



## **MEETING NOTICE**

**The Gunnison Valley TPR will have a meeting in OCTOBER**

**Date: October 23, 2012**

**Time: 10:00am to Noon**

**Place: Region 10 in Montrose**

**Representatives from CDOT Region 3 and Region 5 will be there to present and answer questions.**

## **SAFE ROUTES TO SCHOOLS – REMINDER**

**Announcing call for Safe Routes to School Applications & Encouragement for Walk to School Day Events**

**CDOT's 2013 Safe Routes to School Applications are available online at: <http://www.coloradodot.info/programs/bikeped/safe-routes>. The application deadline is Friday, December 7th 2012.**

**For additional information, please contact Marissa Robinson at (303) 757-9088 or e-mail at [marissa.robinson@dot.state.co.us](mailto:marissa.robinson@dot.state.co.us)**

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# Announcement

## Online Transportation Information System (OTIS)

OTIS (Online Transportation Information System) is now available to our external web users. This new addition integrates multiple applications and provides easy to use selection tools to quickly find various roadway data.

OTIS will be the One Stop Shop access point to information frequently used for transportation planning and project development.

### Information available includes:

- Traffic Counts and statistics
- State Highway Attributes
- Roadway Statistics
- State Highway Videologs
- Demographics
- Geographic Data
- Maps

The Web Site Link is: <http://dtdapps.coloradodot.info/otis>

**Give it a try. It is very interesting!**

## THE PLANNING PROCESS

The following is a memo rec'd concerning MAP -21 and Planning

DATE: September 7, 2012  
TO: LRTP Committee  
FROM: Debra Perkins-Smith, Director Division of Transportation Development  
SUBJECT: MAP 21 Planning Implications

MAP 21 revises sections that were in SAFETEA-LU on Statewide Planning and Metropolitan Planning processes but with relatively minor changes. However, an important revision is the addition of the Performance Based Planning and Programming (PBPP) approach in the planning sections of the law. Key statements include:

*“the statewide transportation plan should include a description of the performance based measures and performance targets used in assessing the performance of the transportation system.”*

*“the statewide transportation planning process shall provide for the establishment and use of a performance based approach to transportation decisionmaking to support the national goals...”*

*“Each state shall establish performance targets that address the performance measures described in..(MAP-21).... to use in tracking progress towards the attainment of critical outcomes for the State.”*

*“...selection of performance targets by a State shall be coordinated with the relevant metropolitan planning organizations to ensure consistency, to the maximum extent practicable.”*

*“The performance measures and targets established shall be considered by a State when developing policies, programs, and investment priorities reflected in the statewide transportation plan and statewide transportation improvement program.”*

Both MPO and States are now required to demonstrate how their Plan and programmed projects support the national goals as well as the State and MPO performance targets. The process for developing the SW Plan includes not only coordination with the MPO's but also with the nonmetropolitan local government officials as required by law. Each TPR will develop a regional transportation plan with support from the consultant team selected to assist in the development of the overall SW Plan. DTD staff will be working closely with each TPR in this process and will provide guidance and templates to promote consistency among these plans.

CDOT's Long Range Transportation Plan is guided by Commission Policy directives that set statewide system performance goals and that direct resource allocation so that funds are allocated towards achievement of those goals. The Plan is a corridor based plan which includes corridor visions and strategies that guide project selection since all projects programmed into the STIP must be consistent with the LRTP.

DTD staff has been working over the past year to improve CDOT's performance based approach for the LRTP and to improve the reporting capabilities so we will be able to meet MAP 21 requirements.

Over the next several months, the policies that will guide this next SW Plan will need to be developed. These policies will direct the allocation of resources for the 20 year horizon, as well as the 10 year mid-term investment plan, and the 6 year STIP. These policies will need to articulate performance goals and will need to be developed in cooperation with our planning partners.