation along an entire corridor. A corridor approach to transportation planning provides a transportation system framework that:

- Creates planning and implementation partnerships that cooperatively develop a multi-modal system.
- Provides administrative and financial flexibility in the regional and statewide plans.
- Provides accountability to Colorado by linking investment decisions to transportation needs.
- Promotes consistency and connectivity through a system wide approach.
- Responds to Transportation Commission direction of a transportation vision for Colorado.
- Identifies the desired future of transportation within a corridor.
- Supports the state highway function.

As CDOT and our planning partners go through the process of updating all the elements of the 2035 Plan, the corridor visions play a significant role in regional and statewide long range visions and goals. While the 2035 Regional and Statewide Transportation plan is a condensed effort, most of the corridor visions developed in the 2030 Plan will not require modification. For corridor that would require modification of the adopted vision the following list of key questions would serve as a prompt for a corridor vision update:

General changes:

- Has goals or strategies changed or need to be modified?
- Any changes in modal split – and does the new proposed mode require further land use change discussion
- Do new or adjustment need to be made to corridor linkages

Land use/Economic Development

- Land use decisions of significance
- Any significant economic development related changes within the corridor.

Environmental Linking Planning and NEPA

- Are there transportation and land use changes that effect environmental resources?
- With the corridor vision integral NEPA type decisions and/or analysis
- Does any discussion from regional cumulative effects analysis or other regional environmental analysis need to be reflected in the corridor vision.
- Newly designated natural or cultural resources that are at risk within the corridor
- Changes in air quality status for the region or localized problem

System Testing and Scenarios

- Is there corridor tiering criteria (?)
 - After corridors are tiered the vision should reflect the priority and the criteria rational
- Is additional discussion required on safety, security and/or operational features necessary