



**COLORADO**

Department of Transportation

Division of Accounting and Finance

## MEMORANDUM

**DATE:** June 19, 2014  
**TO:** Transportation Commission  
**FROM:** Scott Richrath, Chief Financial Officer  
Scott McDaniel, Acting Chief Engineer  
**SUBJECT:** Program Management Update and RAMP workshop

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### Purpose:

This workshop and memorandum provide the Commission with (1) a program update for Asset Management, (2) an update on the RAMP Partnership and Operations policies, (3) a request to approve RAMP Operations Projects, and (4) an overview of price risk in relation to recently rejected bids.

### Action Requested:

The program management items presented here are for Transportation Commission information and comment.

As we continue to develop program management reports, input from the commission on which types of reports clearly present program status is valuable.

The Commission is requested to pass a resolution to authorize the budgeting of RAMP funding outlined below for recommended projects. Staff has displayed in Group1 (Green) and 2 (Yellow) any projects it recommends to obtain Commission approval.

### Executive Summary:

- (1) A program update on Asset Management. This includes Schedule Performance Index (SPI) for the 2014 program.
- (2) An update on the RAMP Partnership and Operations policy revisions.
- (3) Staff recommends budgeting RAMP funding for nine additional Operations projects that were approved for project development at the March meeting.
- (4) An overview of price risk mitigation due to rejected bids



## Details

### ***Program Management Update:***

A primary performance metric for the integration of Cash Management and Program Management is the cash balance. Similar to last month, attached is an updated diagram reporting actual cash balances for all CDOT funds—including Local Agencies, Flood, etc.—from July 2012 through April 2014, including the Enterprises. The diagram also illustrates the forecast through December 2017 using current information (letting dates and construction costs) for all programs.

CDOT will grow its construction program in FY2014 by more than 20%. RAMP will continue the increased construction program through December 2017 so that we eventually reach a cash balance of \$300 million, or approximately 180 days of cash.

This month's presentation includes our second report on Schedule Performance Index (SPI) for a program. Over the last few months, we discussed that the Transportation Commission would receive updates monthly for all programs. A more focused update will be provided for each program. This month we focus on Asset Management. These updates are included in the attached PowerPoint presentation.

This month, the second Schedule Performance Index (SPI) is calculated for the 2014 Asset Management Program. This is for both pre-construction and construction. Over 80% of the projects identified in the 2014 Asset Management program have been advertised for construction. For projects currently under construction, planned expenditure curves have been developed for each project and program using historical data from over 1000 past CDOT projects. A modified SPI is then calculated comparing the project's (or program's) actual progress to its planned performance. The calculated SPI is 0.84 for the program. A project on schedule or forecasted to complete as planned would have an SPI = 1.0. An SPI  $\leq$  1.0 means the project is not on schedule to complete as planned. An SPI  $\geq$  1.0 indicates the project is forecasted to be completed ahead of schedule. The program goal is an SPI  $\geq$  0.90.

Execution of the Intergovernmental Agreements (IGAs) with our public partners is a key step for completion of the RAMP Partnership and Operations projects. CDOT staff imposed a target date of June 30, 2014 to execute these IGAs without delaying the program. This update gives the Transportation Commission status of IGA's being executed for the entire program as well as a focus on those projects where the locals are managing the construction. Not all of the IGAs are expected to be complete by the target date, but substantial progress has been made. An exception to the target date of June 30 will be considered if the project schedule shows that executing the IGA at a later date will not delay the project.

In an effort to streamline the IGA process, each RAMP Partnership and Operations project has been categorized into seven categories based on advertisement date, from highest priority to low priority. Each of these IGA's is then tracked individually from the submittal of the IGA package from the region staff through to execution.

Similar to last month, a status update of Significant Projects or those projects greater than \$25 M is provided.



### *Update on the RAMP Partnership and Operations Policy Revisions:*

The RAMP Partnership and Operations program will be managed with both program and project level budgeting restrictions that can bring items forward for Transportation Commission action in the future. In the previous Commission meetings, a draft PD703.0 was presented to the Commission for review and comment. One of the comments presented by the Commission was to apply approval thresholds for RAMP projects. In response to this comment, the following thresholds are being proposed.

- If the total estimate for one segment of the RAMP program (the three segments being Public-Private, Public-Public and Operations) exceed the total project costs or the RAMP funding amount approved by the Transportation Commission for that segment by greater than 3.5%, the approval of the Transportation Commission will be required to increase the amount of funding for that segment.
- As long as the program requirement above is met, the following project-level restrictions will apply.
  - A RAMP Partnership and Operations project can be advertised if the Engineer's Estimate just prior to advertisement does not exceed by more than the lesser of 7.5 percent or \$1,000,000 the total project cost approved by the Transportation Commission or the lesser of 7.5 percent or \$1,000,000 of the RAMP project funding authorized by the Transportation Commission. If the Engineer's Estimate exceeds either authorization but not by more than the lesser of 7.5 percent or \$1,000,000, the project must have approval of both the Chief Engineer and Chief Financial Officer before it can be advertised. No project can proceed to advertisement if the Engineer's Estimate exceeds these limitations without receiving Transportation Commission approval or its scope must be reduced so that it meets these restrictions. If the Commission action would be for \$100,000 or less, it does not have to have Commission action if both the Chief Engineer and Chief Financial Officer approve.
  - If the programmatic restriction is satisfied, a RAMP Partnership and Operations project can be awarded if it is within the lesser of 7.5 percent or \$1,000,000 of the total project cost approved by the Transportation Commission and the lesser of 7.5 percent or \$1,000,000 of the RAMP project funding authorized by the Transportation Commission. No contract for a project can be awarded if the lowest responsible bid exceeds these limitations without receiving Transportation Commission approval or its scope must be reduced and re-advertised so that it meets these restrictions. If the Commission action would be for \$100,000 or less, it does not have to have Commission action if both the Chief Engineer and Chief Financial Officer approve.
- If all of a Transportation Commission authorization for a project is not required for an approved project, the project-level RAMP funding that is not required will be returned to the program-level funding of that segment to manage the program within the 3.5% restriction described above.



**Budgeting RAMP Funds for Recommended Operations Projects:**

1. Attached is a list of Operations projects for Commission consideration to authorize for RAMP budgeting. These projects were approved by the Commission in the March meeting (Resolution TC-3149) to adopt into the RAMP program.
2. As before, the projects get separated into four groups.

Group 1 (Green)	These projects do not have substantive changes from the scope, schedule and budget presented in the application. These projects are presented for Commission action and will be discussed only if the Commission has questions.
Group 2 (Yellow)	These projects have changes which staff does not consider substantive from the application, but do have changes that the Commission should be aware of. These projects are presented for Commission action and staff will discuss the changes.
Group 3 (Red)	These projects require additional Staff development such as scope adjustments to meet the original budget or alignment of non-RAMP funding. Staff continues to develop these projects and the Commission will be updated on the progress.
Group 4 (Black)	These projects have either been withdrawn by the local partner or are recommended by Staff for withdrawal from the RAMP program. No further work is being done to develop these projects.

3. Nine Operations Projects are recommended this month for RAMP budgeting ('Green'). The recommended projects have developed scope, schedule and cost estimates that meet the objectives of the projects and the program.
4. One project from the March list remains for further staff development. This project (RAMP ID 1-77) is scalable and staff is reviewing scope and cost further before recommending.
5. After careful review and for the reasons described above, the staff recommends the Commission grant budget authority for all RAMP projects in Groups 1 and 2 shown on the attachment labeled "Partnership and Operations Projects - Staff Recommendation List 6/20/2014" with further Commission action.
6. A complete list of the status of RAMP budgeting is included in the Budget Supplement section.



### ***Price Risk Mitigation due to Rejected Bids:***

At the previous Commission meeting, the topic was raised regarding price risk mitigation, particularly in regards to rejected bids. These price increases are a major risk for an increased program. When RAMP was being developed we consulted with the contracting community and determined that there probably was adequate capacity at that time. Since then, the economy in Colorado has out-paced our contractors' ability to keep up with demand. Among others, a big contributor to this increased demand is the oil and gas industry. Due to the developing nature of the RAMP program and asset management we are also advertising many projects later in the season than normal. As a result, the small and medium contractors have become saturated. This has resulted in fewer contractors bidding on work and increased prices on bids. When a small contractor is operating at capacity for his current staffing and equipment levels, he must increase his bids to account for equipment rentals and new employee training.

By statute, CDOT must reject bids if there are fewer than three bidders and if the low bid is more than 10% over the engineer's estimate. Since March 2014, 16 bids have been rejected across the state due to these reasons. In an effort to mitigate this risk further, CDOT will look to use design-build delivery on larger projects with a guaranteed maximum price (GMP) and for complex projects, Construction Manager/General Contractor (CM/GC) project delivery, with a construction agreed price (CAP) could be used. Smaller projects will be re-scoped, shelved and rebid in the fall as appropriate. CDOT will communicate with bidders to understand what is driving price increases and redesign accordingly.

### Next Steps

CDOT staff will continue to make regular Program Management updates through workshops on the Commission agenda. These workshops will be jointly developed by the Chief Financial Officer and the Chief Engineer since the agency is adopting project delivery and financing methods that integrate cash management and program management. A priority of the new Chief Engineer will be to establish a Program Management Office.

### Attachments

- (1) PowerPoint presentation
- (2) Draft Resolution for RAMP budgeting
- (3) Partnership and Operations Projects - Staff Recommendation List 6/20/2014



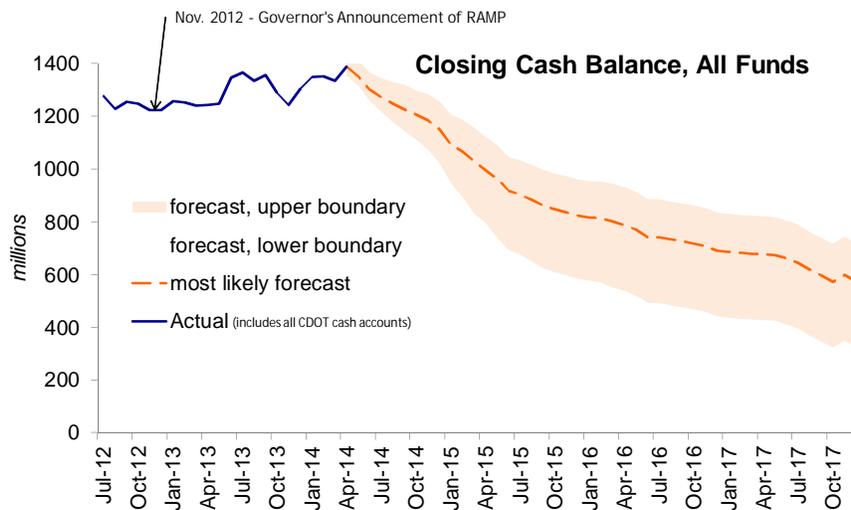


**COLORADO**  
Department of  
Transportation

## Program Management Update



## Cash Balance



Note: Starting July 1<sup>st</sup>, staff will begin tracking and reporting the Actual Cash Balance (solid blue line) vs. Forecasted Cash Balance (dashed orange line) as separate lines for comparison / analysis purposes



## PMO Reporting Overview by Program

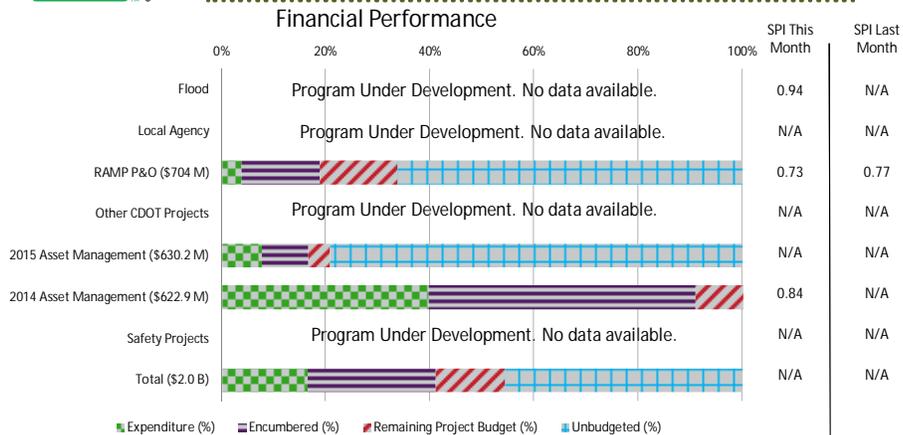
Program	Financial Performance (\$Millions)			Schedule	Quarterly Rotation
	Prior Month Expenditure	Current Month Expenditure	\$ Change	SPI	
Flood	N/A	N/A	N/A	0.94	July
Local Agency	N/A	N/A	N/A	N/A	July
RAMP P&O	\$21.2	\$25.8	\$4.6	0.73	August
Other CDOT Projects	N/A	N/A	N/A	N/A	August
Asset Management	\$228.4	\$247.0	\$18.6	0.84	June
Safety Projects	N/A	N/A	N/A	N/A	June
<b>Total</b>	<b>\$249.6</b>	<b>\$272.8</b>	<b>\$23.2</b>		

N/A - Program/Master Program Schedule still in development. Data unavailable at this time.

Notes: Asset Management prior month expenditure corrected. Asset Management and Flood SPI are new this month.



## PMO Reporting Overview by Program



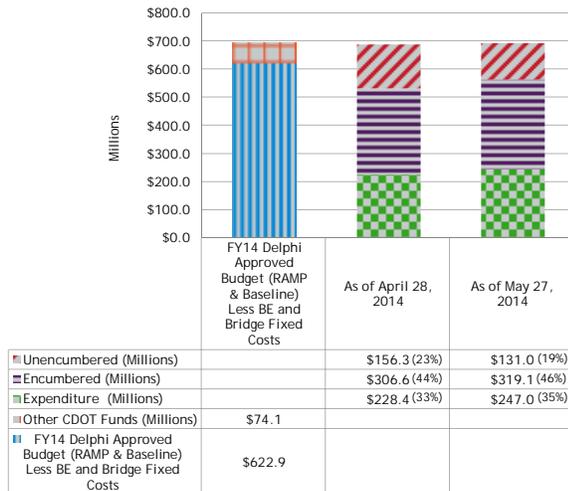
Total Cumulative Program Amounts are for the duration of the program. Program amounts and duration vary for each program.

N/A - Master Program Schedule still in development, no data available.



## Status of 2014 Asset Management

### 2014 Asset Management Financial Status

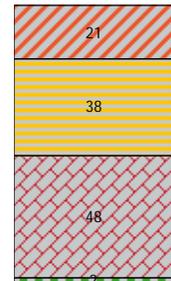


81% of Projects have been Advertised (88 Projects)

7% of Advertised projects have had bids rejected (8 Total)

Asset Management Projects (109 Total)

■ Complete    ■ In Construction  
■ In Bid/Award    ■ In Design

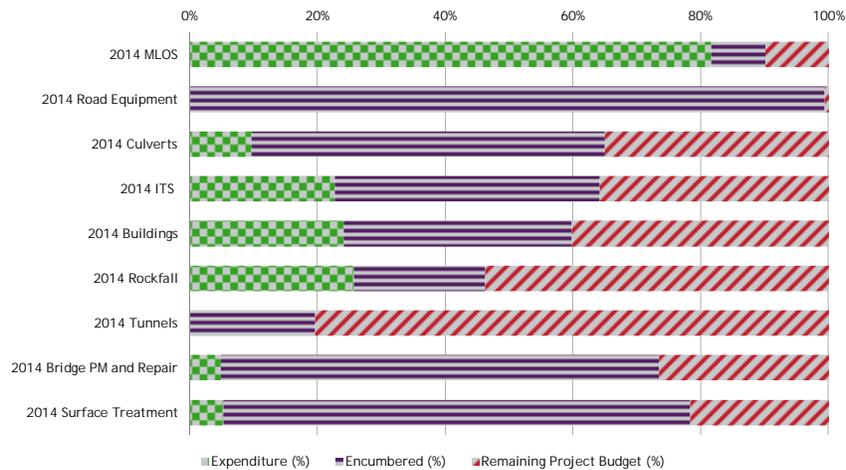


As of May 27, 2014



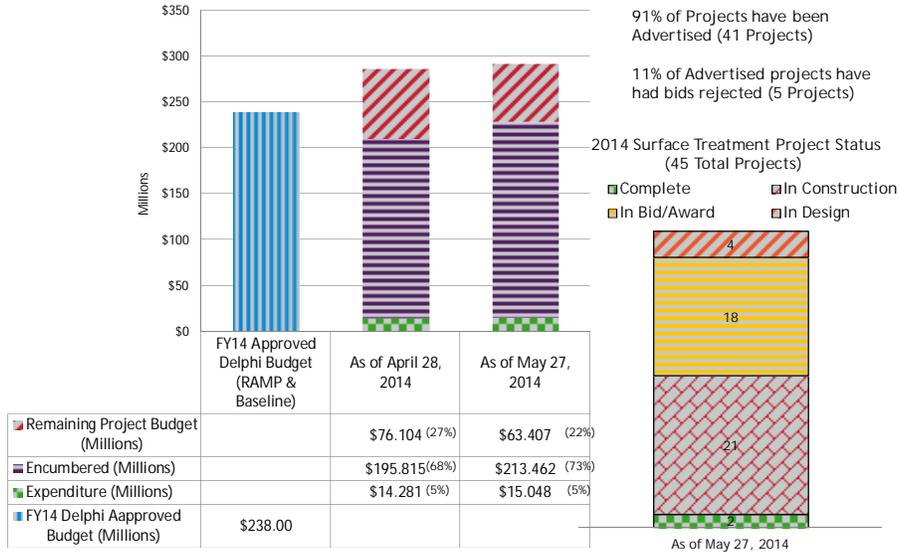
## Status of 2014 Asset Management

### 2014 Asset Category Overview



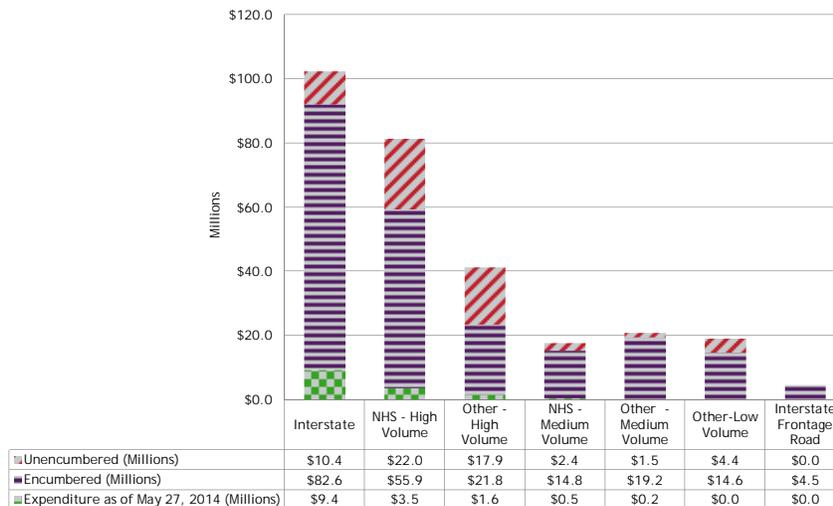


## Status of 2014 Surface Treatment



## Status of 2014 Surface Treatment

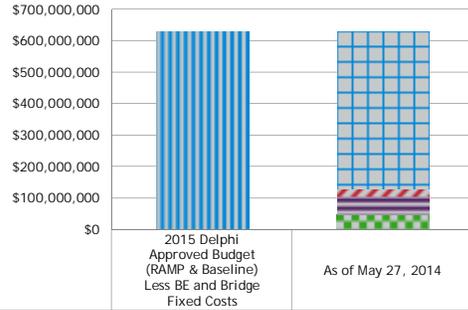
### 2014 Surface Treatment by Facility





## Status of 2015 Asset Management

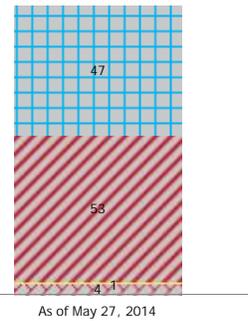
### 2015 Asset Management Financial Status



■ Unbudgeted		\$499,800,000 (79%)
■ Unencumbered		\$26,300,000 (4%)
■ Encumbered		\$56,200,000 (9%)
■ Expenditure		\$47,800,000 (8%)
■ 2015 Delphi Approved Budget (Less BE and Bridge Fixed Costs)	\$630,200,000	

### 2015 Asset Management Project Status (105 Projects Identified as of May 27, 2014)

- In Construction
- In Bid/Award
- In Design
- Not Budgeted

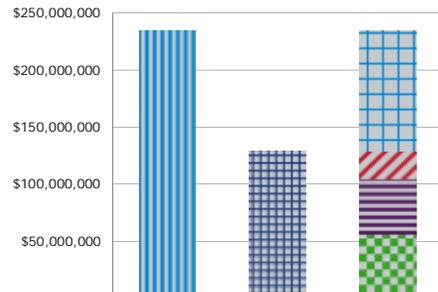


Percentages show are out of 2015 Delphi Approved Budget (Less BE and Bridge Fixed Costs)



## Status of 2015 Surface Treatment

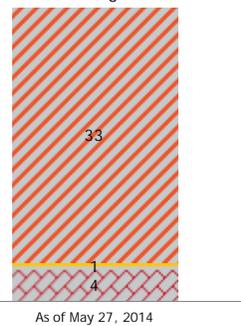
### 2015 Surface Treatment Asset Status



■ Unbudgeted		\$105,300,000 (45%)
■ Unencumbered		\$25,800,000 (11%)
■ Encumbered		\$47,800,000 (20%)
■ Expenditure as of May 27, 2014		\$56,200,000 (24%)
■ Current Asset Budget	\$129,900,000	
■ 2015 Commission Allocation	\$235,200,000	

### 2015 Surface Treatment Project Status (38 Total Projects)

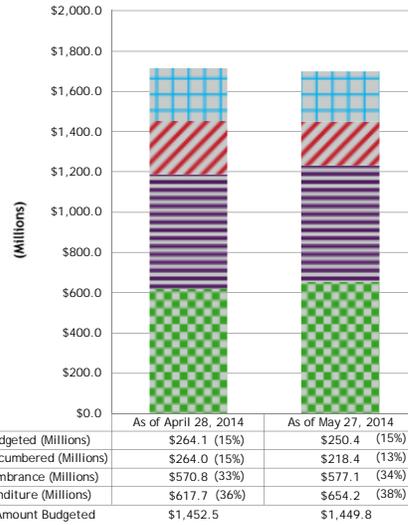
- In Construction
- In Bid/Award
- In Design





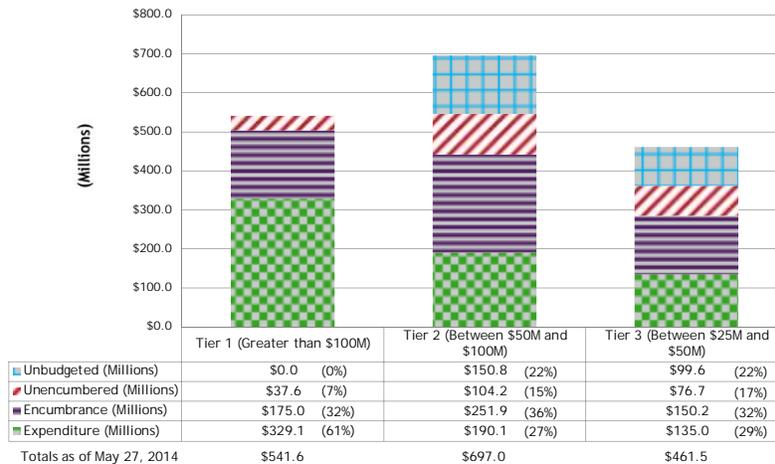
## Status of Significant Projects

Project Name	Region	Project Allocation (Millions)	Expenditure %	Phase
<b>Tier 1 (Greater than \$100M)</b>				
US36 Managed Lane Reconstruction (Phase 1 & 2)	1	\$203.5	66%	C
US6 Bridges Design-Build	1	\$131.8	34%	C
I-70 EB Twin Tunnel Widening Project	1	\$106.4	82%	C
<b>Tier 2 (Between \$50M and \$100M)</b>				
I-25 & Cimarron Interchange Recon D-B (RAMP)	2	\$95.0	1%	D
I-25A Pueblo Ilex Design Build (RAMP)	2	\$79.2	0%	D
I-70 East Corridor	1	\$77.0	35%	D
I-25 Managed Lanes US 36-120th Ave	1	\$71.4	13%	C
I-25 Widening North of Colorado Springs	2	\$71.1	65%	D
I-25 and Arapahoe Rd Interchange CMGC (RAMP)	1	\$68.0	0%	C
I-225 Parker Road to Mississippi Ave	1	\$62.9	71%	C
I-20TH Ave Connection Phase II	1	\$59.8	46%	D
HPTE US 36 Phase II to Foothills Blvd	1	\$57.5	50%	C
Twin Tunnels WB Widening Pkg 1 (RAMP/HPT)	1	\$55.0	11%	C
<b>Tier 3 (Between \$25M and \$50M)</b>				
I-76 Fort Morgan to Brush (Phase III)	4	\$46.9	63%	C
SM 9 Grand Co Safety Improv (RAMP)	3	\$46.0	0%	D
Woodmont I-25 to Powers	2	\$36.0	82%	D
Poncha-Smith Grade Separation	1	\$33.8	7%	C
I-25 Santa Fe Interchange Reconstruction	1	\$33.8	75%	D
US6 Wadsworth Interchange & 4-14th Ave	1	\$32.5	66%	D
US 287/SH1 to LaPorte Bypass (RAMP)	4	\$32.2	30%	D
I-25 Santa Fe Interchange Reconstruction	1	\$33.8	75%	C
I-70 Tower to Colfax	1	\$31.9	19%	C
SH88: Cherry Creek Bridge Repair - FBR	1	\$30.1	33%	C
Federal Blvd: 6th to Howard Recon & Improv (RAMP)	1	\$29.2	0%	D
I-76 East of Crook to Sedgwick Phase I	4	\$26.3	2%	C
EMT Fire Suppression Sys D-B (RAMP)	1	\$25.8	2%	C
US6 & SH93: 19th St Intersection Grade Sep (RAMP)	1	\$25.0	0%	D
		\$1,700.2		
Number of Projects in Design as of May 27, 2014				12
Number of Projects in Construction as of May 27, 2014				15



## Status of Significant Projects

Total Allocation as of May 27, 2014 = \$1,700M

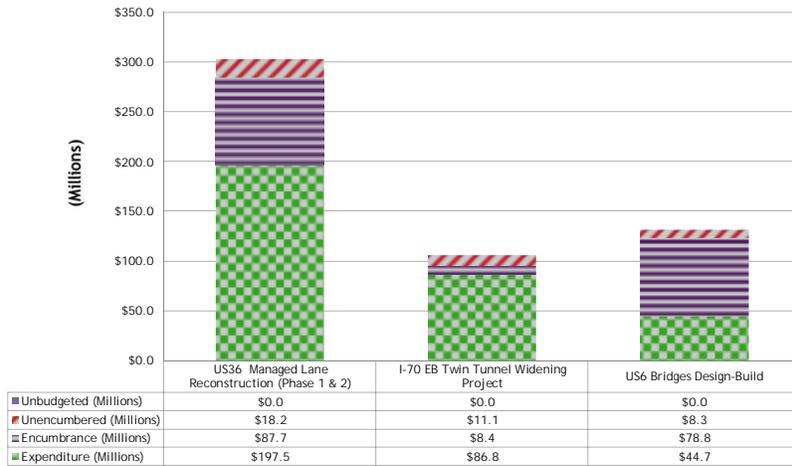


Note: Percentages shown are percentages of the total allocation.



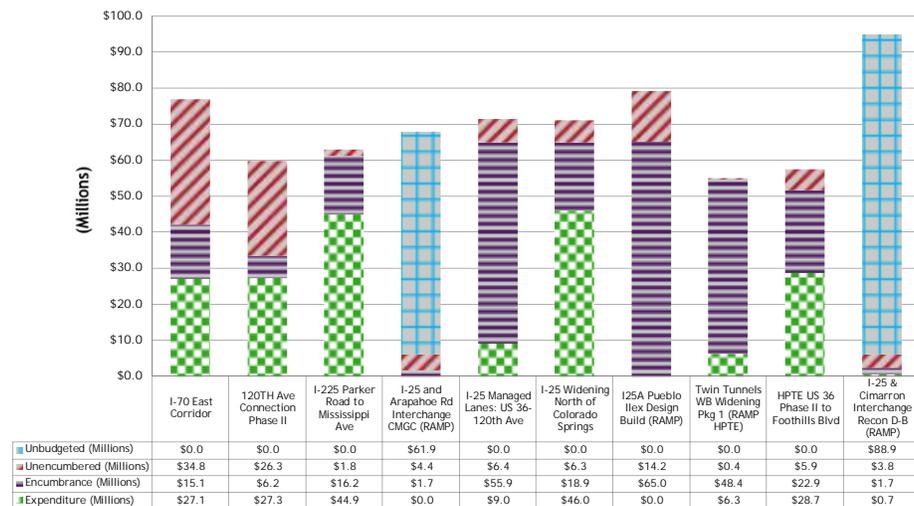
## Status of Significant Projects

Tier 1 (Greater than \$100M)



## Status of Significant Projects

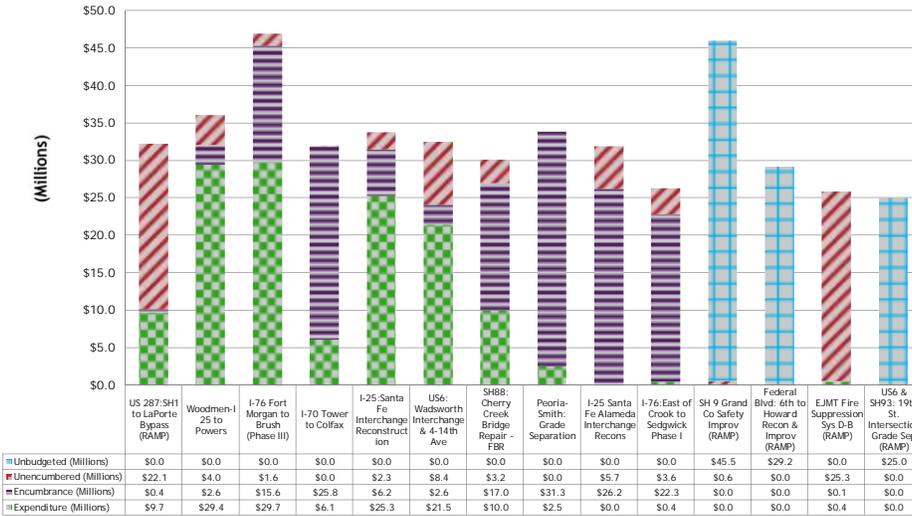
Tier 2 (Between \$50M and \$100M)





## Status of Significant Projects

Tier 3 (Between \$25M and \$50M)



## RAMP IGA Prioritization – Project Tracking & Progress Form

Snapshot of IGA Tracking Form – Page 1 of 3

As of June 9<sup>th</sup>, 2014

RAMP Tracking Number	WBS (PCN or SAP)	Project Information		IGA Status			IGA Progression			Impact to Project Delivery Schedule	
		Project Name	Description	Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / Signatures	IGA Executed	Ad Date	At Risk of Missing the June 30th IGA Deadline & Scheduled Ad Date	
<b>Status of IGA poses High Risk of Impacting Project Delivery Schedule (Ad Date within 45 days)</b>											
4.29	19890	US 34 and CR 49 Intersection Safety Improvements	Local Agency has signed contract, being routed for State signatures							5/22/2014	High Risk
2.31	19205 / 19208 / 19408	I-25 Hex to 1st St. in Pueblo	Draft IGA in Procurement							IGA not required to proceed (DB)	High Risk
4.20	18401	US 287: (North College) Conifer to Willow	Amendment to Existing IGA for 18401 to with Local Agency							7/17/2014	High Risk
2.21	19039	I-25 and Cimarron Interchange Reconstruction	Revision made to Draft IGA copies; Sent to Locals for final review / signature							7/24/2014	High Risk
2.22	18367	I-25 Fillmore Interchange Diverging Diamond Interchange (DDI) Conversion	Revision made to Draft IGA copies; Sent to Locals for final review / signature							7/24/2014	High Risk
2.23	19522	SH 21 / Old Ranch Rd. Interchange Completion	Revision made to Draft IGA copies; Sent to Locals for final review / signature							7/31/2014	High Risk
<b>Status of IGA poses Moderate Risk of Impacting Project Delivery Schedule (Ad Date is within 90 days)</b>											
2.01	19564	SH 67 in Victor Devolution (cash payment)	Devolution (cash payment to Locals)							6/26/2014	Moderate
2.07	19965	US 24 Business Route Devolution (cash payment)	Devolution (cash payment to Locals)							6/26/2014	Moderate
3.06	20087	SH 6/SH 13 in Rifle Devolution	Pending RAMP Devolution Template approval							6/26/2014	Moderate
1.09	19474	I-70 EB PPSL - Greenway Design	Draft IGA in Procurement							7/17/2014	Moderate
5.10	19902	US 160 / Wilson Gulch Road Extension	Draft IGA being finalized with the Locals, pending signature							8/26/2014	Moderate
1.44	19980	State Highway Signal Upgrades - Phase I - Santa Fe and Evans Traffic Signal	Local Agency has approved IGA contract, Pending second reading before approval for execution							8/28/2014	Moderate
1.15	19896	US 6 and SH 93: 19th St. Intersection Grade Separation	Local Agency has reviewed the IGA, minor revisions; pending final signature							9/18/2014	Moderate

Note: These IGAs have been prioritized based on their Forecasted AD Dates and Local Agency requirements.



# RAMP IGA Prioritization – Project Tracking & Progress Form

Snapshot of IGA Tracking Form – Page 2 of 3

As of June 9<sup>th</sup>, 2014

RAMP Tracking Number	WBS (PCN or SAP)	Project Information	IGA Status	IGA Progression				Impact to Project Delivery Schedule		
		Project Name	Description	Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / Signatures	IGA Executed	Ad Date	At Risk of Missing the June 30th IGA Deadline & Scheduled Ad Date
<b>Status of IGA poses Low Risk of Impacting Project Delivery Schedule (Ad Date is 90+ days)</b>										
3.40	18244 / 19950	SH 9 Grand County Safety Improvements	Local Agency has signed contract, being routed for State signatures.						9/25/2014	Low
2.33	19056 / 19751	US 50 / SH 45 Interchange, Wills to Purcell-Pueblo	Draft IGA in Procurement						10/9/2014	Low
3.31	19874	US 40 Improvements in Fraser	Under Review by the Locals, Pending LA signatures						10/15/2014	Low
4.36	19887	Loveland Road Weather Information System (RWIS) Update / Expansion	Draft IGA in Procurement						10/24/2014	Low
1.41	19978	State Highway Signal Upgrades - Phase I - Colfax Signals	Local Agency has approved IGA contract. Pending second reading before approval for execution.						12/14/2014	Low
4.20	19561	US 287 (North College) Pedestrian Path North of Willow	IGA Request Form submitted for 19561, Pending PMO Review						4/23/2015	Low
4.54	18397	SH 119 (Diagonal) 30th to Foothills Parkway Multi-modal Improvements Project	Draft IGA in Procurement						5/7/2015	Low
2.20	19906	US 50 / Dozier / Steinmeier Intersection / Signal Improvements	Draft IGA in Procurement						5/14/2015	Low
3.24	19911	I-70 Horizon Drive	Local Agency has signed contract, being routed for State signatures.						6/5/2015	Low
4.52	20203	Turning Lanes at US 34 & YCR J	Unable to Draft Exhibit C until Design Phase can be determined						Local Agency	Low
<b>Status of IGA poses Low Risk of Impacting Project Delivery Schedule (Ad Date in FY2016)</b>										
5.08	19908	SH 172 / 151 Signalization	Local Agency has reviewed the Draft IGA, minor revision; pending signature.						7/16/2015	Low
1.42	19979	State Highway Signal Upgrades - Phase III - Denver Split (Alameda & Knox)	Local Agency has approved IGA contract. Pending second reading before approval for execution.						9/24/2015	Low
5.06	19909	US 550 Sky Rocket Box Culvert Replacement	Draft IGA with region for LA review/comments						10/1/2015	Low
4.30	19892	SH 392 and CR74 Intersection Safety Improvements	Draft IGA in Procurement						1/1/2016	Low
4.28	19891	SH 392 and CR 47 Intersection Safety Improvements	Draft IGA in Procurement						1/28/2016	Low
1.46	19192	I-25 and Arapahoe Rd. Interchange	Draft IGA in Procurement						1/29/2016	Low
1.02	18999	C-470 Managed Tolloed Express Lanes: Kipling to I-25	Draft IGA in Procurement						2/17/2016	Low



# RAMP IGA Prioritization – Project Tracking & Progress Form

Snapshot of IGA Tracking Form – Page 3 of 3

As of June 9<sup>th</sup>, 2014

RAMP Tracking Number	WBS (PCN or SAP)	Project Information	IGA Status	IGA Progression				Impact to Project Delivery Schedule		
		Project Name	Description	Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / Signatures	IGA Executed	Ad Date	At Risk of Missing the June 30th IGA Deadline & Scheduled Ad Date
<b>Status of IGA poses Low Risk of Impacting Project Delivery Schedule (Ad Date in FY2016) - (continued)</b>										
2.05	19954	US 160 Turnouts	Draft IGA in Procurement						2/24/2016	Low
1.19	17219	Colorado Blvd. in Idaho Springs: Phase 2 & Phase 3, and Devolution	Draft IGA in Procurement						2/28/2016	Low
3.12.29	19930	SH 9 - Frisco to Breckenridge: Iron Springs Alignment	MDU for Frisco is complete. Draft MDU for Summit pending signature.						3/24/2016	Low
4.25	19889	SH 14 / Greenfields Ct. - Frontage Rd. Relocation	Draft IGA in Procurement						3/28/2016	Low
4.06	19893	US 34 in Estes Park Improvements and Devolution	Draft IGA in Procurement						5/1/2016	Low
1.14	19970	SH 2 in Commerce City Widening and Devolution	Under PMO Review (added to Local Agency Project list)						6/29/2016	Low
<b>Status of IGA poses Low Risk of Impacting Project Delivery (Ad Date in FY2017)</b>										
1.37	19957	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements	Draft IGA being finalized with the Locals, pending 1st reading CCD						7/21/2016	Low
4.35	19886	Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System	Draft IGA in Procurement						7/25/2016	Low
4.58	19888	SH 119: Boulder Canyon Trail Extension	Draft IGA in Procurement						7/29/2016	Low
4.34	19894	Turning Lanes at US 34 and Yuma County Road H	Draft IGA in Procurement						3/20/2017	Low
5.15	19411	SH 62 Ridgway Street Improvements	Local Agency has signed contract, being routed for State signatures.						3/30/2017	Low
4.51	20204	Turning Lanes at US 385 & YCR 33.6	Unable to Draft Exhibit C until Design Phase can be determined						Local Agency	Low
<b>Status of IGA is Not Applicable (IGA Fully Executed)</b>										
3.14	19551 / 19459	I-70 Eagle Interchange Upgrade	Fully Executed IGA						IGA executed 12/26/13	N/A
5.13	19397	SH 145 at CR P Safety Improvements	Fully Executed IGA						IGA executed 4/7/14	N/A
3.09	19094	I-70 Vail Underpass (Simba Run)	Amendment to Existing IGA Executed						IGA executed 6/10/14	N/A
5.14	18972	US 285 Antonito Storm Drain System Replacement	Fully Executed IGA						IGA executed 4/24/14	N/A
5.18	19643	US 24 Enhancement Project in Buena Vista	Fully Executed IGA						IGA executed 6/6/2014	N/A



## RAMP Partnership and Operations

Thresholds for Transportation Commission approval

Threshold	RAMP	Current PD 703
Minimum Amount	< \$100,000	< \$250,000
Percentage	> 7.5%	> 15%
Maximum	> \$1,000,000	None

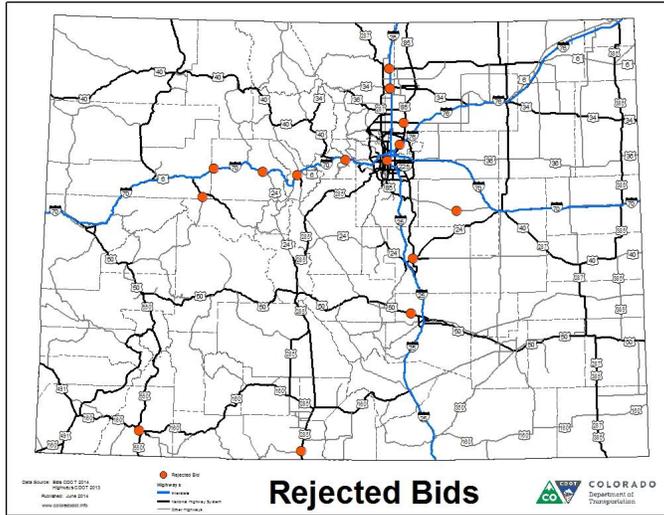


## Rejected Bids – March to May, 2014

	Project Name	Type of Work	County	Budget
1	SH14: I-25 East to Weld CR 23	Surface Treatment	Weld	\$12,300,000
2	I-70 Eagle Vail Bridges (F-11-AB & AC)	Bridge Rehabilitation	Eagle	\$12,700,000
3	SH 133 Safety Improvements - Carbondale	Safety and Operational Improvements	Garfield	\$7,000,000
4	US 85 Park & Ride, Ft. Lupton and Evans	Park and Rides	Weld	\$2,800,000
5	US 285 Antonito Reconstruction and Storm Drain	Storm Drainage and Roadway Reconstruction	Conejos	\$7,300,000
6	I-70 EB Climbing Lane Vail and Straight Creek	Surface Treatment	Summit	\$8,700,000
7	R3 Various Bridge Repair	Bridge Rehabilitation	Eagle	\$1,400,000
8	US 40 Federal to Speer	Surface Treatment	Denver	\$3,200,000
9	US 50 West of I-25 Congestion Relief	Operations and Congestion Relief	Pueblo	\$300,000
10	SH 21 Acceleration/Deceleration Lanes	Safety and Operational Improvements	El Paso	\$3,300,000
11	SH 103 Overlay	Surface Treatment	Clear Creek	\$5,100,000
12	I-76 & C470 Cable Rail Barrier	Safety	Adams	\$1,200,000
13	R5 FY14 Rock Fall Mitigation	Rockfall Mitigation	La Plata	\$2,000,000
14	R4 FY14-RAMP-BR: I-25 MP 256 to MP 281	Bridge Rehabilitation	Larimer	\$3,000,000
15	SH 86 Ramah Rd. East	Surface Treatment	Elbert	\$5,500,000
16	PR Sour Bridge Repairs #2	Scour Mitigation	Weld	\$3,100,000
<b>Total</b>				<b>\$78,900,000</b>



## Rejected Bids – March to May, 2014



**Resolution Number TC- XXXX**

**Authorizing specified budget for certain projects in the Operational Improvements component of the Responsible Acceleration of Maintenance and Partnerships (RAMP) Program.**

**WHEREAS**, pursuant to § 43-1-106(8)(a), C.R.S., the Colorado Transportation Commission (“Commission”) is charged with formulating general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state; and

**WHEREAS**, Governor John Hickenlooper and Colorado Department of Transportation Executive Director Don Hunt announced on December 14, 2012, the Responsible Acceleration of Maintenance and Partnerships (RAMP) program; and

**WHEREAS**, the Colorado Department of Transportation determined that it was appropriate to develop selection procedures for Operational Improvement projects under the RAMP program to maximize system operations; and

**WHEREAS**, the Colorado Department of Transportation developed and followed a selection process for the Operational Improvement categories consisting of a systematic evaluation of the applications to determine merit and feasibility; and

**WHEREAS**, the Transportation Commissioners have considered the recommendation of the Colorado Department of Transportation on projects to include in the RAMP program and all other information that they have received; and

**WHEREAS**, per Resolution TC-3106 the Commission adopted the projects listed in the document titled “RAMP Partnership and Operations Projects – Preliminary Recommendations 10/16/2013” and authorized budget to begin project development;

**WHEREAS**, per Resolution TC-3149, that the Transportation Commission hereby adopts the list shown in the document titled “RAMP Operations Projects – Recommendations 3/20/2014” as contained in the official agenda and the document is incorporated by reference into this Resolution; and

**WHEREAS**, per Resolution TC-3149, that the Colorado Department of Transportation shall advise the Transportation Commission if a project shown in the document titled “RAMP Operations Projects – Recommendations 3/20/2014” is unable to be moved forward, and

**WHEREAS**, per Resolution TC-3149, that the Transportation Commission authorizes the Chief Financial Officer to budget, without additional Transportation Commission action, an amount not to exceed five percent of the total project cost for the project as shown on the “RAMP Operations Projects – Recommendations 3/20/2014” document for FY 2014 pre-construction expenditures on these projects; and

**WHEREAS**, per Resolution TC-3149, that the Transportation Commission requires for each project shown in the document titled “RAMP Operations Projects – Recommendations 3/20/2014” on or before May 1, 2014, a project scope, schedule, and budget developed by the Colorado Department of Transportation in the form and to the level of detailed specified by the Chief Engineer for the advancement of the project.

**WHEREAS**, the Department has completed further review and is recommending certain of these projects to begin budgeting funds; and

**NOW THEREFORE BE IT RESOLVED**, the Chief Financial Officer is authorized to budget funds for the projects on the “RAMP Partnership and Operations Projects – Staff Recommendation List 6/20/2014” with non-substantive changes without further Commission consideration or approval.

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Herman Stockinger III, Secretary  
Transportation Commission of Colorado

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Date