



COLORADO

Department of Transportation

Division of Transportation Development
Multimodal Planning Branch
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DATE: September 19, 2016
TO: Statewide Transportation Advisory Committee
FROM: Jeff Sudmeier, Manager, Multimodal Planning Branch
SUBJECT: 10-Year Development Program

Background

The Development Program is an inventory of major investment needs identified through the transportation planning process to support the prioritization of major investment needs for future planning. Staff developed the initial inventory of major investment needs during the winter of 2016 based on the Regional Transportation Plans (RTPs), and other plans and existing project lists. The most current Development Program inventory includes roughly 130 highway projects representing more than \$9 billion in funding need, and roughly 100 transit projects representing more than \$2 billion in funding need. Additional bicycle and pedestrian investment needs will be incorporated in the future.

Over the summer, CDOT staff worked with planning partners to further discuss and vet priorities. The result of this outreach is the 10-Year Development Program, a smaller subset of the Development Program, identifying those major investment needs that are a higher priority over the next 10 years. The priorities identified in the 10-Year Development Program reflect the transportation planning process and are consistent with the RTPs and other plans.

The draft 2016 CDOT Development Program is attached. Funding needs are divided into two tiers- Tier 1 and Tier 2. Projects with Tier 1 funding make up the 10-Year Development Program, and are highlighted in yellow. Other projects included in the Development Program inventory but not identified as a 10-Year Development Program priority are identified as "Tier 2." Some projects may be phased, with some phases identified as Tier 1, and some as Tier 2. Although still a priority, a project identified as Tier 2 is likely a lower priority for funding over the next 10 years compared to a 10-Year Development Program project, or it is a phase of a project that is likely to follow later, after completion of a Tier 1 phase.

The Development Program and the subset 10-Year Development Program are tools to track needs and support planning and project selection processes, including the development of the federally required four year program of projects - the Statewide Transportation Improvement Program (STIP). The Development Program inventory of projects will be maintained with current project information, and the 10-Year Development Program updated periodically to reflect changes in priority, funding, or completed projects or phases. Additional information on the Development Program is available at: <https://www.codot.gov/programs/planning/projects/development-program>

Details

Highway Projects

Staff, working with planning partners, identified from the projects included in the Development Program inventory, the highest priority projects or phases to include in the 10-Year Development Program. 49 projects totaling \$2.5 billion were identified as higher priority 10-Year Development Program (Tier 1) projects, 23 projects were phased across Tier 1 and Tier 2, and 61 projects were identified as Tier 2.

Transit

Most of the roughly 100 transit projects included in the Development Program were identified as important facilities through the Statewide Transit Plan and through other efforts since the State Transit Plan was completed in 2015. Staff, working with planning partners, identified from the projects included in the Development Program inventory, the highest priority projects or phases to include in the 10-Year Development Program. 64 projects totaling roughly \$0.5 billion were identified as higher priority 10-Year Development Program (Tier 1) projects, and 25 projects were identified as Tier 2.

Other Transportation Needs

Additional transportation needs were identified by the Division of Transportation Systems Management & Operations, Division of Transportation Development, and other parts of CDOT. These represent a variety of statewide or programmatic projects, including freight, operations, and technology projects.

Bicycle and Pedestrian

CDOT is currently conducting a statewide inventory of bicycle and pedestrian assets on or adjacent to the state highway system. We are also completing a strategic plan to guide additional investments in our non-motorized counting program, to improve data on the use of these assets. The outcome of the statewide inventory, additional data analysis, and planning partner and stakeholder input will be used to identify bicycle and pedestrian investment needs to be added to the Development Program. Additionally, many of the already identified highway and transit projects include bicycle and pedestrian elements.

Next Steps

Staff will be doing a final review of the draft Development Program over the next few weeks, with the intent of finalizing data by the end of the month. A process for maintaining and updating data in the future will also be developed. STAC or TPR representatives with additional comments, corrections, etc. should submit these to their CDOT Region Planner by September 30.

STAC input will also be requested on how the Development Program is maintained and used to support project selection processes, including the selection of additional Senate Bill (SB) 228 projects. SB 228, passed in 2009, provides transfers to CDOT, when certain economic triggers are met, for strategic transportation projects. A strategic transportation project is described as “a project of regional or statewide significance, serving regional or statewide travel needs, recognized as high priority at the regional or statewide level, and representing a significant cost or long-term investment. A Transportation Commission workshop on the Development Program and SB 228 is planned for October.