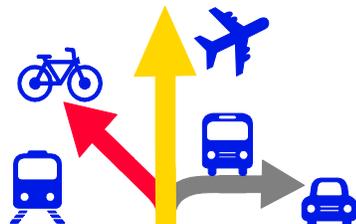


STATE AND FEDERAL PLANNING FACTORS TECHNICAL MEMORANDUM

APRIL 3, 2015



STATEWIDE TRANSPORTATION PLAN



COLORADO
Department of
Transportation

Purpose

This technical memorandum documents how the state and federal planning factors were addressed in the Executive Summary of the 2040 Statewide Transportation Plan: Transportation Matters (SWP) and in the 10 rural Regional Transportation Plans. This technical report also explains how the planning factors will shape decision making at CDOT and were used in integrating the other CDOT plans.

Introduction

Serving as an appendix to both the SWP and the 10 rural Regional Transportation Plans (RTPs), this document thus complies with a state regulation that requires the RTPs to include an analysis of the state and federal planning factors upon which the plans are based. (See Background section below.)

Background

The most recent federal transportation authorization law, MAP-21 (Moving Ahead for Progress in the 21st Century - P.L. 112-141), passed in July 2012, retained the federal planning factors that were in past federal transportation law. The federal planning factors are in two sections of the law:

- 23 U.S.C. 135(d) about statewide and nonmetropolitan transportation planning - The statewide planning process shall provide for consideration and implementation [italics added] of projects, strategies, and services that will accomplish the eight planning factors.
- 23 U.S.C. 134(h) about metropolitan transportation planning - The metropolitan planning process shall provide for consideration [italics added] of projects and strategies that will accomplish the eight planning factors.

The proposed federal rules for transportation planning continue to use the federal planning factors to describe the scope of the statewide planning process. The proposed federal rules for transportation planning are not expected to be final until the second quarter of 2015.

At a meeting on Feb. 20, 2015, the Federal Highway Administration determined that the SWP “substantially complies” with the federal planning factors.

The state planning factors appear in state law in 43-1-1103 about transportation planning. The 1991 law - amended in 1994, 1997, 1998, and 2009 - states that the state transportation plan shall address, but shall not be limited to, the factors. Another state law, SB09-108, called FASTER (for Funding Advancements for Surface Transportation and Economic Recovery Act of 2009), added these planning factors to 43-1-1103:

- The targeting of infrastructure investments, including preservation of the existing transportation system commonly known as “fixing it first” to support the economic vitality of the state and region;
- Safety enhancement;

- Strategic mobility and multimodal choice;
- The support of urban or rural mass transit;
- Environmental stewardship;
- Effective, efficient, and safe freight transport; and
- Reduction of greenhouse gas emissions.

State regulations, Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-22), were updated in 2012. Some sections of the regulations were deleted by state law in 2013. The regulations, called the Rules, also refer to the planning factors in two places:

- Regional Planning Commissions and CDOT must include the federal and state planning factors in their respective transportation systems planning (4.03.1).
- Each Regional Transportation Plan shall include an analysis of the planning factors referenced in the regulations upon which transportation facility and service requirements and the fiscally constrained plan are based (4.04.1.3).

State and Federal Planning Factors

The goals of Safety, Mobility, Economic Vitality, and Maintaining the System in the Executive Summary of the Colorado Transportation Plan are aligned with the state and federal planning factors. In many cases, a planning factor fits more than one goal, as can be seen in Table A below.

The statewide transportation goals in the Executive Summary are the foundation for the Strategic Actions for the first 10 years of the SWP as funding allows. To ensure the list of actions was multi-modal and covered all of the goal areas, CDOT incorporated actions from various CDOT plans for modes of transportation (bicycle and pedestrian, transit, rail, and aviation) and for different topics (safety, operations, maintaining the system), as well as recent CDOT policies and stakeholder and public input.

Table 1: Statewide Transportation Plan Goals Alignment with Planning Factors

STATEWIDE TRANSPORTATION PLAN GOALS	STATE PLANNING FACTORS	FEDERAL PLANNING FACTORS
SAFETY: MOVE COLORADO TOWARD ZERO DEATHS BY REDUCING TRAFFIC-RELATED DEATHS AND SERIOUS INJURIES	<ul style="list-style-type: none"> ▪ Safety enhancement ▪ Effective, efficient and safe freight transport 	<ul style="list-style-type: none"> ▪ Increase the safety of the transportation system for motorized and non-motorized users. ▪ Increase the security of the transportation system for motorized and non-motorized users.
MOBILITY: IMPROVE MOBILITY AND CONNECTIVITY WITH A FOCUS ON OPERATIONS	<ul style="list-style-type: none"> ▪ An emphasis on multimodal transportation considerations, including the connectivity between modes of transportation. 	<ul style="list-style-type: none"> ▪ Increase the accessibility and mobility of people and freight. ▪ Enhance the integration and connectivity of the transportation

STATEWIDE TRANSPORTATION PLAN GOALS	STATE PLANNING FACTORS	FEDERAL PLANNING FACTORS
<p>AND TRANSPORTATION CHOICE.</p>	<ul style="list-style-type: none"> ▪ The development of areawide multimodal management plans in coordination with the process of developing the elements of the state plan. ▪ Strategic mobility and multimodal choice. ▪ The support of urban or rural mass transit. ▪ Effective, efficient and safe freight transport. 	<p>system, across and between modes, for individuals and freight.</p> <ul style="list-style-type: none"> ▪ Increase efficient system management and operation. ▪ Support the economic vitality of the United States, the State, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity and efficiency.
<p>ECONOMIC VITALITY: IMPROVE THE COMPETITIVENESS OF THE STATE ECONOMY THROUGH STRATEGIC TRANSPORTATION INVESTMENTS.</p>	<ul style="list-style-type: none"> ▪ The targeting of infrastructure investments, including preservation of the existing transportation system commonly known as “fixing it first” to support the economic vitality of the state and region. ▪ Effective, efficient and safe freight transport. ▪ Environmental stewardship. ▪ Reduction of greenhouse gas emissions. <ul style="list-style-type: none"> – Table Bullet 2 	<ul style="list-style-type: none"> ▪ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns. ▪ Enhance the integration and connectivity of the transportation system, across and between modes, for individuals and freight. ▪ Support the economic vitality of the United States, the State, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity and efficiency.
<p>MAINTAINING THE SYSTEM: PRESERVE AND MAINTAIN THE EXISTING TRANSPORTATION SYSTEM.</p>	<ul style="list-style-type: none"> ▪ The targeting of infrastructure investments, including preservation of the existing transportation system commonly known as “fixing it first” to support the economic vitality of the state and region. ▪ An emphasis on coordination with county and municipal land use planning, including examination of the impact of land use decisions on transportation needs and the exploration of opportunities for the preservation of transportation corridors. 	<ul style="list-style-type: none"> ▪ Emphasize the preservation of the existing transportation system.

STATEWIDE TRANSPORTATION PLAN GOALS	STATE PLANNING FACTORS	FEDERAL PLANNING FACTORS
	<ul style="list-style-type: none"> The targeting of infrastructure investments, including preservation of the existing transportation system commonly known as “fixing it first” to support the economic vitality of the state and region. 	

Planning Factors in Transportation Plans

References to the state and national planning factors - as reflected in the plan goals - can be found in the Executive Summary of the 2040 SWP and the Regional Transportation Plans (RTPs). The locations of the references are listed in the chart below. Because the page numbers vary slightly among the RTPs, the chapter and section heading is given first for the RTPs, followed by the page numbers.

State and federal planning factors frequently combine environmental sustainability with other items, such as economic vitality or energy conservation. To make the environmental sustainability references easier to find, environmental sustainability is shown separately in Table B below.

Table B: Location of State and Federal Planning Factor References in Transportation Plans

PLAN GOAL/ STATE & FEDERAL PLANNING FACTORS	WHERE FOUND IN SWP EXECUTIVE SUMMARY	WHERE FOUND IN RTPs
SAFETY	CDOT Director Shailen Bhatt letter, p. ii Multi-modal Goals and Objectives, p. 4 Public Outreach Results, p. 7 Colorado’s Transportation Needs, p. 15 Transportation Investment Needs, p. 17 Investment Strategy, p. 19 Strategic Actions for the Statewide Plan, p. 10	Chapter 1, Traffic and Safety, p. 6 Chapter 1, Key Takeaways, p. 8 Chapter 1, Transportation System Vision and Goals, p. 9 Chapter 1, How Does XXX TPR respond to these national goals, plans, policies, programs and initiatives? text box, p. 12 Chapter 3, Integration of Other Plans and Initiatives, p. 15 Chapter 4, Regional Priority Corridors, pp. 20-21
MOBILITY	CDOT Executive Director Shailen Bhatt letter, p. ii Multi-modal Goals and Objectives, p. 4 Plan Development - The Planning Process, p. 5	Chapter 1, Economic Vitality, p. 3 Chapter 1, Multimodal Transportation System, p. 4 Chapter 1, Recent Accomplishments, p. 8 Chapter 1, Key Takeaways, p. 8

PLAN GOAL/ STATE & FEDERAL PLANNING FACTORS	WHERE FOUND IN SWP EXECUTIVE SUMMARY	WHERE FOUND IN RTPs
	<p>Plan Development - What We Have Heard, p. 7</p> <p>Regional Transportation Plans, p. 8</p> <p>Modal Plans, pp. 9-10</p> <p>Colorado’s Multi-Modal System, pp. 11-12</p> <p>Corridors, pp. 13-14</p> <p>Colorado’s Transportation Needs, p. 15</p> <p>Transportation Investment Needs, p. 17</p> <p>Investment Strategy, p. 19</p> <p>Transit Investment Strategy, p. 20</p> <p>Strategic Actions for the Statewide Pan, p. 22</p>	<p>Chapter 1, Transportation System Vision and Goals, p. 9</p> <p>Chapter 2, State Trends Affecting Transportation Planning, p. 11</p> <p>Chapter 1, How Does XXX TPR respond to these national goals, plans, policies, programs and initiatives? text box, p. 12</p> <p>Chapter 3, Integration of Other Plans and Initiatives, p. 15</p> <p>Chapter 4, Regional Priority Corridors, pp. 18-21</p> <p>Chapter 5, Regional Multimodal Needs, pp. 22-23</p> <p>Chapter 5, Statewide Multimodal Needs, p. 26</p> <p>Chapter 6, Implementation Actions, p. 28</p>
ECONOMIC VITALITY	<p>CDOT Executive Director Shailen Bhatt letter, p. ii</p> <p>Multi-modal Goals and Objectives, p. 4</p> <p>Plan Development - What We Have Heard, p. 7</p> <p>Corridors, pp. 13-14</p> <p>Colorado’s Transportation Needs, p. 16</p> <p>Transportation Investment Needs, p. 17</p> <p>Economic Benefits of Transportation, p. 21</p> <p>Strategic Actions for the Statewide Plan, p. 22</p>	<p>Chapter 1, Economic Vitality, p. 3</p> <p>Chapter 1, Key Takeaways, p. 8</p> <p>Chapter 1, Transportation System Vision and Goals, p. 9</p> <p>Chapter 1, How Does XXX TPR respond to these national goals, plans, policies, programs and initiatives? text box, p. 12</p> <p>Chapter 3, Integration of Other Plans and Initiatives, p. 15</p> <p>Chapter 3, Telephone Town Hall, p. 16</p> <p>Chapter 4, Regional Priority Corridors, pp. 18-21</p> <p>Chapter 5, Regional Multimodal Needs (Freight and Rail), p. 23</p> <p>Chapter 6, Implementation Actions (in some RTPs), p. 28</p>
MAINTAINING THE SYSTEM	<p>CDOT Executive Director Shailen Bhatt letter, p. ii</p> <p>Multi-modal Goals and Objectives, p. 4</p> <p>Plan Development - What We Have Heard, p. 6</p> <p>Colorado’s Multi-modal Transportation System, pp. 11-12</p> <p>Colorado’s Transportation Needs, p. 16</p> <p>Transportation Investment Needs, p. 17</p> <p>Investment Strategy, p. 19</p>	<p>Chapter 1, Roadway Drivability and Bridges, p. 5</p> <p>Chapter 1, Heard Around the Region, p. 5</p> <p>Chapter 1, Recent Accomplishments, p. 8</p> <p>Chapter 1, Transportation System Vision and Goals, p. 9</p> <p>Chapter 1, How Does XXX TPR respond to these national goals, plans, policies, programs and initiatives? text box, p. 12</p>

PLAN GOAL/ STATE & FEDERAL PLANNING FACTORS	WHERE FOUND IN SWP EXECUTIVE SUMMARY	WHERE FOUND IN RTPs
	Transit Investment Strategy, p. 20 Strategic Actions for the Statewide Plan, p. 23 Strategic Policy Action - CDOT Action Plan, p. 24	Chapter 3, Integration of Other Plans and Initiatives, p. 15 Chapter 4, Regional Priority Corridors, pp. 18-21 Chapter 5, Transportation Needs and Revenue (Highway Corridors), p. 22 Chapter 5, Statewide Multimodal Needs, p. 26 Chapter 6, Implementation Actions, p. 28
ENVIRONMENTAL SUSTAINABILITY* *NOT A PLAN GOAL; SEPARATED FOR EASIER TRACKING	Strategic Policy Actions, p. 23 Strategic Policy Action - Sustainability and the Environment, p. 26	Chapter 1, Key Takeaways, p. 8 Chapter 1, Transportation System Vision and Goals, p. 9 Chapter 1, Environmental Stakeholder Engagement, p. 17 Chapter 4, Regional Priority Corridors, pp. 18-21 Chapter 6, Implementation Actions, p. 28 (in some RTPs)

Decision Making

The national and state planning factors and the Transportation Commission’s Policy Directive 14 were used in developing goals for the Statewide Transportation Plan. The planning factors therefore are the organizing framework for Strategic Actions that CDOT intends to focus on as funding allows for the next 10 years. These strategic actions are part of decision making within CDOT for these goals:

- Safety
- Mobility
- Economic Vitality
- Maintaining the System

In addition, CDOT intends to address several goal areas through key policies and initiatives:

- Sustainable Funding
- CDOT Action Plan

- Project Selection and Programming
- Resiliency and Redundancy
- Sustainability and the Environment

The actions that will be undertaken under these goals are detailed on pp. 22-26 of the Executive Summary of the SWP and in the Action Plan itself, which is posted to the statewide planning website. The Action Plan's purpose is to document the outcomes of the "5 + 1" process the former CDOT executive director, Don Hunt, initiated at CDOT to modernize business practices. The Action Plan also outlines specific next steps to build upon those past successes in delivering more construction and maintenance.

Methodology

The state and federal planning factors were addressed as part of the overall plan integration and coordination process for the Statewide Plan, which was conducted over the course of two years of plan development. At the outset, several of the plans to be integrated had not yet begun or had been recently started so the process was flexible in addressing plans in progress, which are being integrated to the extent possible.

Coordinated efforts with the owners of the other CDOT plans helped identify data analysis, needs, gaps in the system and key takeaways related to the various CDOT plans. CDOT considered the strategic actions of the various plans in developing the SWP 10-year Strategic Actions. To ensure the list of actions was multi-modal and covered all of the goal areas, CDOT incorporated actions from the various plans for different modes of transportation and different topics (safety, operations, maintaining the system) as well as recent CDOT policies and stakeholder and public input. CDOT recognizes that implementation of the Strategic Actions will require a collaborative effort of various agencies ranging from Federal, state, regional, local agencies and members of the public to achieve.

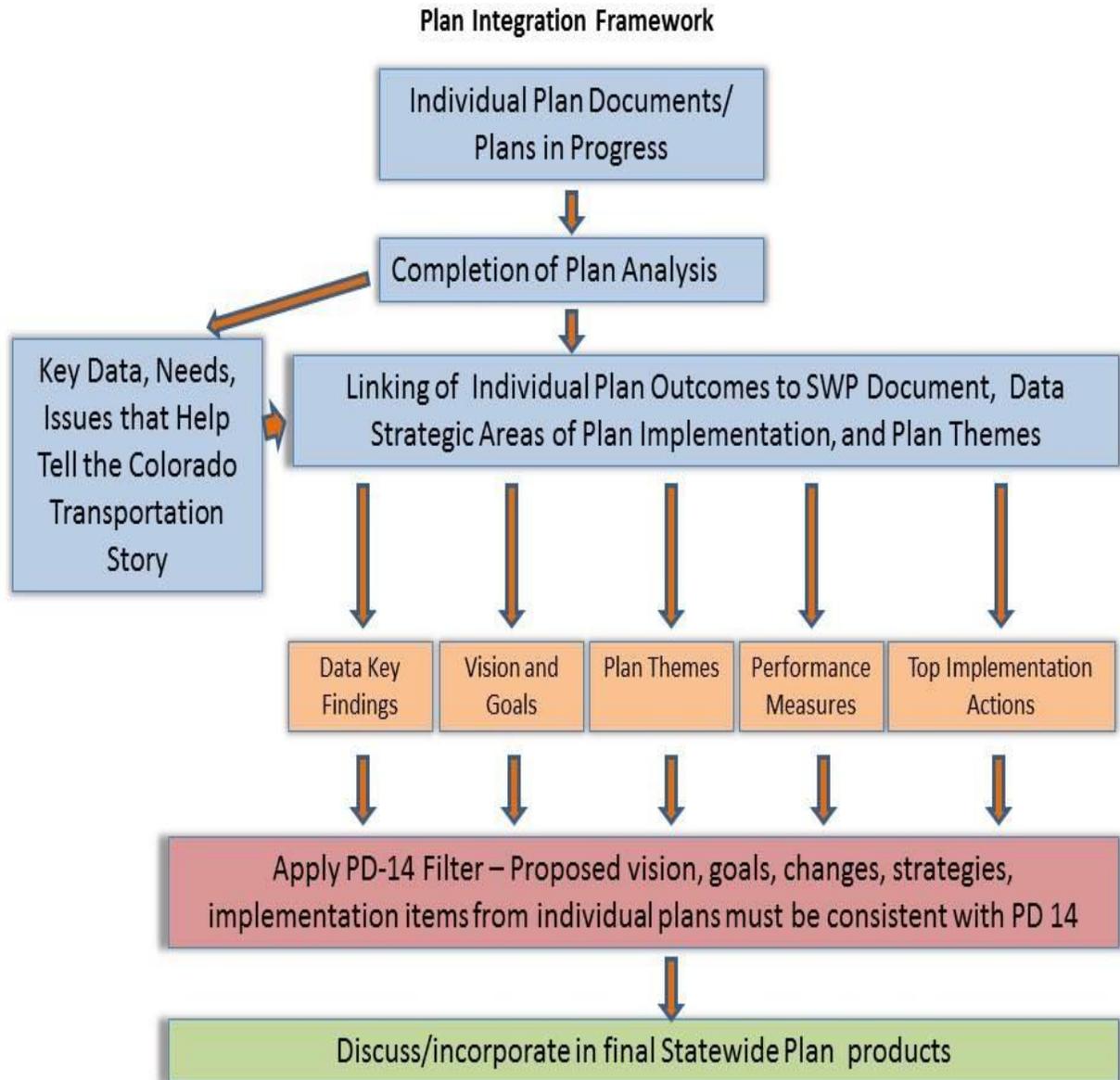
Similarly the consolidation of the investment strategies provided insight to the priorities within each of the various plans. CDOT has the challenge to balance these many needs with the limited and declining revenues. CDOT's investment strategy is a balanced approach that seeks to maintain the system and optimize the limited funding, a reflection of today's funding reality.

Figure 1 illustrates the general plan integration process. The general integration steps included:

- General review of plans to be integrated by staff and completion of plan "checklists" on key materials.
- Two group meetings with CDOT "plan owners" (project managers/branch staff) to discuss plan integration and plan status.
- Individual topical/plan discussions and meetings with CDOT project managers/branch staff as needed at various points of plan development.
- Rural Transportation Plans developed in parallel and in consultation with the Statewide Plan.

- Updates of Metropolitan Planning Organizations (MPOs) at Statewide MPO Meetings and coordination on plan status. Information provided by MPOs when ready. Note that the MPO plans will be formally adopted as part of the Statewide Plan as amendments based on their current schedule.

Figure 1: Plan Integration Framework



CDOT used checklist summaries of plan content that the owners of the other CDOT plan owners reviewed. The checklists included items on:

- Vision, goals, and objectives
- Key issues
- How state and federal planning factors are addressed
- Unique and key to Colorado transportation plans
- Top 5 data item
- Transportation needs
- Priority corridors
- Performance measures
- Environmental goals support
- Implementation strategies
- Process changes
- Project selection
- Program delivery changes
- MPO coordination

Coordination was a key factor to integrating the various CDOT plans into the SWP process. Integration efforts began with general coordination meetings with plan owners in June 2013 and October 2013. As the SWP began, additional plan owner meetings in fall 2014 coordinated the needs and gap analysis for inclusion in the SWP. Coordination efforts continued throughout the SWP development to establish items relevant to the SWP and Regional Transportation Plans.

- **Statewide Transportation Plan:** The review of other CDOT plans focused on identifying applicable goals and visions, key elements and trends, investment strategies and strategic policy actions. CDOT also reviewed internal organizational changes for affects to investment strategies and strategic policy actions with special attention to those that addressed multiple goal areas through key policies and initiatives.
- **Regional Transportation Plans:** CDOT worked with the rural Transportation Planning Regions to update the Regional Transportation Plans to help identify the regional transportation needs within each region, key elements or trends for each specific region and the Regional Priority Corridors.

- Overall Plan Integration Summary: The integration summary of the various plans were organized using a tabular approach, which incorporates key elements for each plan reviewed and integrated. The following sample table illustrates the information discussed in the tables prepared for each plan.

Plan and Date	The name of the plan and its publication date (Month and Year)
Plan Vision	If the plan has a vision statement it is included here. This would be the top message of the plan to integrate into the Statewide Plan.
Plan Goals	If the plan has a list of goals, they are included here. These would be additional key messages to integrate into the Statewide Plan.
Additional Key Points for “Moving Forward”	A quick list of any other key message points from the plan not captured in Vision or Goals.
Top Implementation Actions for “Moving Forward”	If the plan has implementation actions that are relevant to the Statewide Plan they are listed here.
Performance Measurement for “Moving Forward”	If the plan outlines performance measurement, it is briefly discussed here.
Other Ways Integrated in the Statewide Plan	Brief bullet points of the other components of the Statewide Plan where plan information was integrated.

See the Plan Integration Technical Memorandum for completed tables of the various plans that were reviewed for integration with the state and regional plans.

Coordination in Addressing Planning Factors

More than 60,000 people participated in the public outreach activities. Both traditional and innovative approaches were used to reach out to the public for comment including:

- Press releases, newspaper, radio, and public access TV announcements
- Statewide Transportation Plan Transportation Matters Website - www.coloradotransportationmatters.com
- Public surveys
- Environmental Webinars with transportation planning regions, state and federal agencies, and environmental advocacy groups
- 16 Telephone Town Halls - an interactive public meeting conducted over the telephone and hosted by local officials and Colorado Transportation Commissioners
- Public meetings with the Transportation Planning Regions

Environmental Interest Group Outreach: CDOT provided an online webinar that focused on recent CDOT greenhouse gas (GHG) reduction approaches, CDOT sustainability program, Energy Literacy Report and changes in funding priorities.

CDOT purpose for the Environmental Interest Group Outreach was to begin proactive communication with environmental special interests groups that are very interested in the transportation planning process and have traditionally provided comments during previous statewide transportation planning efforts. The webinar was an opportunity for CDOT to discuss the recent accomplishments in the areas of Greenhouse Gas reduction policy and emerging sustainability programs.

The invited participants included the following:

- Sierra Club Rocky Mountain Chapter
- Southeast Energy Efficiency Project
- Colorado Public Interest Research Group
- Special Districts Association of Colorado
- Conservation Colorado
- The Environmental Coalition
- Colorado Natural Heritage Program
- Colorado Open Lands
- Community for Environmental Solutions
- Western Resource Advocates
- Colorado Environmental Health Association
- Trout Unlimited

The key items from the discussion with Environmental Interest Groups are highlighted below.

- Statewide Transportation Plan Overview
- FASTER Planning Requirements
- CDOT multi-pronged approach for considering GHG emission reductions
 - Energy Literacy Framework
 - CDOT Sustainability Program
 - Multimodal Strategies - Linkage to STIP projects
 - CDOT Organization Changes - increased emphasis on operations and only building a few new expansion projects
 - Other changes in the department - bicycle/pedestrian policy; new interregional transit service; other new policies

– Future Forum

Environmental Consultation: Environmental Consultation is the process used by CDOT to engage environmental resource and regulatory agencies in the transportation planning process.

- Builds relationships between CDOT, local planning partners, and resource agencies
- Identifies potential red flags early in the process
- Provides agencies with idea of potential future project areas / types

CDOT hosted an Environmental Consultation Webinar on October 2, 2014. The participants of the Environmental Consultation Webinar included:

- US Bureau of Land Management (BLM)
- Colorado Department of Public Health & Environment (CDPHE)
- US Fish & Wildlife Service (FWS)
- State Historic Preservation Office (SHPO)
- US Department of Housing & Urban Development (HUD)
- San Luis Valley TPR
- South Central TPR
- Southwest TPR
- North Front Range Metropolitan Planning Organization (NFRMPO)
- Pikes Peak Area Council of Governments (PPACG)

As a result of this environmental agency consultation effort, CDOT received 41 total comments from 10 separate agencies / planning partners. The key comment topic areas included:

- Right of way
- Wetlands
- Critical habitats
- Compressed natural gas fueling
- Air quality
- Noise control
- Hazardous waste

CDOT also received valuable input on how to improve their PIN Tool system for future use in environmental consultation and project development.

Native American Tribes: Colorado is home to two federally-recognized sovereign Tribal Nations: the Southern Ute Indian and Ute Mountain Ute. CDOT adheres to federal regulations that establish consultation requirements with Tribal Nations for statewide planning and works to integrate tribal transportation plans into the SWP.

Tribal collaboration was available throughout the development of the SWP. Regional Transportation Plan development meetings and input on the statewide corridor vision, goals, and strategies; regional priority corridors; telephone town hall; and the selection of implementation actions were available to the tribes. Each tribe may appoint a member to the STAC to provide a tribal perspective to transportation system needs and planning. CDOT is working cooperatively with the tribes in the development of Tribal Transportation Plan and Tribal Safety Plan. The Tribal Coordination Technical Memorandum discusses coordination with the two tribes on transportation planning and projects in more detail.

Environmental Resource Agencies: The complexities and hurdles faced in light of environmental stewardship needs as well as transportation needs highlight the importance of collaboration at the earliest stages of planning. CDOT's Transportation Environmental Resource Council (TERC) provides a forum for planning and resource agencies to look down the road and move forward in a coordinated fashion.

Public Outreach Results: There were several key results from the public outreach that were important for the development of the plan. These results are linked to the plan goals below.

Safety

- Many telephone town hall participants cited safety as their top priority for CDOT to pursue.

Mobility

- Surveys showed that most Coloradans believe transportation is important because it “moves people and goods safely.”
- Reducing congestion and increasing travel choice were also important concerns highlighted by the public surveys.
- Two hot topics during the majority of the Telephone Town Halls statewide were the need for improved transit and better bicycle infrastructure.

Economic Vitality

- Public Surveys indicated that Coloradans see a clear connection between their transportation system and the economic vitality of their area and the state.

- Job creation, commuting, freight movement, tourism, agriculture, and energy development were common topics of conversation statewide during the telephone town halls.

Maintaining the System

- Survey questions on Coloradans' top priorities in light of limited funding showed that maintaining the existing system and improving highway pavement were central concerns.
- The great majority of questions and comments received during the telephone town halls related to specific local highway maintenance issues, indicating the importance which Coloradans place on their travel experience.

Summary

CDOT has created an integrated plan that outlines four goals for our multimodal transportation system: safety, mobility, economic vitality, and maintaining the system. These goals, in turn, are aligned with the state and federal planning factors. This plan came about through:

Participation of:

- More than 60,000 Coloradans
- 10 rural Transportation Planning Regions
- Five Metropolitan Planning Organizations

In coordination with individual modal plans for:

- Transit
- Rail
- Aviation
- Freight
- Bicycles and pedestrians

In consultation with:

- Five federal and state environmental agencies
- 12 environmental interest groups
- Two Native American tribes

This coordination and collaboration ensured that each of the planning factors was addressed as part of the Statewide Plan and of the RTPs. Table A, found earlier in this memorandum, provided

a crosswalk of the SWP goals with state and federal planning factors. Table C below shows how various coordination and integration points supported the establishment of the goals and addressed the planning factors.

Table C: Summary of How Coordination Connects Transportation Plan Goals

STATEWIDE TRANSPORTATION PLAN GOALS	COORDINATION WITH OTHER PLANS	COORDINATION WITH THE PUBLIC, AGENCIES, GROUPS ETC.
<p>SAFETY: MOVE COLORADO TOWARD ZERO DEATHS BY REDUCING TRAFFIC-RELATED DEATHS AND SERIOUS INJURIES</p>	<ul style="list-style-type: none"> ▪ Highway Safety Improvement Program ▪ Strategic Highway Safety Plan ▪ Integrated Safety Plan ▪ Regional Transportation Plans ▪ Statewide Transit Plan ▪ Colorado Freight Plan ▪ Colorado State Freight and Passenger Rail Plan ▪ 2011 Colorado Aviation System Plan ▪ Statewide Bicycle and Pedestrian Plan ▪ Statewide Transportation System Management and Operations Plan 	<ul style="list-style-type: none"> ▪ Public Outreach ▪ Special Interest Groups ▪ Resource Agencies ▪ Environmental Advocacy Groups ▪ Tribal Coordination ▪ Transportation Planning Regions ▪ Metropolitan Planning Organizations ▪ Cities and Counties ▪ CDOT Regional Transportation Directors ▪ CDOT Office of Transportation Safety ▪ CDOT Division of Transportation Systems Management and Operations ▪ CDOT Office of Emergency Management ▪ CDOT Division of Transit and Rail ▪ CDOT Division of Aeronautics ▪ CDOT Bicycle and Pedestrian ▪ CDOT Freight
<p>MOBILITY: IMPROVE MOBILITY AND CONNECTIVITY WITH A FOCUS ON OPERATIONS AND TRANSPORTATION CHOICE.</p>	<ul style="list-style-type: none"> ▪ Regional Transportation Plans ▪ Statewide Transit Plan ▪ Colorado State Freight and Passenger Rail Plan ▪ 2011 Colorado Aviation System Plan ▪ Statewide Bicycle and Pedestrian Plan ▪ Statewide Transportation System Management & Operations Plan 	<ul style="list-style-type: none"> ▪ Public Outreach ▪ Special Interest Groups ▪ Resource Agencies ▪ Environmental Advocacy Groups ▪ Tribal Coordination ▪ Transportation Planning Regions ▪ Metropolitan Planning Organizations ▪ Cities and Counties ▪ CDOT Regional Transportation Directors ▪ CDOT Division of Transportation Systems Management and Operations ▪ CDOT Division of Transit and Rail ▪ CDOT Division of Aeronautics ▪ CDOT Bicycle and Pedestrian
<p>ECONOMIC VITALITY: IMPROVE THE COMPETITIVENESS OF THE STATE ECONOMY THROUGH STRATEGIC</p>	<ul style="list-style-type: none"> ▪ Regional Transportation Plans ▪ Colorado Freight Plan ▪ Colorado State Freight and Passenger Rail Plan ▪ 2011 Colorado Aviation System Plan ▪ Colorado Airports Economic Study 	<ul style="list-style-type: none"> ▪ Public Outreach ▪ Special Interest Groups ▪ Resource Agencies ▪ Environmental Advocacy Groups ▪ Tribal Coordination ▪ Transportation Planning Regions ▪ Metropolitan Planning Organizations ▪ Cities and Counties

TRANSPORTATION INVESTMENTS.		<ul style="list-style-type: none"> ▪ CDOT Regional Transportation Directors ▪ CDOT Division of Transit and Rail ▪ CDOT Division of Aeronautics ▪ CDOT Freight
MAINTAINING THE SYSTEM: PRESERVE AND MAINTAIN THE EXISTING TRANSPORTATION SYSTEM.	<ul style="list-style-type: none"> ▪ Stakeholders, Special Interest Groups, and Public Outreach ▪ Regional Transportation Plans ▪ Risk-Based Asset Management Plan ▪ Colorado Bridge Enterprise 10-Year Program ▪ Statewide Transportation System Management and Operations Plan 	<ul style="list-style-type: none"> ▪ Public Outreach ▪ Special Interest Groups ▪ Resource Agencies ▪ Environmental Advocacy Groups ▪ Tribal Coordination ▪ Transportation Planning Regions ▪ Metropolitan Planning Organizations ▪ Cities and Counties ▪ CDOT Regional Transportation Directors ▪ CDOT Division of Transportation Systems Management and Operations ▪ CDOT Division of Highway Maintenance ▪ CDOT Program Management ▪ CDOT Division of Transit and Rail ▪ CDOT Division of Aeronautics ▪ CDOT Freight