

Development Program FAQs – May 2016

Background and Purpose

Pursuant 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). While extensive investment needs are identified through the transportation planning process, the STIP captures only those project needs that can be funded with expected revenues over the next four years. The purpose of the Development Program is to bridge the gap between the 4-year STIP and the 20+ year SWP, by capturing the major investment needs and priorities identified in the planning processes over a longer timeframe. This effort is being undertaken for a number of reasons, including:

- To consolidate multiple projects lists maintained in different parts of the Department, and in different documents such as RTPs;
- To "fill in the gaps" in areas where priorities have not been clearly documented and provide an opportunity for planning partners to provide additional input and reaffirm existing priorities through a clear and transparent process;
- To look at priorities outside of funding silos, and across programs;
- To "get ahead of the curve" and create a resource that can be used as a starting point for different project selection efforts including additional Senate Bill (SB) 228 revenue, discretionary grants, and new revenue sources, as well as TIP, STIP, and RTP development, and other project selection, design, or development decisions;
- To provide an aid in quantifying identified transportation needs to support planning and programming processes.

What is the Development Program?

The Development Program is an inventory of major investment needs based on input from CDOT Regions and planning partners. The Development Program captures the priorities identified through the transportation planning process to support the identification and prioritization of major investment needs for future planning. The major investment needs in the Development Program are identified through a statewide inventory of needs documented in planning and development studies, including Regional Transportation Plans and Metropolitan Planning Organization (MPO) Transportation Plans, and through additional input from CDOT staff and planning partners.

What does the Development Program include?

The Development Program currently includes over [100 major highway projects](#) totaling approximately \$8.5 billion. This includes the projects previously identified as candidate Senate Bill (SB) 228 projects. Additional major investment needs are also being identified for transit, bike/ped, and operations. The Development Program is not intended to capture every potential project identified to date. It is intended to capture highway projects defined as "major" by each CDOT Region, and major investment needs for transit, bike/ped, and operations. Typically these "major" investment needs are projects that are unlikely to be funded to completion through traditional funding sources, and will require some other funding sources, such as SB 228, discretionary grant funding, etc. to make significant progress towards completion. The focus on "major" investment needs means that a large number of smaller projects are not included. While some of these smaller projects can be funded through existing funding sources, many others cannot. As such, the Development Program is only a partial picture of significant unmet transportation needs. Additionally, the Development Program only includes projects that would be funded with revenues flowing through CDOT, if sufficient revenue were available. It does not include projects that are anticipated to be funded primarily with local, regional (i.e. MPO or transit agency directed) or private funding.

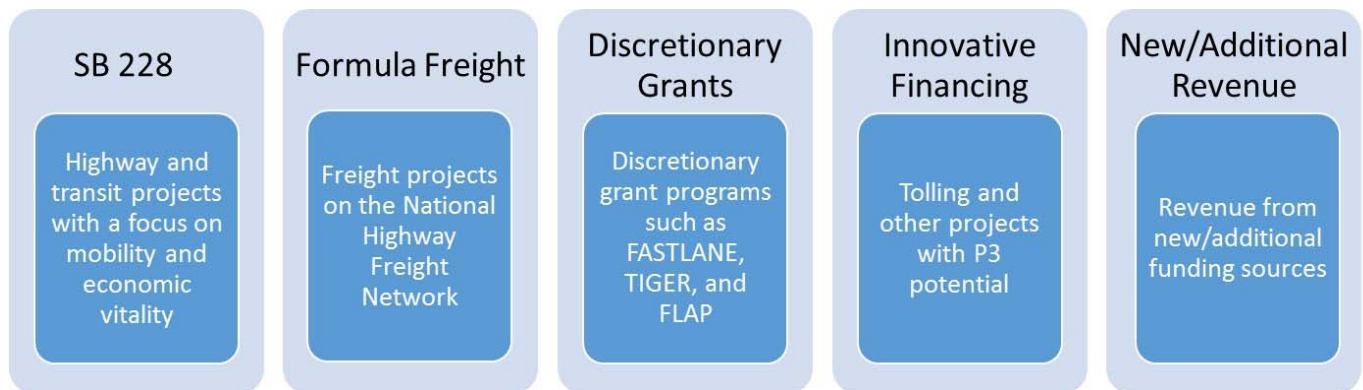
What is the 10-Year Development Program?

The 10-Year Development Program is a smaller subset of the Development Program, identifying those major investment needs that are a higher priority over the next 10 years. Priorities for the 10-Year Development Program will be identified with the CDOT Regions in the summer/fall of 2016 based on Region and planning partner input. The 10-Year Development Program will total closer to \$2.5 billion.



How does this relate to other project selection efforts?

The 10-Year Development Program will provide a tool that can be used as the foundation for other project selection and development efforts, including the following.

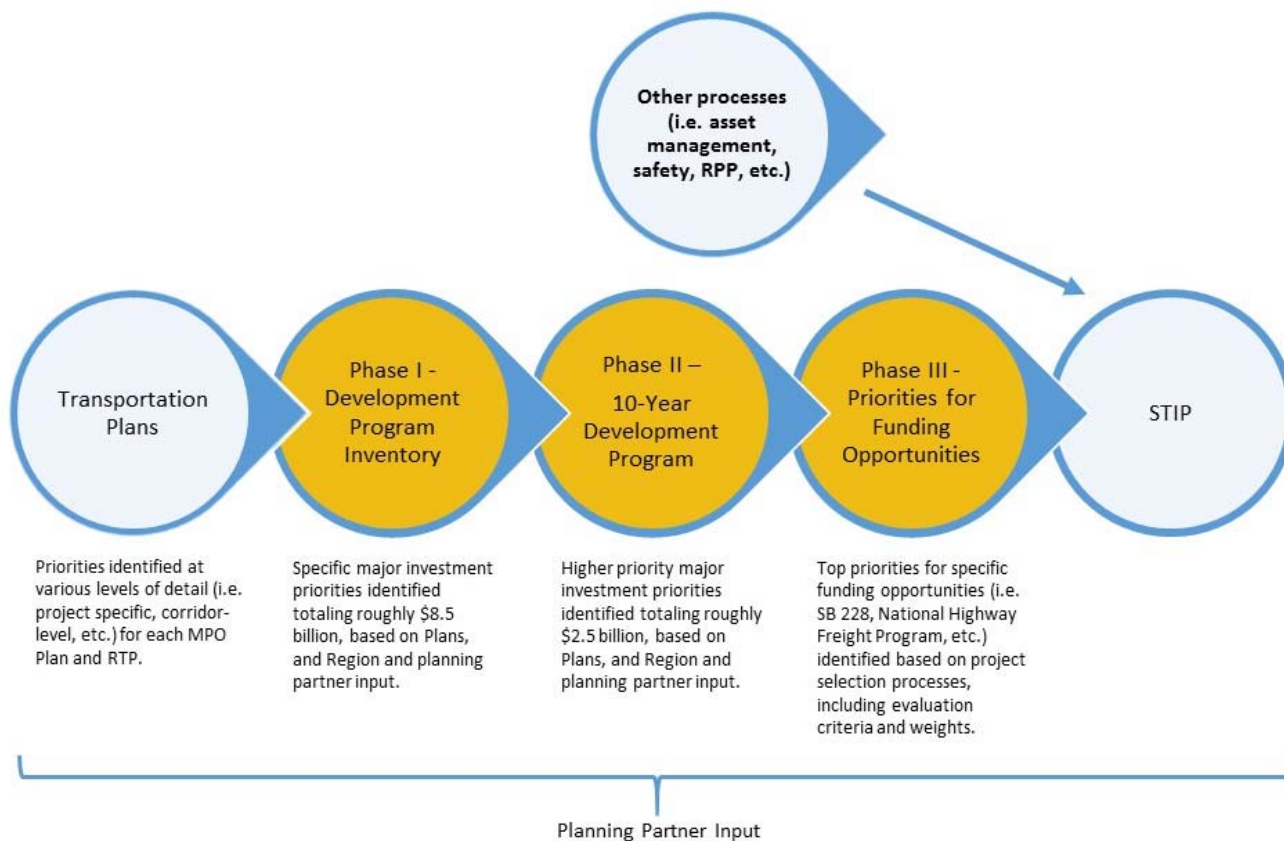
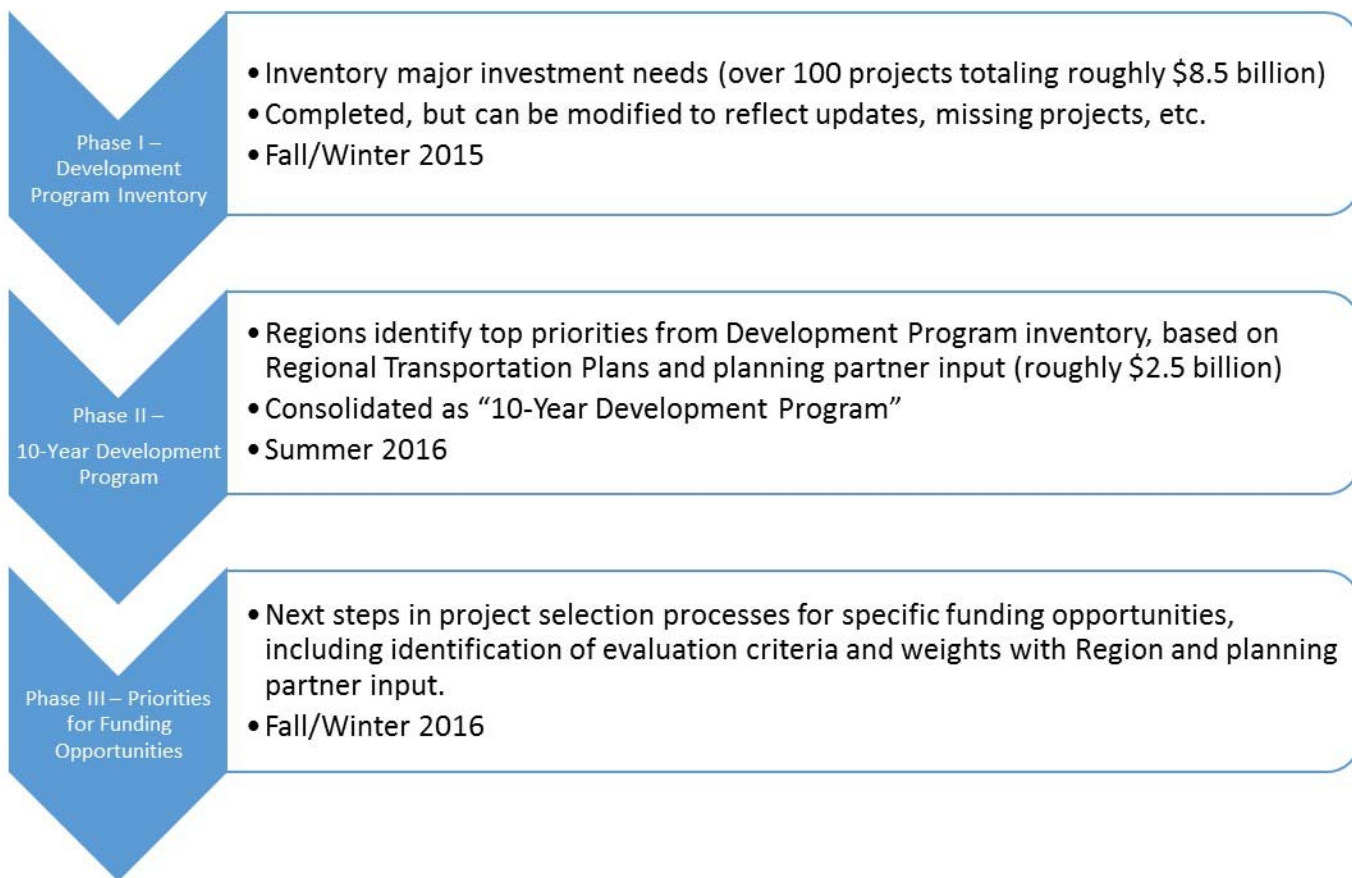


What is the process, criteria, and timeline for creating the Development Program?

The Development Program process includes three phases. The first is the inventory of major investment needs. This phase is complete, although it is a “living” inventory and can be updated as needed by the CDOT Regions to reflect updates to projects, or new projects. The second phase will involve identifying the higher priority projects from the inventory, based on RTPs, and planning partner input. This process will occur in the summer of 2016 and will include outreach to MPOs and TPRs, in addition to discussion at Statewide Transportation Advisory Committee (STAC) meetings. It is anticipated that this phase will conclude in the fall of 2016 with a final “10-Year Development Program.” A third phase will follow, and includes next steps in project selection processes associated with specific funding opportunities.

With the next long-range plan cycle, the 10-Year Development Program will be updated/developed in tandem with the traditional planning process, including the development of the Statewide and Regional Transportation Plans and STIP.

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When/how will the Development Program and 10-Year Development Program be updated?

The Development Program inventory is “living” and can be updated as needed by the CDOT Regions. An updated inventory will be published quarterly. A process and timeline will be developed for updating the 10-Year Development Program, which will likely include an annual update process aligned with the 4P and Annual STIP update process.

Does a project need to be included in the Development Program in order to be included in the STIP?

No. Most projects included in the STIP are smaller in nature, and not likely to be identified in the Development Program (for example, a surface treatment project). In most cases, a major investment need being added in the STIP will already be identified in the Development Program as it is likely a known priority. If it is not it can be added to the Development Program or 10-Year Development Program according to the update process/timeline described above.

Where can I get additional information on the Development Program?

Information on the Development Program is available at <https://www.codot.gov/programs/planning/projects/development-program>.