



Overview

CDOT conducts a continuing, comprehensive, and cooperative (3C) performance-based multimodal transportation planning process in accordance with federal and state requirements. The transportation planning process includes the development of required planning products including a Statewide Transportation Plan (SWP), Regional Transportation Plans (RTPs), and Statewide Transportation Improvement Program (STIP). The process includes 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 most recent transportation legislation, MAP-21, requires a performance-based approach to planning. The Colorado multimodal transportation planning process reflects this performance-based approach to planning and incorporates extensive use of data and analysis to inform decision-making, including the establishment of goals and performance objectives, distribution of resources, and project selection.

The multimodal transportation planning process is coordinated by the Multimodal Planning Branch (MPB) in the Division of Transportation Development (DTD), in conjunction with the CDOT Regions. The multimodal transportation planning process includes extensive coordination both internally and externally. Primary internal partners include the DTD Transportation Performance Branch (TPB) and DTD Information Management Branch (IMB), Division of Accounting and Finance (DAF), Division of Transportation System Management & Operations (TSMO), and Division of Transit & Rail (DTR). External coordination includes planning partners, other stakeholders, and the public. The MPB coordinates planning activities, integrates planning products from different CDOT Regions and Divisions, incorporates input from planning partners, other stakeholders, and the public, and provides analysis and policy development based on a consolidated, statewide, multimodal perspective.

CDOT works closely with planning partners in 10 rural Transportation Planning Regions (TPRs) and five Metropolitan Planning Organizations (MPOs). MPOs and TPRs meet regularly to plan for their areas. The Statewide Transportation Advisory Committee (STAC), composed of representatives from the TPRs and MPOs, meets monthly to advise the Department on multimodal transportation planning. Planning partners and other stakeholders are also represented on other statewide bodies including the Statewide MPO Committee, Transit and Rail Advisory Committee (TRAC), and Freight Advisory Council (FAC).

State and Federal Requirements

- [23 United States Code \(USC\) section 134 - Metropolitan Transportation Planning](#)
- [23 USC section 135 - Statewide and Non-metropolitan Transportation Planning](#)
- [23 Code of Federal Regulations \(CFR\) 450 Part B: Statewide Transportation Planning and Programming](#)
- [23 CFR 450 Part C: Metropolitan Transportation Planning and Programming](#)
- [43 Colorado Revised Statutes \(CRS\) Article 1 Part 11: Transportation Planning](#)
- [2 Colorado Code of Regulations \(CCR\) 604-2: Statewide Transportation Planning Process and Transportation Planning Regions](#)

Planning Process

The planning process is a continuous cycle that includes the development of a new or updated Statewide Transportation Plan (SWP), Regional Transportation Plans (RTPs), 10 year Transportation Development Program (TDP), and 4 year Statewide Transportation Improvement Program (STIP). This cycle occurs roughly every four years. Elements include:

Revenue Forecasting (DAF) – new every four years / annually

- State and federal revenue forecasts are developed for the minimum 20 year time horizon of the SWP and RTPs.
- Annual short term revenue forecasts are developed for the annual budget.

Data Collection and Needs Analysis (DTD/Regions/DTR/TSMO) – 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 analysis and projection of system condition, congestion, safety, VMT, population, and other demographic information. Analysis from the Statewide Travel Model, including scenario analysis, are incorporated.
- Projected condition data and funding needs from the TDP, asset management systems, TSMO, and DTR, as well as Region and planning partner input are incorporated into the needs analysis.

- Funding needs are identified, including funding 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 plans.

Goals, Performance Measures and Objectives (DTD/DTR/TSMO) – updated periodically, at least every four years

- Goals, and performance measures and objectives are developed in the areas of safety, infrastructure condition, system performance, and maintenance and incorporated into Policy Directive (PD) 14.0.
- PD 14.0 provides an overall framework for the transportation planning process and guides the distribution of resources in the SWP, TDP, STIP, and annual budget. PD 14.0 is updated periodically to reflect new or updated measures and objectives.
- The development of goals, and performance measures and objectives is based on the results of data collection and needs analysis, revenue forecasts, and information from existing plans.

Program Distribution / Annual Budget (DAF/DTD) – new every four years / annually

- Program Distribution is developed, outlining the estimated assignment of forecasted revenues to programs for the minimum 20 year time horizon of the SWP. Program Distribution is developed based on forecasted revenues, the funding needed to achieve performance objectives, and planning partner input.
- Funding by program is identified year by year for the first ten years of Program Distribution, and in total for the second 15 years and provides the basis of fiscal constraint for the SWP, RTPs, TDP, and STIP.
- 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 on 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.

Long-Range Transportation Plans (DTD/Regions/TSMO/DTR/Aeronautics) – new or updated every four years for SWP and RTPs

- Regional Transportation Plans (RTPs) with a minimum 20 year time horizon are developed/updated for each of the state’s 10 rural Transportation Planning Regions (TPRs) and five Metropolitan Planning Organizations (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/updated for transit, rail, aviation, and bicycle/pedestrian modes.
- Functional Plans are developed/updated for specific transportation functions, including the Strategic Highway Safety Plan, Statewide Transportation System Management & Operations Plan, Risk-Based Asset Management Plan, State Highway Freight Plan, and Multimodal Freight Plan.
- The Statewide Transportation Plan (SWP) is developed/updated incorporating the results of Data Collection and Needs Analysis, Goals, Performance Measures and Objectives, and Program Distribution processes. The SWP integrates the RTPs, modal plans, and functional plans. The SWP identifies a vision, goals, measures, and performance objectives for the transportation system, future needs for the system, trends affecting transportation, and an investment strategy and strategic actions to achieve the vision and goals. The SWP and the RTPs have a minimum 20 year time horizon. The development of the SWP includes extensive stakeholder and public outreach, coordination with planning partners, and with the development of other plans.

Ten-Year Development Program (TDP) (Regions/DTD) – updated periodically, new every four years

- A TDP is developed in tandem with the SWP. The TDP serves to bridge the gap between SWP and STIP. The TDP identifies the needs and priorities for major investments in multimodal corridors and projects over a ten year timeframe.
- The TDP is constrained to a “high-revenue scenario” meaning that projects and program funding are identified above the level anticipated by the fiscal constraint established by Program Distribution. This provides the opportunity to plan for the possibility of additional revenue.

4 Year Statewide Transportation Improvement Program (STIP) (Regions/DAF/DTD) – updated periodically, new every four years

- The STIP identifies capital and non-capital transportation projects and programs proposed for funding under Title 23 and Title 49 of the U.S. Code, as well as all regionally significant transportation projects requiring an action by the FHWA or the FTA. The STIP incorporates Transportation Improvement Programs (TIPs) for each MPO.

- TIPs and the STIP must be fiscally constrained. Fiscal constraint is established by Program Distribution. Fiscal constraint is modified annually based on the annual budget.
- The STIP aligns with the goals and performance objectives in the SWP. Projects are identified through asset management systems, TPR input, MPO project selection processes, and other data-driven or competitive selection processes.
- The draft STIP is developed through the 4P (Project Priority Programming Process) which includes county, TPR, and Region level meetings to review proposed projects and obtain public and stakeholder input. The 4P process follows and is informed by the development of Transportation Plans and the TDP.
- The STIP is amended twice per year, or as needed, and readopted annually to add a new year of projects.

Implementation of Plan Strategies (All Divisions and Regions) – continuous process

- Transportation Plans, including the SWP, RTPs, modal, and functional plans, identify strategies to achieve goals and performance objectives.
- CDOT staff and planning partners undertake implementation activities to make progress in achieving goals and performance objectives. Implementation activities vary. Examples include: the deployment of new operational strategies, studies on emerging transportation issues, or improvements to data collection and analysis.

Performance Reporting and Monitoring (DTD/DTR/TSMO) – continuous process

- Progress in meeting performance objectives and implementing plan strategies is continuously monitored and reported annually.
- An Annual SWP Performance Report identifies current performance compared to PD 14.0 performance objectives, and the status of implementation activities relating to plan strategies.
- The SWP Performance Report is used to communicate progress and performance to the public and planning partners, identify the need to modify performance objectives, and inform investment decisions including the development of the annual budget.

Resources

- [FHWA: Transportation Planning Process Key Issues](#)
- [FHWA Performance Based Planning and Programming Guidebook](#)

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