COLORADO
Department of Transportation
Division of Transportation Development

DATE: October 14, 2015
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development (DTD)
SUBJECT: 10 Year Development Program

Purpose

To provide an overview of the 10 Year Development Program concept, and review progress to date.

Action

Transportation Commission input on approach and next steps for Development Program.

Background

Persuant to federal requirements, CDOT develops a four year Statewide Transportation Improvement Program (STIP) and a long-range (minimum 20-year time horizon) Statewide Transportation Plan (SWP). The pupose of the Development Program is to bridge the gap between the STIP and the SWP and *identify the needs and priorities for major investments in corridors and projects over a 10 year timeframe*. This will serve to:

- Communicate the status of major investments to the public and stakeholders;
- Provide a resource for the prioritization or tiering of projects if significant additional revenue were to become available, and for future "list" development exercises;
- Provide a guide to needs and priorities to inform TIP, STIP, and RTP development, and other project selection, design, or development decisions;
- Provide a tool to aid in identifying and quantifying tranpsortation needs to support planning and programming processes.

The SWP integrates 15 long-range Regional Transportation Plans (RTPs). RTPs identify long-range investment priorities at varying levels of detail. For example, while the DRCOG RTP identifies specific regionally significant projects, project costs, and implementation timeframes through 2040, many TPR RTPs identify only general types of improvements or priority corridors. The Development Program is intended to both reflect the priorities identified through the transportation planning process, as well as support future planning efforts by providing a process to better support the identification and prioritization of major investment needs in the future.

Details

Attachment A provides an overview of the Development Program process. Over the last several months DTD staff have been working with the CDOT Regions to: 1) inventory completed or in progress studies (NEPA, PEL, Corridor Plans, etc.) and 2) identify priorities for major investments over a 10 year timeframe (through 2025). The locations of studies with remaining unfunded work appear in Attachment B. The Regions have identified projects based on priorities established through the transportation planning process, the development of RTPs and the STIP, and prior prioritization efforts including the identification of Senate Bill (SB) 228 projects. Candidate SB 228 projects were identified last fall with a focus on mobility and economic vitality. The Development Program expands on the SB 228 criteria to also include major investments that address asset condition and safety issues.

As indicated by the substantial funding gap identified in the 2040 SWP, project needs far exceed available revenue. In order to plan for the possibility of additional revenue within reasonable limits, CDOT Regions were provided with planning level estimates based on the assumption of $2 billion in funding statewide for FY 2016-FY 2025. This figure is based on the "High Revenue Scenario" from the 2040 SWP as well as an assumption of "baseline" funding from sources such as RPP that would likely also contribute to the funding needs of identified projects. The Regions are not limited to identifying projects that

“fit” within the Region planning level estimate, but have been asked to prioritize or tier by identifying which projects or phases should be considered within that constraint and which should be considered beyond. Those projects identified as within constraint should reflect a higher priority or readiness, and therefore a greater likelihood of implementation in the ten year timeframe than projects beyond constraint. To assist in prioritizing or tiering, and in identifying different types of projects, data on projects has been identified including congestion data, pavement and structure condition, and safety data. An example of this data is included in Attachment C.

Region staff are currently finalizing project and study information and confirming priorities for constraint. DTD staff is also working with staff from the Division of Transit & Rail (DTR) and the Division of Transportation Systems Management & Operations (TSMO) to incorporate investment priorities for transit and operations. Staff will return for a subsequent Transportation Commission workshop to review specific projects and studies. Outreach is also anticipated through STAC to incorporate additional planning partner input.

When completed, the Development Program will serve as a “tool” to support a number of different purposes. One such purpose is to communicate with decision-makers, stakeholders, and the public on needs and priorities. Attachment D provides an example of how this information might be packaged to serve this purpose. An additional purpose is to serve as a resource for future “list” development exercises. The Development Program will include a database with an inventory of project needs, attributes, and priorities that can be maintained and used in the future in response to requests for “lists” based on different purposes, such as for candidate TIGER projects, or a need to identify projects for a potential new funding source. CDOT has also been developing more data-driven processes and tools to aid in project prioritization and selection. Future plans include further analysis of Development Program projects to quantify benefits and support the further prioritization of projects.

The intention is to periodically update data on projects and studies to keep Development Program information relatively current, and to develop a new Development Program every four years through the transportation planning process in tandem with the development of the SWP, RTPs, and STIP.

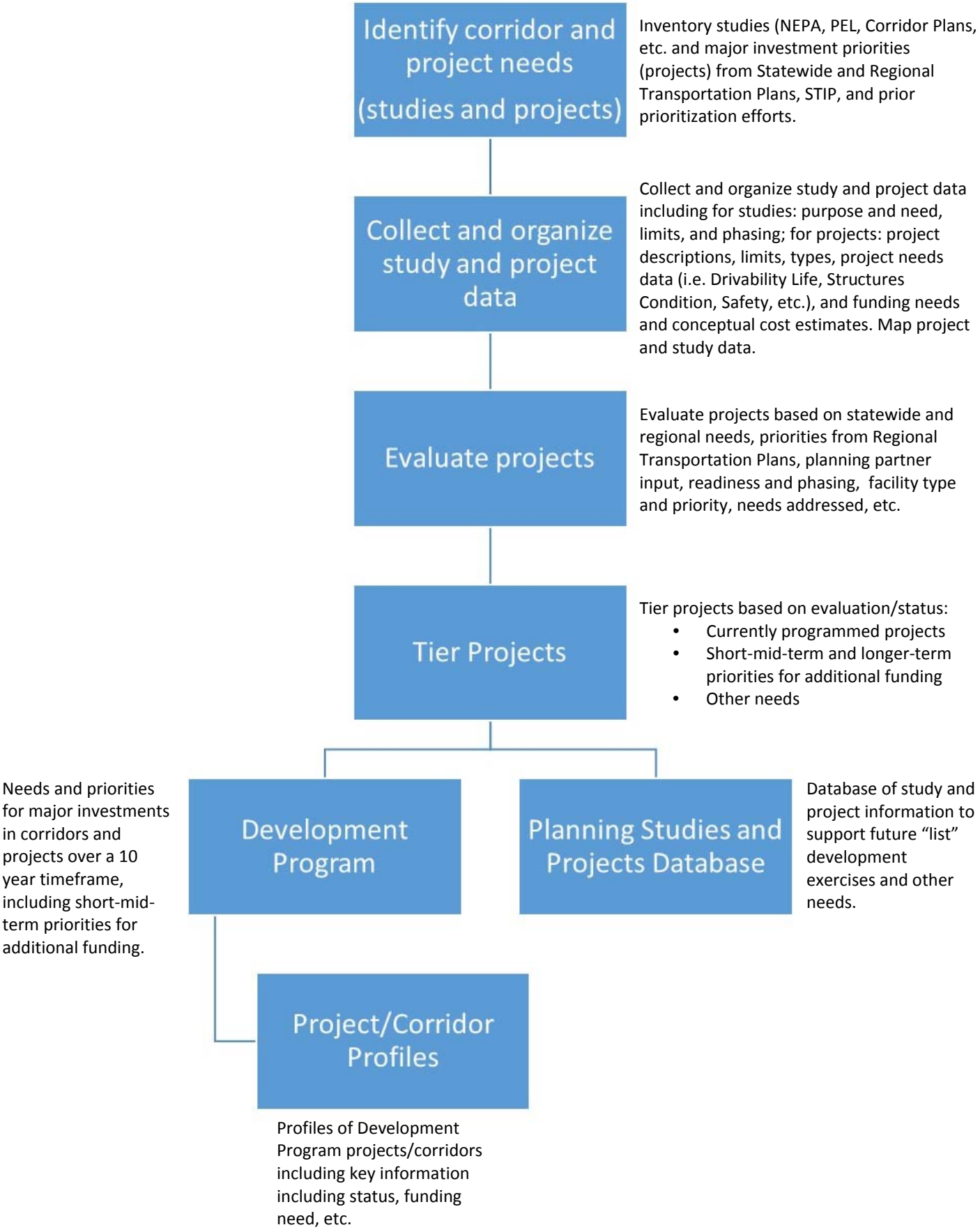
Next Steps

- Continue to work with CDOT Regions to finalize Draft Development Program information and incorporate priorities for transit and operations
- Transportation Commission and planning partner review and input

Attachments

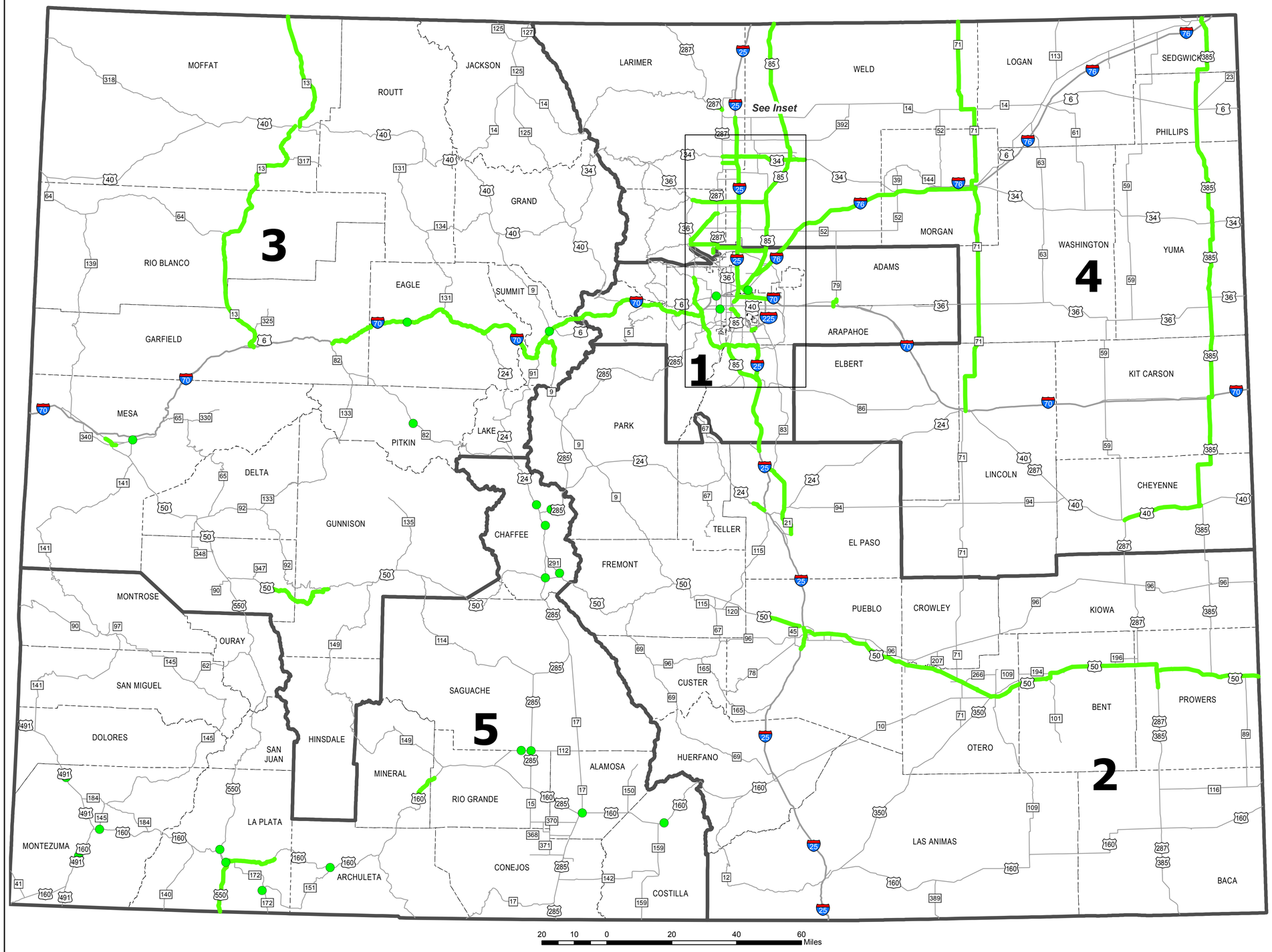
- Attachment A – Development Program Process
- Attachment B – Map of Draft Development Program Studies
- Attachment C – Example Development Program Project Data
- Attachment D – Example Development Program Project/Corridor Profile

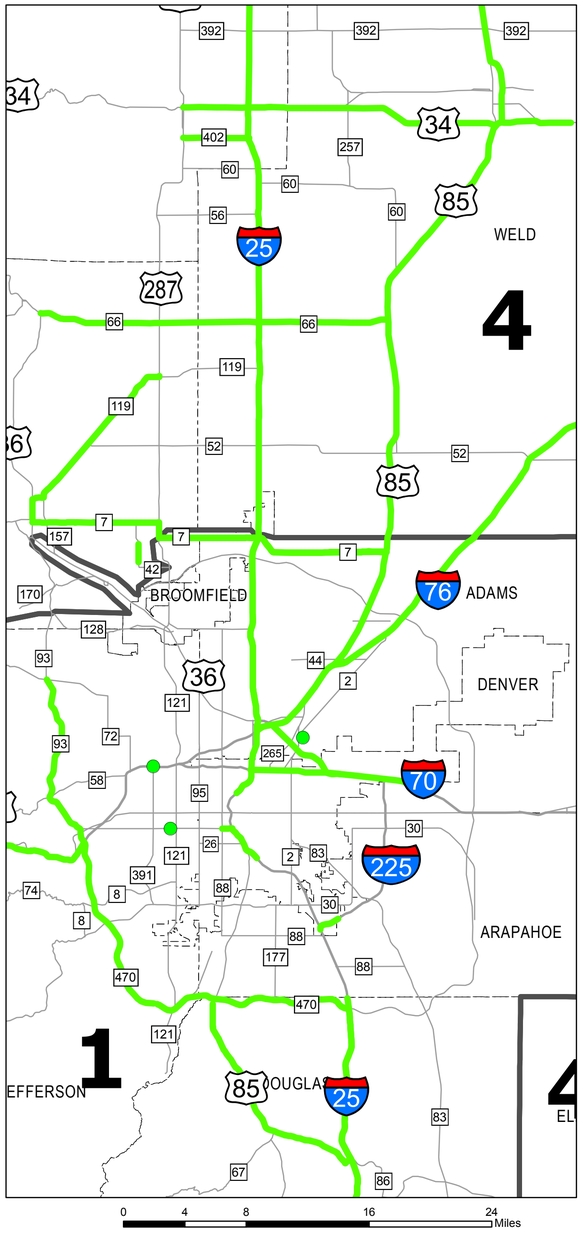
Development Program Process



Transportation Development Program: Studies

NEPA, PEL, and Other Studies*





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Data Source: CDOT 2015
Published: August 2015

*NEPA, PEL, or other studies with remaining unfunded work. Does not include studies where all work has either been completed or has been funded.

The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

EXAMPLE – DEVELOPMENT PROGRAM PROJECT DATA

Region	Dev Program Project ID	SB 228 ID	Study ID	Corridor	Study Type	County	Project Name	Project Description	Limits From	Limits To	$ Funding Need	$ Total
2	14	7	13	I-25: New Pueblo Freeway	EIS and ROD	Pueblo	I-25: 1st Street to 13th Street-(New Pueblo Freeway)	Complete reconstruction and widening, construction of a split-diamond interchange between 1st St. and 13th St. with additional exit ramps near 6th St., and construction of one-way frontage roads between the ramps.	1st St.	13th St.	$ 130.00	$ 130.00
5	45	32	41	US 160/US 550: Durango to Bayfield	EIS and ROD	La Plata	US 160 Dry Creek Passing and Mobility Improvements	Addition of passing opportunities and mobility improvements including an intersection relocation at CR 223, and a two lane bypass around Gem village. The project also includes the following safety improvements: shoulder widening, access consolidation, wildlife underpass and fencing, passing lane extension.	SH 172 (MP 93)	West of Gem Village (MP 101)	$ 15.00	$ 21.50

	Needs Areas										Other Attributes		
	Mobility			Safety		Structures		Pavement					
Project Name	Top Delay	Top PTI	V/C > 0.85	Safety	<= 2 Foot Paved Shoulders	Poor Structures	Low Vertical Clearance Bridge	Low Drivability Life	Connectivity / Continuity	Redundancy	Other	CO Freight Corridor	National HP Corridor
I-25: 1st Street to 13th Street-(New Pueblo Freeway)		✓	✓	✓							Energy	✓	✓
US 160 Dry Creek Passing and Mobility Improvements			✓	✓	✓			✓			Energy	✓	

EXAMPLE - DEVELOPMENT PROGRAM PROJECT / CORRIDOR PROFILE

COLORADO
Department of Transportation

Corridor/Project: I-25 New Pueblo Freeway

Limits: MP 94 (south of Pueblo Blvd.) to MP 101 (south of US 50/SH 47 Interchange)

Study Status: FEIS completed September 2013. Phase I ROD in April 2014.

Improvement Status: Improvements between Ilex and City Center St. under construction.

Corridor Designations: NHS; Regional Priority Investment Corridor; Freight Corridor

Region: 2

Transportation Commission District: 10

TPRs: Pueblo Area

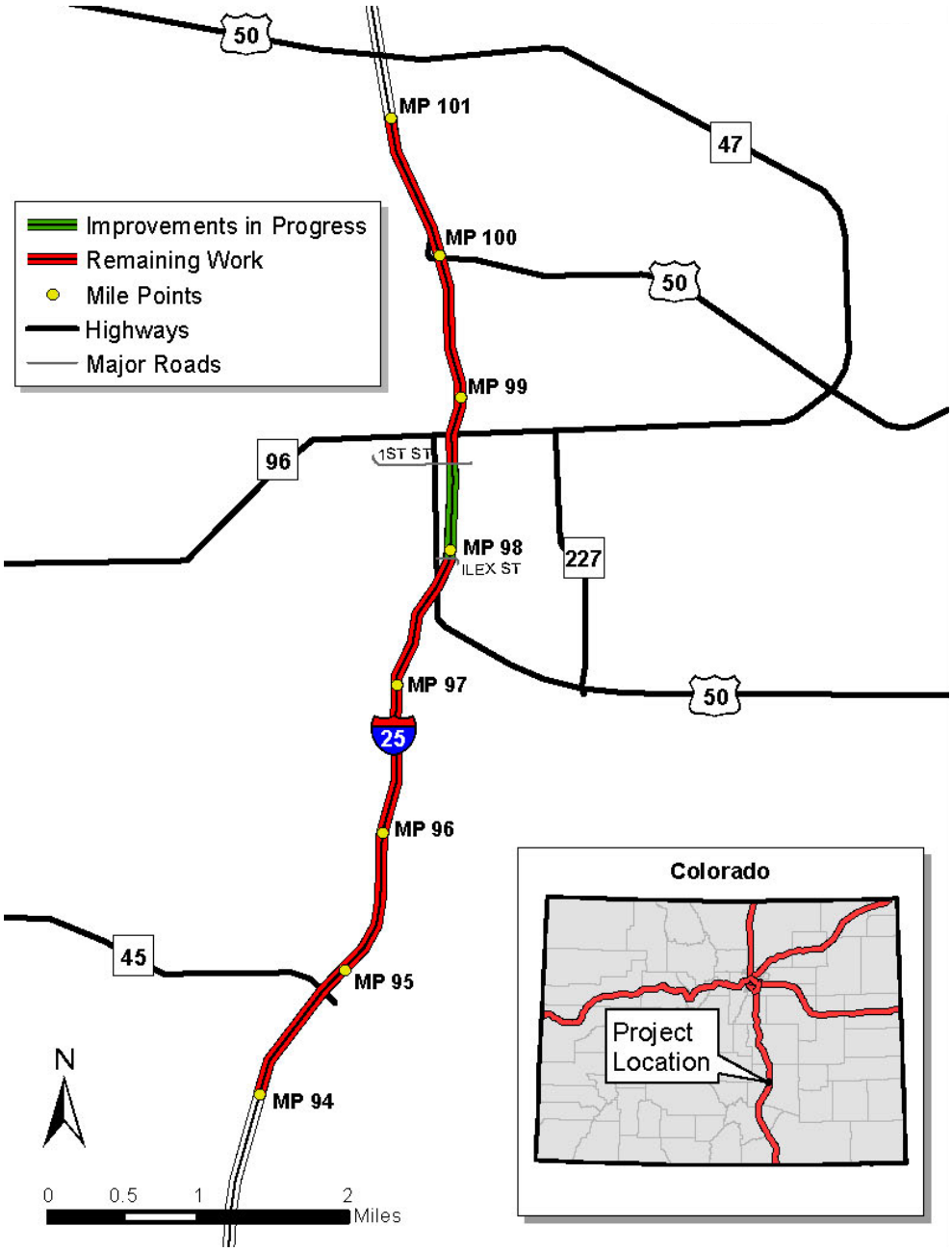
Counties: Pueblo

SWP Goal Areas: Mobility, Maintaining the System, Safety

SWP Strategies: Capacity, System Preservation, Safety, Operations, Freight, Bicycle/Pedestrian, Economic Vitality

Corridor/Project Website: https://www.codot.gov/library/studies/i25puebloeis

Corridor/Project Map: http://arcg.is/1P8gyAa



Summary of Improvements

The purpose of the New Pueblo Freeway project is to: 1) improve safety by addressing deteriorating roadways and bridges and unsafe road characteristics on I-25; and 2) improve local and regional mobility within and through the City to meet existing and future travel demands. The EIS identifies two phases. Phase I and II include widening I-25 to six lanes from just north of 29th St. to Indiana Ave., straightening I-25 through downtown, and relocating the Union Pacific Railroad. It also includes several new interchanges, the extension of Dillon Dr., connection of Abriendo Ave. and Santa Fe. Dr., and extensive bicycle and pedestrian improvements.

Planned/Programmed Improvements

- I-25: Ilex St. to City Center Dr. – Rehabilitation of bridges on northbound I-25 over US 50 Business, I-25 over Indiana Ave., on US 50 Business over the Arkansas River, and on Northern Ave. and Mesa Ave. over I-25. Removal and replacement of structurally deficient bridges on I-25 over Gruma Dr., The Union Pacific Railroad, and D. St. Interchange ramps will be lengthened to provide safer transitions onto and off of the interstate, especially the City Center Dr. ramp to southbound I-25. Roadway curves will be softened to improve visibility and provide a smoother ride for motorists.
    - STIP ID: SPB3865.999
    - Cost: $69 M ($37 M Bridge Enterprise, $25 M RAMP, $6 M local match (devolution))
    - Status: Construction began in summer 2015 and is anticipated to continue through late 2017.

Short-Midterm Priority for Additional Funding

- I-25: City Center Dr. to 13th St. – Complete reconstruction and widening, construction of a split-diamond interchange between City Center Dr. and 13th St. with additional exit ramps near 6th St., and construction of one-way frontage roads between the ramps.
    - STIP ID: Not in STIP
    - Cost: $130 M
    - Status: Unfunded. Environmental complete. Design and ROW not yet started.

Other Work Remaining to Complete the Corridor

- Phase I
    - US50B Interchange with I-25 – Reconstruction of US 50 Bypass interchange and the US50B Bridge over Fountain Creek, and widening of I-25 from 13th St. to the US50B interchange.
    - I-25 North of the US50B Interchange through 29th St. – Widening of I-25 from four to six lanes, constructing frontage roads, and reconstructing interchanges from north of the US50B interchange to MP 101 north of 26th St.
    - Dillon Dr. Extension – Four lane extension of Dillon Dr. from 26th St. south to US50B.
- Phase II
    - Ilex St. to Pueblo Blvd. – Reconstruction of I-25 from Ilex St. to the Pueblo Blvd. interchange, and interchange reconstruction at Abriendo Ave., Northern Ave., and Indiana Ave. Shifting of highway alignment to east, with existing I-25 converted to a local arterial road to become an extension of Santa Fe Ave. Also includes extension of Stanton Ave.
    - Pueblo Blvd. Interchange – Widening and reconstruction of I-25 south of Pueblo Blvd. to MP 94, north of the Pueblo Blvd. interchange, and realignment of Greenhorn Dr.