Non-Metropolitan Local Officials Consultation Guide

Ensuring Local Officials Have a Voice in the Planning Process

Colorado Department of Transportation
January 20, 2016

COLORADO
Department of Transportation

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Transportation planning requires robust participation from all parts of the state to accurately reflect the transportation issues, problems, concerns, and possible solutions. Non-metropolitan local officials have many ways to engage in the planning process and at various points along the way.

Non-metropolitan parts of the state comprise 80 percent of the land in Colorado and 77 percent of the lane miles of state highways. Without the participation of non-metropolitan local officials in transportation planning, the Colorado Department of Transportation would be missing an important part of the puzzle when trying to plan for the future.

Some of the key benefits of involvement in transportation planning include:

- Accurate reflection of rural concerns about transportation issues and needs in Regional and Statewide Transportation Plans;
- Ensuring that the interpretation of data is accurate and consistent with the experience of those who live in an area; and
- Input into such transportation decisions as selecting regional priority corridors and implementation actions for the Regional Transportation Plans that, in turn, inform the Statewide Transportation Plan.

I am pleased to present this updated *Non-Metropolitan Local Officials Consultation Guide*, which provides information on transportation planning and resources, opportunities for engagement, and CDOT coordination so that local officials around the state can be better engaged in the transportation planning process and affect outcomes.

Sincerely,

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Introduction

The Colorado Department of Transportation (CDOT) has a long history of working with transportation stakeholders and elected and appointed officials to develop a transportation vision for Colorado. This vision is reflected in the 2040 Statewide Transportation Plan (SWP). With limited funding available, the vision of the SWP is to guide investment for Colorado's multimodal transportation system in a way that most effectively and safely moves people, goods and information. Developing this vision involved consultation and coordination with stakeholders, the general public, local officials, federal agencies, and non-profit organizations. Each voice is vital to the development and implementation of this statewide vision for Colorado that addresses the transportation needs and priorities of this unique state.

In compliance with the most recent federal transportation authorization bill known as MAP-21, Moving Ahead for Progress in the 21st Century Act, and to ensure the state's rural voices are heard, CDOT facilitated a process to ensure that non-metropolitan local elected and appointed officials are able to fully participate in statewide transportation planning and programming. CDOT values the participation of local officials and works to continuously improve collaboration with local governments in all aspects of statewide transportation planning and programming.

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

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

This document addresses the requirement per 450.210(b) that the consultation process that CDOT undertakes with local officials will be reviewed at least once every five years. It was created as a resource for non-metropolitan local officials to ensure continued communication and collaboration across Colorado's non-metropolitan counties.

Goals of the Consultation Process

The goals for conducting a comprehensive consultation process for non-metropolitan local officials are to continue to:

- Support non-metropolitan local officials by providing information and staff resources as needed to make informed transportation planning and programming decisions;
- Develop opportunities for increased non-metropolitan local official involvement in the planning and programming processes, and;
- Seek comments and ideas on how participation in the planning process can be increased by non-metropolitan local officials.

Ten Rural Transportation Planning Regions

Colorado is predominately rural in nature with most major metropolitan areas located along the Front Range of the Rocky Mountains. Approximately 80 percent of the state's population reside in these metropolitan areas. However, urban areas only represent approximately 20 percent of the state's total land area, which means that approximately 80 percent of the state's land area is rural. Colorado's population, employment rate and economy are growing. Because these trends are expected to continue for the next 25 years it is important for CDOT to understand the current conditions of the state's transportation system in order to plan for a sustainable and prosperous future. Figure 1 illustrates some of the demographic changes in Colorado.

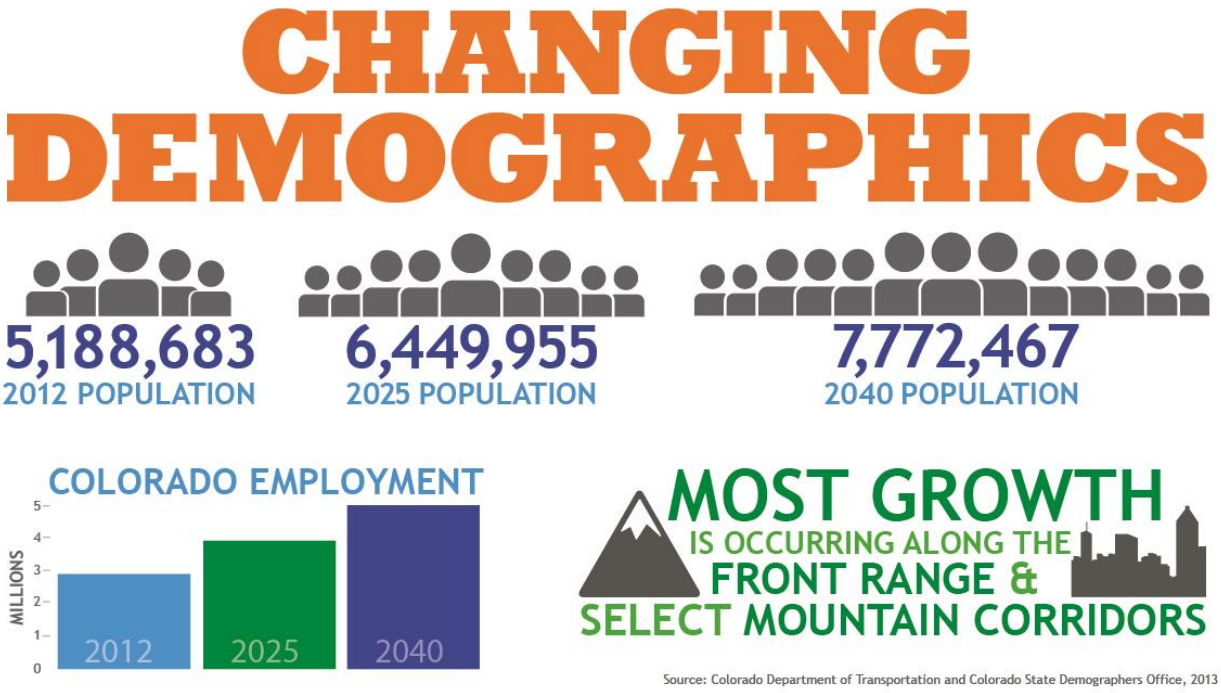

Figure 1 – Colorado's Changing Demographics

Local elected and appointed officials represent units of county, municipal, or special-purpose local government entities. The planning process begins at the local level with involvement from the business community, residents and local officials within the Transportation Planning Regions (TPRs). Ten of the 15

TPRs are considered non-urban and five are designated as Metropolitan Planning Organizations, which are located in urban areas with a population of 50,000 or more. The 15 TPRs are in one or more of the CDOT Engineering Regions as shown in Figure 2. The 10 rural TPRs are: Northwest, Intermountain, Gunnison Valley, Southwest, San Luis Valley, South Central, Southeast, Central Front Range, Eastern, and Upper Front Range. The five MPOs are: Denver Regional Council of Governments, Grand Valley MPO (Grand Junction), North Front Range MPO (Greeley-Fort Collins-Loveland), Pikes Peak Area Council of Governments (Colorado Springs), and Pueblo Area Council of Governments.

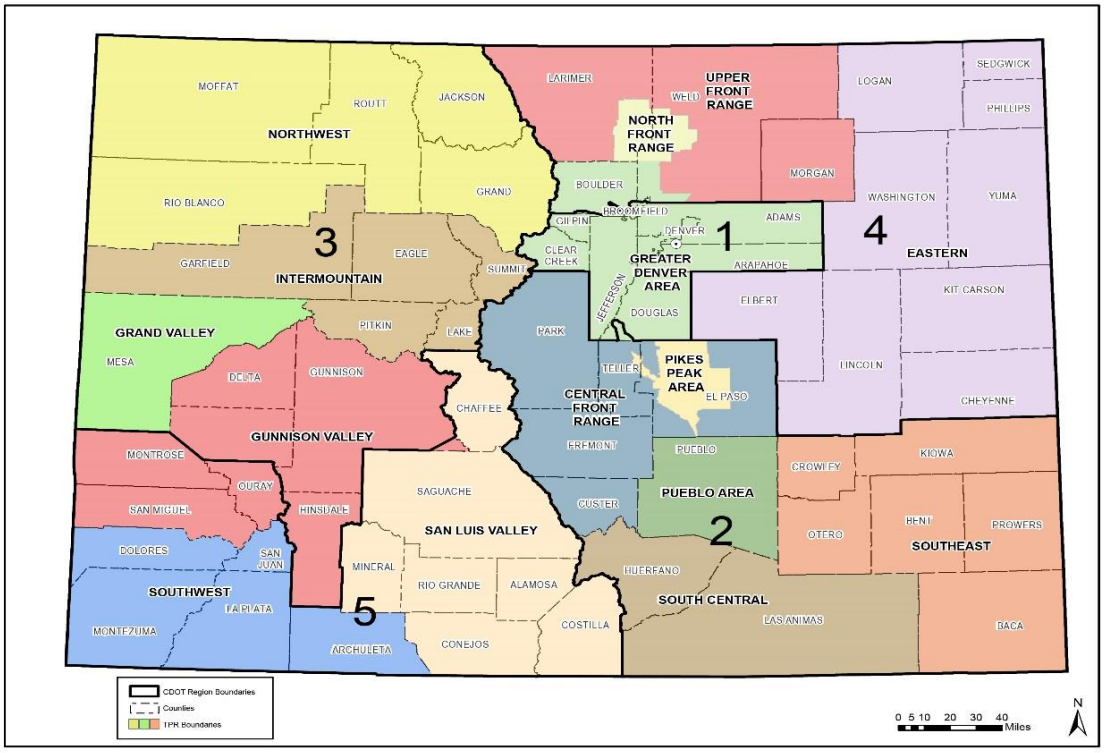

Figure 2 – CDOT Regions and Transportation Planning Regions

Each TPR is comprised of representatives from municipalities and counties within their established boundaries. Per state regulations (2 Code of Colorado Regulations 601-22), TPRs are defined as: "geographically designated areas of the state with similar transportation needs that are determined by considering transportation commonalities." Boundaries of each TPR are described in each update of 2 CCR 601-22, which the Colorado Transportation Commission approves. State law enables officials from the counties and municipalities within a rural TPR to form a Regional Planning Commission (RPC) through an intergovernmental agreement. (All but the Eastern TPR are organized as RPCs. Eastern TPR is a coordinating body for two councils of government.) Transportation planning activities with the TPRs are coordinated by the CDOT Division of Transportation Development (DTD) and with the CDOT

Engineering Regions. About every five years, each RPC/TPR develops and adopts a Regional Transportation Plan (RTP) in coordination with their respective CDOT Engineering Region and DTD.

Transportation Planning in Colorado

CDOT conducts a continuing, comprehensive, and cooperative (3C) multimodal transportation planning process in accordance with federal and state requirements. The process reflects a performance-based approach to planning and incorporates extensive use of data and analysis to inform decision-making. Included in the 3C process is the development of both short-term and long-term goals and performance objectives for the multimodal transportation system, the identification of strategies to achieve these performance objectives, and priorities for investment in programs and projects. The identified goals, performance objectives, and priorities for investment in programs and projects are included in the SWP, RTPs, and a four-year Statewide Transportation Improvement Program (STIP). The RTPs inform the development of the STIP, which reflects the short-term project needs and priorities over a rolling four-year time frame.

The planning process is a continuous cycle that includes the development of a new or updated SWP, RTPs, 10-year Transportation Development Program (TDP), and the four-year STIP. This cycle occurs roughly every four years. The TDP bridges the gap between the SWP and the four-year STIP to communicate to the public, planning partners, CDOT staff, and other stakeholders the needs and priorities for major investments in corridors and projects over a 10-year timeframe.

Figure 3 – Planning Process

Figure 3 depicts the key elements of the planning process. The following is a brief description of these key elements:

Transportation Commission Policy *– updated periodically, at least every four years*

- The Governor appoints the 11 members of the Transportation Commission, which is established under state statute. The Commission sets policy and guides the planning process.
- Transportation Commission policy includes goals, performance measures, and objectives in the areas of safety, infrastructure condition, system performance, and maintenance, which are incorporated into Policy Directive (PD) 14.0.
- PD 14.0 guides the distribution of resources in the SWP, TDP, STIP, and CDOT's annual budget. PD 14.0 is updated periodically to reflect new or updated measures and objectives.
- The development of goals, performance measures, and objectives is based on the results of data collection, needs analysis, revenue forecasts, and information gathered from CDOT's existing plans.

Revenue Projections and Program Distribution *– new every four years*

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

Identify Needs and Gap *– updated periodically, at least every four years*

- Data collection and an analysis of needs are conducted to assess the current and future transportation conditions and demands for the next 10 and 25 years, including projection of system condition, congestion, safety, vehicle miles traveled (VMT), population, and other demographic information. Findings from the Statewide Travel Model, including scenario analysis, are incorporated.
- Funding needs are identified, including money needed to achieve established performance objectives and the gap between needs and forecasted revenues.
- Data and analysis are also used to identify trends and themes for further consideration and discussion in the SWP, RTPs, and other CDOT plans.

- Some of the data used in the SWP and RTPs can be viewed on C-PLAN, a web-based mapping and informational tool for Geographic Information System (GIS) planning-related data.

Plan Integration / Statewide Performance-Based Transportation Plan *– new or updated every four years for SWP and RTPs*

- RTPs with a minimum 20-year time horizon are developed or updated for each of the state's 10 rural Transportation Planning Regions (TPRs) and five MPOs. MPOs develop plans in cooperation with CDOT, while CDOT assists the TPRs in developing their RTPs. RTPs identify a vision for the region, priorities for needs, programs or projects, and strategies for achieving the vision. The development of RTPs includes significant stakeholder and public outreach.
- Modal Plans are developed or updated for transit, rail, aviation, and bicycle/pedestrian modes.
- Functional Plans are developed or updated for specific transportation functions, including the Strategic Highway Safety Plan, Statewide Transportation System Management and Operations Plan, Risk-Based Asset Management Plan, State Highway Freight Plan, and Multimodal Freight Plan.
- The 2040 Statewide Transportation Plan includes a 10-year and 20-year planning horizon and was developed incorporating the results of data collection and needs identification, goals, performance measures and objectives, and program distribution processes. The 2040 SWP integrates the RTPs, modal plans, and functional plans.
- The 2040 SWP identifies a vision, goals, measures, and performance objectives for the transportation system, future needs for the system, trends affecting transportation, an investment strategy, and strategic actions to achieve the vision and goals.
- The 2040 SWP is web-based and is intended to be accessible and engaging.
- CDOT's 2040 SWP and RTPs and other CDOT plans can be found at this link: www.coloradotransportationmatters.com.

Transportation Development Program – *updated periodically*

- Developed in tandem with the SWP, the Transportation Development Program bridges the gap between the 20-year SWP and four-year STIP. The Transportation Development Program identifies the needs and priorities for major investments in corridors and projects over a 10-year timeframe.

Strategic Policy Implementation *– continuous process*

- Implementation of strategic actions that arose from other CDOT plans, CDOT policies, or public input are monitored for the 2040 SWP. Many of the strategic actions align with one of the SWP goals of safety, mobility, economic vitality, and maintaining the system.
- Implementation of strategic policy actions that address multiple 2040 SWP goals are tracked. For example, the 2040 SWP strategic policy action of improving the resiliency and redundancy of the transportation system addresses safety, mobility, and economic vitality.

Performance Measures and Monitoring *– continuous process*

- Performance measures and progress on the SWP strategies are reported to communicate progress to the public and planning partners, identify the need to modify performance objectives, and inform investment decisions including the development of the annual budget.

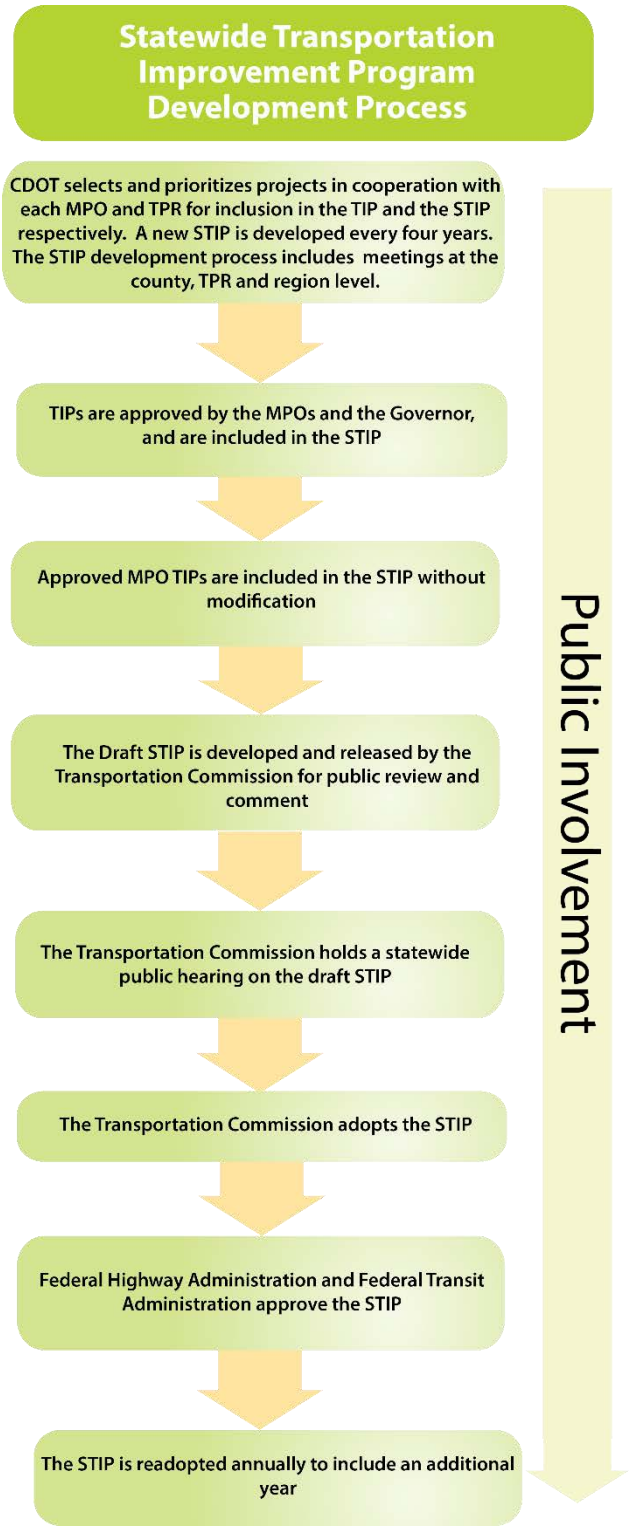

Figure 4 – STIP Flowchart

The Statewide Transportation Improvement Development Program (STIP) *– updated every four years*

- The STIP identifies capital and non-capital transportation projects and programs proposed for funding, as well as all regionally significant transportation projects.
- The STIP incorporates Transportation Improvement Programs (TIPs) for each MPO.
- The STIP must be fiscally constrained.
- The STIP is amended twice per year, or as needed, and readopted annually to add a new year of projects.
- The currently adopted 2016-2019 STIP is available on the CDOT website for public viewing.
- For more information regarding the development of the STIP see the Project Priority Programming Process (4P) and STIP Development Guidelines.

Opportunities for Engagement

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

Colorado Transportation Commission

CDOT manages the state's transportation system under the direction of the Transportation Commission. The commission is comprised of 11 commissioners who represent districts in both urban and rural areas of the state. Each commissioner is appointed by the Governor, confirmed by the Colorado Senate, and serves a four-year term. The Transportation Commission's responsibilities and duties include developing and adopting the CDOT budget, approving the SWP and STIP; advising and providing recommendations to the Governor and General Assembly on the transportation policy of the state; formulating general policies on how the department manages, maintains, operates, and constructs the state highway system; and other policy and decision making duties. The Transportation Commission meets monthly.

Statewide Transportation Advisory Committee (STAC)

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

STAC members represent the 10 rural TPRs and five MPOs throughout the state. The Ute Mountain Ute and Southern Ute Indian Tribes are non-voting members of the STAC and are members of the Southwest TPR. Non-metropolitan STAC representatives are on equal footing with their metropolitan counterparts and serve to complete the statewide perspective needed to help guide CDOT in effectively administering its resources. The STAC meets monthly the week after the monthly Transportation Commission meetings.

Transit and Rail Advisory Committee (TRAC)

The TRAC was formed in January 2011 to advise the newly created Division of Transit and Rail (DTR). TRAC works with DTR staff to develop and promote the DTR's vision, policies, and priorities for transit and rail services in Colorado. TRAC members are representatives from public and private transit providers, railroads, interest groups, planning partners, counties, cities, and the general public. The TRAC meets quarterly following the STAC meeting.

Colorado Freight Advisory Council (FAC)

In an effort to better address goods movement, create a more collaborative environment, and respond to guidance provided in MAP-21 and in collaboration with the private sector and planning partners, CDOT established a new Colorado FAC in 2015. The FAC will provide a continuing platform for the freight industry, other parties interested in freight, and the public to raise issues enabling CDOT and the FAC to make well-informed decisions and recommendations based on multiple freight perspectives. The FAC is currently working on governance items such as mission and charter.

Transportation Environmental Resource Council (TERC)

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

Colorado Aeronautical Board

The Colorado Aeronautical Board provides guidance and direction on all aviation matters in the state to the Colorado Division of Aeronautics. The Board sets aviation policy to develop and maintain the Colorado aviation system and provides financial grants to local governments to improve safety, maintain existing airport infrastructure, and develop aviation services throughout the state. Appointed by the Governor to serve three-year terms, the Colorado Aeronautical Board represents both governmental and aviation-interest constituencies. At the direction of the Colorado Aeronautics Board, the Colorado Division of Aeronautics consults with local governments on issues relating to local land use planning to maintain consistency with the State Aviation Systems Plan, regional system plans, or areas and activities of state interest. The Colorado Aeronautics Board meets at least four times a year.

Colorado Bridge Enterprise (CBE)

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

Colorado High Performance Transportation Enterprise (HPTE)

The government-owned business enterprise, HPTE, was created as part of Senate Bill 09-108 (also known as Funding Advancements for Surface Transportation and Economic Recovery or FASTER). The

enterprise pursues public-private partnerships and other innovative and efficient means of completing strategic surface transportation infrastructure projects.

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

Coordination with Non-Metropolitan Local Officials

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

Regional Planning Commissions (RPCs)

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

Southern Ute and Ute Mountain Ute

Colorado has two Tribal Governments, the Ute Mountain Ute and the Southern Ute. As members of the Southwest TPR, both tribal governments have special non-voting status on the STAC and participate in monthly STAC meetings. Additionally, joint cooperative meetings between Colorado's Tribal Governments, CDOT, the Federal Highway Administration (FHWA), Bureau of Indian Affairs, and the departments of transportation of Arizona, New Mexico, and Utah take place every year, or as needed, to discuss transportation issues specific to Tribal Governments. The Southern Ute develops a Tribal TIP (TTIP) that the Tribal Council approves. The TTIP is included by reference in the draft STIP.

As outlined in the Tribal Coordination Plan Technical Memorandum, CDOT coordinates with the tribal governments on transportation planning to ensure consistency between CDOT and tribal safety and transportation plans and in developing the STIP.

Local Government Advocacy Organizations

The CDOT Office of Policy and Government Relations partners with Colorado Counties, Inc. (CCI) and the Colorado Municipal League (CML) to provide information to educate and engage their members on transportation related issues. Additionally, CDOT works with CCI and CML when specific issues arise requiring attention. These non-partisan advocacy organizations serve and represent Colorado's cities, towns, and counties to offer assistance to county commissioners, mayors, and council members to encourage local governments to work together on common issues.

Political Advocacy Committees

Staff from the Office of Policy and Government Relations engages, as needed, with Colorado's political advocacy committees by providing information when asked and monitoring agendas to determine if CDOT attendance might be helpful at meetings. In Colorado, Club 20, Action 22, and Progressive 15 are county-level Political Advocacy Committees that represent various regions throughout Colorado. These committees were formed to advocate for common regional interests and present a unified political voice.

Other Planning Resources and Information

Office of Policy and Government Relations

CDOT's Office of Policy and Government Relations provides resources and outreach to officials at the federal, state, and local levels as well as to external partners of CDOT local officials. Local governments are one of CDOT's most active and vocal constituencies because the transportation planning process is a locally driven, grassroots effort. The Office of Policy and Government Relations produces a monthly publication entitled *Interchange* which provides elected officials with critical information and analysis of existing and new federal and state transportation legislation and profiles of local and national transportation leaders. Upcoming outreach events, conferences, and workshops are also featured in the newsletter. The *Interchange* newsletter and other news and publications are available for viewing and downloading on the CDOT's Office of Policy and Government Relations website.

INTERCHANGE

Transportation Summit

The Colorado Department of Transportation (CDOT) will host the Transportation Matters Summit on October 28th at the Grand Hyatt in Downtown Denver. The focus of the Summit will be on technology and how we leap beyond 20th century thinking to create a nimble system capable of leading 21st century innovations and change.

U.S. Secretary of Transportation Anthony Foxx is scheduled to participate in the Summit. This half day event features a luncheon keynote session and 2 rounds of interactive breakout sessions, followed by a networking opportunity.

CDOT will also announce the launch of a multi-phased program focused on how our state will become a leader in innovative technologies with the focus of addressing our transportation challenges and becoming one of the safest and most reliable states in the country.

The Summit follows on the success of last year's Summit which engaged nearly 500 policy makers, business and community leaders.

Cost is $70/person and includes lunch. For more information and to register, visit: https://www.codot.gov/summit

TRANSPORTATION MATTERS SUMMIT October 28, 2015

New Commissioners

Governor Hickenlooper has made two new appointments to the Colorado Transportation Commission.

Kathy Hall replaced Doug Aden in District 7 (representing: Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit counties), and Holan Schriner whom replaced Les Gruen in District 9, (representing: El Paso, Fremont, Park, and Teller counties). Both of their terms expire July 1, 2019.

TLRC Road Trip

The Transportation Legislation Review Committee (TLRC) is coming to southwest and western Colorado at the end of the month. TLRC is the legislature's transportation interim committee made up of members of both the Senate and House Transportation committees.

The TLRC is going to have three field hearings for local elected officials and the public. This is an excellent opportunity to have your comments heard by the state legislators.

The field hearings are:

September 23rd, Alamosa, 1:30 p.m. Adams State University

September 24th, Durango, 5:30 p.m. Durango Arts Center

September 25th, Montrose, 12:00 noon Montrose Pavilion Center

Figure 5 – Interchange Newsletter

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

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

Internet Resources

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

Figure 6 – CDOT Homepage

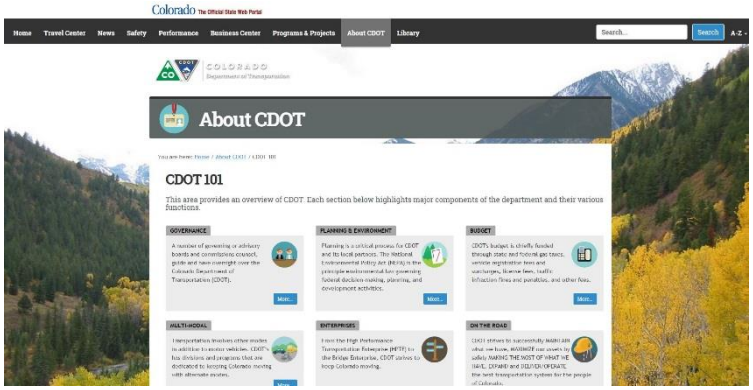

Figure 7 – CDOT 101

Included in the CDOT website is CDOT 101, a new web-based initiative which provides high-level descriptions of the agency and its departments with links that provide more in-depth and detailed information and resources. Detailed information on the planning process be found here. CDOT 101 has replaced the *Elected Officials Guide to The Colorado Department of Transportation.*

The 2040 SWP was developed in a web-based format allowing CDOT to actively implement and report on the progress made with the intent of fostering better communication between all stakeholders involved in the planning process. The Statewide Plan website is a key resource for all planning partners and local officials, and can be found at www.coloradotransportationmatters.com. Data, comment features, and interactive maps provide the public and local agencies with accessible and engaging tools in order to discuss and address transportation issues. All RTPs and other CDOT plans are also available on the Statewide Plan website.

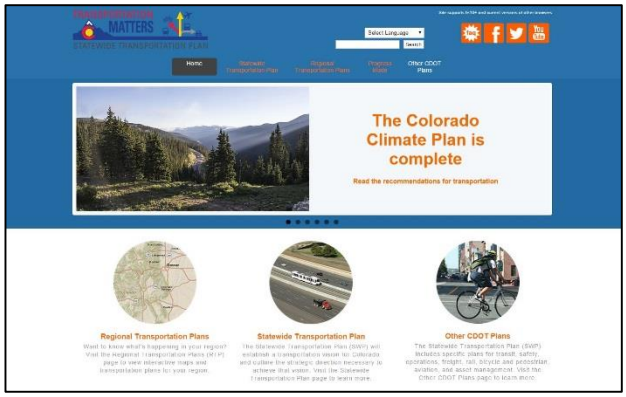

Figure 8 – Statewide Plan Homepage

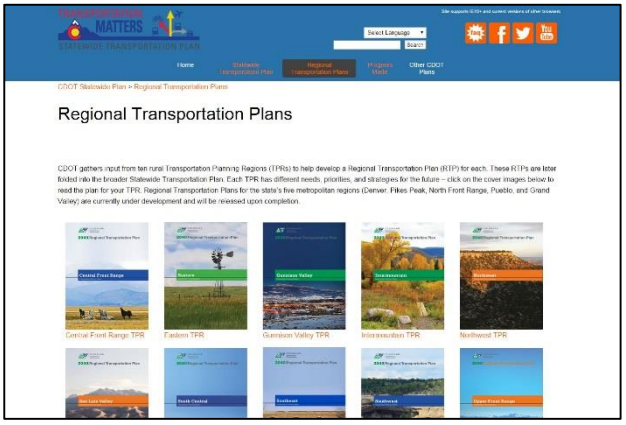

Figure 9 – Regional Transportation Plans

Local Technical Assistance Program

Another resource for non-metropolitan local officials is the Colorado Local Technical Assistance Program (LTAP), which serves as the local technology transfer effort of the FHWA's Office of Technology Partnership Programs. Colorado LTAP bridges the gap between research and practice by conducting training sessions and demonstrations and by serving as a clearinghouse for information related to state-of-the-art technology in the construction and maintenance of roads and bridges. The mission of Colorado LTAP is to foster a safe, efficient, environmentally sound transportation systems by improving skills and increasing knowledge of the transportation workforce and decision makers. The program serves state, county, and local highway and transportation personnel. The Colorado LTAP is sponsored by FHWA, CDOT, and the University of Colorado at Boulder.

Conclusion

CDOT constantly evaluates its public involvement efforts and seeks new and innovative techniques to enhance current practices in order to maximize outreach and communication with non-metropolitan local officials and the public. The updated Public Involvement Process document outlining tools and techniques for outreach is currently undergoing a 45-day review and comment period until December 15, 2015.

Appendix A: Additional Resources and Helpful Links

Contact Information

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

Links Referenced

Page number	Text (as found in document)	Full url
2	2040 Statewide Transportation Plan (SWP)	http://coloradotransportationmatters.com/statewide-transportation-plan/
2	MAP-21, the Moving Ahead for Progress in the 21st Century Act	http://www.fhwa.dot.gov/map21/
3	Transportation Planning Regions (TPRs)	https://www.codot.gov/programs/planning/planning-partners/transportation-planning-regions
4	Regional Transportation Plans (RTPs)	http://coloradotransportationmatters.com/regional-transportation-plans/
6	Transportation Commission	https://www.codot.gov/about/transportation-commission
6	Policy Directive (PD) 14.0	http://coloradotransportationmatters.com/wp-content/uploads/2014/10/Policy-Directive-14-Development-Technical-Memorandum-with-Appendices-2015-04-07.pdf
7	C-PLAN	http://cdot.maps.arcgis.com/home/
7	www.coloradotransportationmatters.com	http://coloradotransportationmatters.com/
8	currently adopted 2016-2019 STIP	https://www.codot.gov/business/budget/statewide-transportation-improvement-program-stip-reports-information
8	Project Priority Programming Process (4P)	https://www.codot.gov/business/budget/statewide-transportation-improvement-program-stip-reports-information/current-stip-reports-information/4P%20STIP%20Development%20Guidelines%2009-09%20-%20CLEAN.pdf/view
11	Tribal Coordination Plan Technical Memorandum	http://coloradotransportationmatters.com/wp-content/uploads/2014/10/Tribal-

		Coordination-Technical-Memorandum-2015-04-27.pdf
12	Colorado Counties, Inc. (CCI)	http://ccionline.org/
12	Colorado Municipal League (CML)	http://www.cml.org/home.aspx
12	Club 20	http://www.club20.org/
12	Action 22	http://www.action22.org/
12	Progressive 15	http://www.progressive15.org/
12	news and publications	https://www.codot.gov/about/governmentrelations/news-publications
12	CDOT's Local Government Liaisons	https://www.codot.gov/about/governmentrelations/local-government-liaison.html
13	CDOT website	https://www.codot.gov/
13	CDOT 101	https://www.codot.gov/about/cdot101
14	Statewide Plan website	http://coloradotransportationmatters.com/
14	Colorado Local Technical Assistance Program (LTAP)	http://ltap.colorado.edu/
15	Public Involvement Process	Under review until December 15, 2015.

Other CDOT Plans

Transit	http://coloradotransportationmatters.com/other-cdot-plans/transit/
Strategic Highway Safety	http://coloradotransportationmatters.com/other-cdot-plans/strategic-highway-safety/
Transportation Operations (Coming Soon!)	http://coloradotransportationmatters.com/other-cdot-plans/operations/
Freight	http://coloradotransportationmatters.com/other-cdot-plans/freight/
Rail	http://coloradotransportationmatters.com/other-cdot-plans/state-rail-plan/
Bicycle & Pedestrian	http://coloradotransportationmatters.com/other-cdot-plans/bike-pedestrian/
Aviation	http://coloradotransportationmatters.com/other-cdot-plans/aviation/
Asset Management	http://coloradotransportationmatters.com/progress-made/your-cdot-dollar/asset-management/
Colorado Climate Plan	http://coloradotransportationmatters.com/other-cdot-plans/cdot-sustainability/colorado-climate-action-plan/

Statewide Transportation Plan Technical Memoranda

Policy Directive 14 Development	http://coloradotransportationmatters.com/wp-content/uploads/2014/10/Policy-Directive-14-Development-Technical-Memorandum-with-Appendices-2015-04-07.pdf
Plan Integration	http://coloradotransportationmatters.com/wp-content/uploads/2014/10/Plan-Integration-Technical-Memorandum-2015-03-17.pdf
Public Involvement	http://coloradotransportationmatters.com/wp-content/uploads/2015/03/Public-Involvement-Draft-Tech-Report-03-17-15.pdf
Needs and Gap	http://coloradotransportationmatters.com/wp-content/uploads/2014/10/Needs-and-Gap-Technical-Memorandum_3-23-2015.pdf
Planning Factors	http://coloradotransportationmatters.com/wp-content/uploads/2014/10/Planning-Factors-Technical-Memorandum-2015-04-03.pdf
Tribal Coordination	http://coloradotransportationmatters.com/wp-content/uploads/2014/10/Tribal-Coordination-Technical-Memorandum-2015-04-27.pdf