

*To: CATSO Stakeholders*

*From: CATSO Staff*

*Summary of Draft 2050 Long-range Transportation Plan (LRTP)  
Transportation Project List Revisions made in October, 2019*

*November 7, 2019*

In response to numerous comments received from citizens, both at a September 18 public meeting/open house, via email and through venues such as the City’s Bicycle & Pedestrian Commission, staff has made revisions to the draft CATSO 2050 Long-range Transportation Plan (LRTP), specifically to the anticipated projects listing for roadways and for sidewalk and greenbelt/trails. These revisions have increased the amount of funding shown for the non-motorized construction projects, as well as remove specific street construction projects. The impact is to increase the percentage of new construction dollars being devoted to stand-alone pedestrian and bicycle projects.

**Projects Removed from Draft 2050 LRTP Project Listing**

Providence Road: Smiley Lane to Brown School Road (FY 2033)	\$12,775,333
Gans Road: Route 163 to Bearfield Road (FY 2028)	\$20,965,096
St. Charles Road: Keene to Richland (FY 2030)	\$13,259,576
<i>Total</i>	<i>\$47,000,005</i>

Of the above, Providence and Gans Road are new street construction projects, while St. Charles Road is a level of service upgrade.

Additionally, to address a lack of projects anticipated for the last ten years of the plan scope, another project, the I-70 Drive SW extension from Sorrells overpass to Van Horn Tavern Road, was moved back from a projected construction year of FY 2029 to FY 2046, which given the inflation factor increases the estimated price of the project by \$12 million. So the net effect of these four actions is for \$35 million in additional funding to hypothetically be available for reserves and for other projects.

To utilize a portion of the funding removed from the construction projects total by deleting the above three street projects, staff has included ten greenbelt trail projects anticipated for implementation in fiscal years beyond 2030, or in the 10+ year out period beyond the initial fiscal year of the LRTP. These are projects for which cost estimates have been made and thus potential impacts on the budget may be known. All of these projects will be administered and contracted by the City of Columbia Parks & Recreation Department.

These projects do have a transportation function, in that they further implement the pedestrian and bicycle network plan which provides such non-motorized users an alternative to using the street network. The pedestrian and bicycle network provides connections to major and neighborhood parks, schools, and other destinations. It also provides separate facilities to safely cross major pedestrian and bicyclist barriers such as US Highway 63, Broadway, and Stadium Boulevard.

**Projects Added to Draft LRTP Project Listing**

<i>Projects Estimated for Implementation in 10+ Years</i>	
COLT RR Trail Phase 2: Vandiver to US Highway 63	\$2,200,000
COLT RR Trail Phase 3: US Highway 63 to Brown Station Park	\$800,000
County House Trail Phase II East: Stadium to Cowan Drive	\$780,000
County House Trail Phase II West: Stadium to Rollins	\$600,000
South Fork Grindstone Creek: Confluence to Rolling Hills	\$2,500,000
Clear Creek Trail Phase 1: Nifong Park to Rock Quarry Rd	\$1,500,000
Philips Lake Connector: Nifong to Gans Creek Rec Area (GCRA)	\$1,000,000
Parkside Drive Connector: Cosmo Park to Creasy Springs	\$400,000
Harmony Creek Trail: Strawn Road to CCRA (Cosmo Park)	\$4,400,000
Cow Branch/Bear Creek Trail: Cosmo Park to Providence	\$2,600,000
<b>Total</b>	<b>\$16,780,000</b>

Presuming that the \$16.8 million in estimated costs shown for the additional greenbelt trails is utilized for these projects, an additional reserve of \$18 million would still be available for maintenance and transportation projects as needed as a result of the omission of the three street projects.

CATSO staff will continue to take public comments on the draft 2050 LRTP until November 22, 2019.

The CATSO Coordinating Committee is scheduled to hold a public hearing on the proposed 2050 LRTP at their December 5, 2019 meeting.