

VISION FOR COLORADO'S TRANSPORTATION SYSTEM



10-Year Plan Amendment
Approach
September 2021



Background

- The 10-year Plan Pipeline of Projects was built assuming \$500M/yr
- Plan was divided into two segments:
 - 4-year prioritized list
 - Out years (Years 5-10) unfunded
- Equity was based on RPP midpoint
- Projects based on statewide outreach, funneled through rural TPR/MPO prioritization within the framework of TC guiding principles.
- Transit and Highway needs were combined in a multimodal planning approach.





Years 1-2 Allocations

- \$984 million in SB 267 funds
- \$325 million in SB 1 funds
- \$105 million in Transportation Commission funds to highway and transit projects.
- \$134 million in federal stimulus funds (including TMA suballocations)

Note: This includes all the year 1 and year 2 SB funds, excluding the \$100 M of year 1 funds allocated to asset management programs, and the additional TC funds put towards the year 1 and 2 project list.

Year 3 Allocations

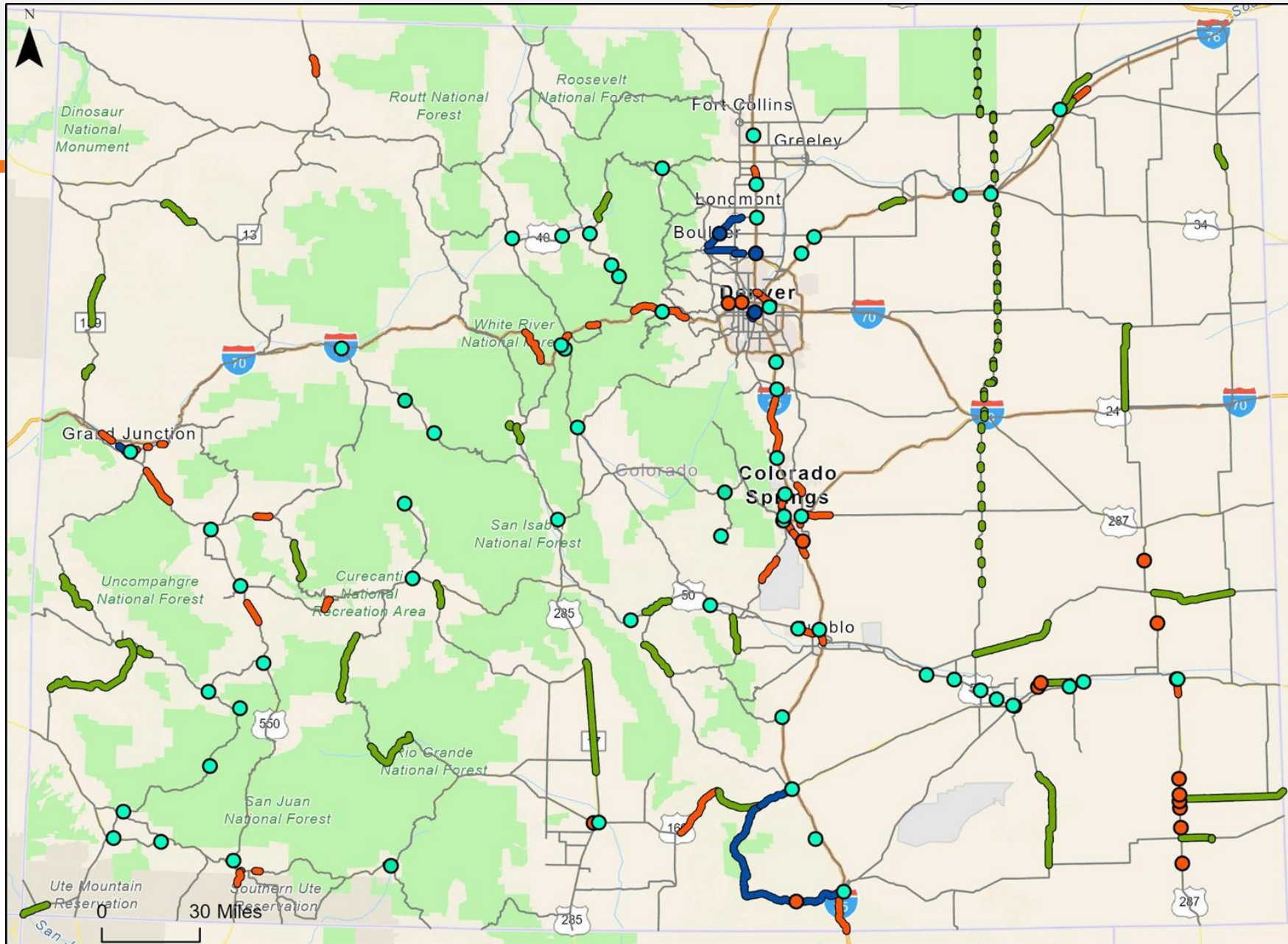
- \$618 million in SB 267 funds (including additional highway and transit premiums allocated in “3B”)
- \$170 million in SB 260 funds



Summary Statistics

- 144 projects advanced from 10-Year Plan
 - 44 Highway (12 are complete or under construction)
 - 58 Transit (8 are complete or under construction)
 - 9 multimodal projects with both Highway and Transit elements
 - 33 Rural Paving (14 are complete or under construction)
- Every corner of the state has been enhanced with the rural pavement program.
 - The strategic funding for rural paving projects represents a \$307.4 million investment, with over 600 miles of rural Colorado roads on the state highway system improved.
- Mobility Hubs Program Progress
 - 4 Completed
 - 2 in Construction
 - 7 in Planning & Design
 - 7 more planned but not yet started

Map of projects funded to date



Pipeline Projects Years 1-3

— Highway — Multimodal — Rural Paving — Transit

Note: Dotted green line indicates rural paving improvements were at targeted locations along the length of corridor.



Why update the 10-Year Plan?

- With the near completion of years 1-4 of the 10-Year Plan, need to identify next set of priority projects.
- New funding provided by SB 260, plus the federal level infrastructure funding that may be coming to Colorado.
- New SB 260 requirements, including compliance with the new standard for reduced greenhouse gas emissions.



How will we update the 10-Year Plan?

- CDOT remains committed to funding the original list of projects identified in Years 1-4 of the 10-Year plan. Our first priority will be to deliver on what remains unfunded in Year 4.
- Simultaneously, we will look at the remaining unfunded projects in Years 5-10 of the plan. Years 5-10 projects were developed through a robust planning process, but were unfunded at the time these projects were identified. The process will be focused on prioritization and compliance with the new Pollution Reduction Planning Standard.



Available Funding

- We assumed \$500 M / year to build the original 10-yr plan.
- Next month, we'll give a more detailed presentation on fiscal constraint and include decision points to determine how much should go to strategic projects in the 10-yr plan vs asset management, etc.



- Regional Equity
- Fiscal Constraint
- Align with TC Guiding Principles, plus new GHG planning requirements
- Utilize extensive work the rural TPRs did to build a full database of unfunded project needs in their RTPs



TC Guiding Principles

Safety

Mobility

Economic Vitality

Asset Management

Strategic Nature

Regional Priority

Potential Criteria

Potential Criteria

Potential Criteria

Potential Criteria

Potential Criteria

Potential Criteria

Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues

Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of "gaps" or continuity issues, new or improved multimodal facilities, improves efficiency through technology, or improved access to multimodal facilities

Extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job, or other significant activity centers

Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures

Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.

Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans

New Criteria?

TC Guiding Principle

TC Guiding Principle

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Safety

Mobility
Programs and projects leveraging new technology development
Integrated System Impacts and Benefits

Economic Impacts
Statewide Equity

Asset Management / Preservation Benefits
Impact of Asset Management decision on asset life and function

Financial Leverage, Financial innovation, and Partnerships
Short term projects vs. Accommodating Long-Term Projects trends
How does the system look in 30 years and how does this project fit in?

Is the project informed by extensive collaborative work already done on Prop 110 project list and existing regional / local planning and what are the reasons for deviating from these?
Regional flexibility / related smaller scale projects



Process Considerations

- Transparent, stakeholder-driven process.
- Engage transit stakeholders at same time to build multimodal plan.
- Prioritization would retain two segment approach (new term 4-yr list, and out years).

MPO/TPR Engagement Options

- Rural TPRs - 1 or 2 virtual meetings to reconfirm and prioritize projects.
- MPOs - use existing MPO processes to work with CDOT to reconfirm and prioritize projects.
- Each CDOT Region host a TPR chair meeting to reconfirm and prioritize projects at the region level.



Next Steps

- CDOT staff will update project scopes and cost estimates for the Yrs 5-10 projects, and initial project readiness assessment based on available data.
- October: STAC and TC Briefing on 10-Year Plan Fiscal Constraint