DATE: March 19, 2014
TO: Transportation Commission
FROM: Scott Richrath, Chief Financial Officer
      Scott McDaniel, Acting Chief Engineer
SUBJECT: RAMP Partnership and Operations Projects

Purpose
This workshop and memorandum provide an update to the Commission on the RAMP Partnership and Operations projects.

Action Requested
The Commission is requested to pass a resolution (1) approving certain Operations projects and preliminarily budget 5% of the project costs to begin project development, (2) authorize the budgeting of RAMP funding outlined below for recommended projects, and (3) increase preliminary budget from 5% to 10% for one specific project. Staff will display in Group I (Green) and 2 (Yellow) any projects it recommends to obtain Commission approval.

Background
Resolution Number TC-3106 which was passed at the October 2013 commission meeting approved four public-private (P3) projects, forty public-public partnership projects, and thirty-one operations projects.

This list of projects approved in this resolution did not outline all of the Operations projects. CDOT staff has now formed the list of additional Operations projects for Commission to consider for development.

The resolution also required that scope, schedule and budget estimates be prepared by CDOT and the local partners involved to recommit to the projects by January 6, 2014. Local partners in flood affected areas were able to request an extension to April 7, 2014. Finally, the resolution authorized the Chief Financial Officer to budget up to five percent of the project cost so that the requirements of this resolution and the accelerated timetables of the RAMP program could both be met. CDOT staff has continued review of the scope, schedule, and budget estimates as well as the local partner’s commitment and makes the recommendations noted in this memorandum.
Details
1. Attached is a list of ten Operations projects for Commission consideration to adopt into the RAMP program. These projects have been selected for their value to improve the overall transportation network performance. Approval by the Commission would authorize staff to budget up to 5% of the RAMP funding to develop more detailed scope, schedule and cost estimates before returning to the Commission for full project budget authorization.

2. There are a total of seventy-five (75) RAMP projects approved by commission action (seventy-six if the I-25 tolled Express Lanes is considered two projects). This includes the Westbound Twin Tunnel Widening project approved by Commission action in February. As reported in January, two (2) small public-public devolution projects were withdrawn by Larimer County. Last month, the Commission approved sixty-two projects for budgeting of RAMP funds.

   This leaves eleven (11) projects of the previously approved projects for updating or action in this workshop, this includes the three projects in flood-affected areas that were approved for the extension to April 7, 2014.

3. The projects have been separated into four groups.

<table>
<thead>
<tr>
<th>Group 1 (Green)</th>
<th>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.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Group 2 (Yellow)</td>
<td>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.</td>
</tr>
<tr>
<td>Group 3 (Red)</td>
<td>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.</td>
</tr>
<tr>
<td>Group 4 (Black)</td>
<td>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.</td>
</tr>
</tbody>
</table>

4. The public-private project for Interstate-25: Tolled Express Lanes (120th to SH 7, and SH 7 north to SH14) is shown in Group 3 (projects requiring additional staff development). As this RAMP project is a Public-Private Partnership development project, staff recommends budgeting 5% today to bring the total Commission authorization for this to 10% of its total RAMP funding. Staff will continue development of designs and studies.
needed to engage a private partner in this project. A memorandum from HTPE is attached that discusses the project status.

5. The Interstate-25 and Cimarron Interchange Reconstruction project is recommended this month for budgeting of RAMP funding. As discussed last month (and reported in supplemental information to the Commission), this project’s RAMP application indicated the use of other CDOT funding sources (savings from other projects). This was part of the project’s funding plan prior to July 1, 2013.

   To uphold the funding commitment to the Cimarron project, staff is proposing that approximately $7 million of Region 2 project savings be dedicated to this project.

   It is important to note that the total project cost estimate for I-25/Cimarron has not increased since its RAMP application was approved.

6. Four Operations projects were retained last month for additional staff development as they were collectively estimated at 36% over the conceptual estimates used for the RAMP applications. After studying the projects, staff recommends removing one project from the program (SH 86 Intersection Improvement at Crowfoot Valley Rd) and has developed scopes and estimates for the others that are recommended for Commission approval.

7. 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 3/20/2014” with further Commission action.
8. For RAMP projects that remain under staff development (Group 3 – Red), the status is as follows.

<table>
<thead>
<tr>
<th>Project</th>
<th>Status</th>
<th>Next Steps</th>
</tr>
</thead>
<tbody>
<tr>
<td>HTPE P3 Development Fund ($40,000,000 RAMP Request)</td>
<td>This RAMP funding request will advance to the Commission as individual needs for the development fund are identified.</td>
<td></td>
</tr>
<tr>
<td>C-470 Managed Toll Express Lanes: Kipling to I-25 ($100,000,000 RAMP Request)</td>
<td>This project continues to be developed. An Inter-Governmental Agreement (IGA) is being drafted with Douglas County for their contribution to construction. Staff does not recommend advancing RAMP funding until a Tolling &amp; Revenue Study is completed. An FHWA Transportation Infrastructure Finance and Innovation Act (TIFIA) loan is also required to complete project financing.</td>
<td>A Level 2 Tolling &amp; Revenue study will be complete in June 2014. An investment-grade revenue study will be completed in March 2015. Both of these steps are important to advancing the project.</td>
</tr>
<tr>
<td>Interstate 25 Tolled Express Lanes Public-Private Partnership (PPP) ($90,000,000 RAMP Request for two segments)</td>
<td>Meetings held with potential private partners have shown that additional project development is needed before the Department and HPTE should begin the PPP contracting process. Staff is requesting additional funding for project development as described above.</td>
<td>Additional project development is needed, including considering different tolling scenarios, the development of right-of-way plans and beginning the right-of-way acquisition process. With this additional project development, HPTE and CDOT will prepare a scope, schedule and budget by December 31, 2014 for Commission consideration.</td>
</tr>
<tr>
<td>I-70 Eastbound Peak Period Shoulder Lanes / Greenway Design ($20,000,000 RAMP Request)</td>
<td>The local partner’s cost and contribution remain consistent with the RAMP application. There has been an increase in the cost estimate for CDOT’s scope of this project which requires CDOT identify additional funding to complete the project. The project will advance for Commission action as soon as the scope and cost estimate is aligned.</td>
<td>A value engineering study will be completed in May to evaluate scope and cost. A TIGER grant is being considered, which could be available in September. Either of these steps could bring the project back to the Commission for additional action.</td>
</tr>
</tbody>
</table>
The following options have been identified for Transportation Consideration of these staff recommendations for RAMP projects.

**Option A**
Move Group 2 projects to Group 1 and pass the resolutions as recommended by staff. The CFO will have authorization to budget the RAMP funding on these projects without further action by the commission, 5% on the newly adopted Operations Projects, 10% for the I-25 North project and the remaining RAMP funding for the projects recommended by staff.

**Option B**
Pass the resolutions for selected projects on these lists, providing the CFO authorization described above. The Commission would provide direction for individual projects to be made consistent with the Commission’s intention for the RAMP program and staff will work to that end.

**Attachments**
3. List of recommended projects including a summary of budget estimates - “Partnership and Operations Projects - Staff Recommendation List 3/20/2014”
5. Draft Commission Resolution
### TC Approved Operations Projects

<table>
<thead>
<tr>
<th>Tracking #</th>
<th>Project Name</th>
<th>County</th>
<th>Total Project Cost</th>
<th>RAMP Request</th>
</tr>
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<tbody>
<tr>
<td>N/A</td>
<td>Total of (31) Projects Selected by Commission Action</td>
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<td>$94,942,791</td>
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**TOTAL - TC Approved Operations Projects**

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<tbody>
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<td>O-7</td>
<td>Enhanced Incident Management Software - Phase II</td>
<td>Statewide</td>
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<td>$2,000,000</td>
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<tr>
<td>O-8</td>
<td>Integration of CAD Dispatch Systems - Phase I</td>
<td>Denver / Douglas / Adams / Arapahoe</td>
<td>$250,000</td>
<td>$250,000</td>
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<tr>
<td>O-9</td>
<td>Upgrade Snow Plows with Advanced Instrumentation</td>
<td>Denver / Clear Creek / Gilpin / Arapahoe / Douglas</td>
<td>$300,000</td>
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<td>O-10</td>
<td>Maintenance Decision Support System (MDSS)</td>
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<td>O-11</td>
<td>I-25: Expansion of Traffic and Weather Surveillance</td>
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**TOTAL - Operations Projects**

- **Candidate Operations Projects - Staff Recommendation 3/20/14**
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<td>SH 86 Intersection Improvement at Crowfoot Valley Rd. (MP 101.53)</td>
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<td>Signalization</td>
<td>Weld</td>
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<td>4-24</td>
<td>SH 172 / 151 Signalization</td>
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<td>2-4</td>
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<td>2-10</td>
<td>I-25 Exit 11 SW Frontage Rd. Devolution</td>
<td>Larimer</td>
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## Public-Private (HTPE) Partnership Projects

### Staff Recommends Budgeting Funds (Group 1)

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<tr>
<th>Tracking #</th>
<th>Project Name</th>
<th>Total Project Cost</th>
<th>Estimated Total Project Cost</th>
<th>Total Project Cost Delta</th>
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<th>RAMP Request</th>
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<th>In Kind Contributions</th>
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### Staff Recommends Budgeting Funds (Group 2)

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<th>RAMP Request</th>
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<tbody>
<tr>
<td>1-2</td>
<td>C-470 Managed Toll Express Lanes: Kipling to I-25</td>
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<td>$237,000,000</td>
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<td>4-5</td>
<td>I-25: Tolled Express Lanes: 120th to SH 7</td>
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<td>$0</td>
<td>$0</td>
<td>HTPE has requested an extension from April 7th, 2014, to December 31st, 2014, to further refine and submit a more accurate scope, schedule, and budget to the Commission. Staff recommends TC approval to advance an additional 5% of the requested RAMP Funding for a total of 10% to continue preconstruction activities along the I-25 North corridor; including design funds, ROW plans development, the beginning of the ROW acquisition process, and outreach to potential private partners.</td>
</tr>
<tr>
<td>4-2</td>
<td>I-25: Tolled Express Lanes: SH 7 North to SH 14</td>
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### Staff Recommends Further Development (Group 3)

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<th>Total Project Cost</th>
<th>Estimated Total Project Cost</th>
<th>Total Project Cost Delta</th>
<th>TC Approved RAMP Request</th>
<th>RAMP Request</th>
<th>Local Contribution</th>
<th>In Kind Contributions</th>
<th>Local Delta</th>
<th>Other Funds</th>
<th>Other Funds Delta</th>
<th>Staff Recommendations</th>
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<td>N/A</td>
<td>HTPE P3 Development Fund</td>
<td>$200,000,000</td>
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<td>$0</td>
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<td>$0</td>
<td>$160,000,000</td>
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### Projects that have been Withdrawn or Removed (Group 4)

<table>
<thead>
<tr>
<th>Tracking #</th>
<th>Project Name</th>
<th>Total Project Cost</th>
<th>Estimated Total Project Cost</th>
<th>Total Project Cost Delta</th>
<th>TC Approved RAMP Request</th>
<th>RAMP Request</th>
<th>Local Contribution</th>
<th>In Kind Contributions</th>
<th>Local Delta</th>
<th>Other Funds</th>
<th>Other Funds Delta</th>
<th>Staff Recommendations</th>
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<tbody>
<tr>
<td>2</td>
<td>E-470 Managed Toll Express Lanes: Kipling to I-25</td>
<td>$200,000,000</td>
<td>$200,000,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<td>$0</td>
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<td>$0</td>
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### Projects that have been Withdrawn (Group 4)

- E-470 Managed Toll Express Lanes: Kipling to I-25
- I-25: Tolled Express Lanes: 120th to SH 7
- I-25: Tolled Express Lanes: SH 7 North to SH 14

### Percentage over Transportation Commission Approved Amount

- **3.43%**
- **11.75%**
### Public-Public Partnership Projects

#### Key
- **Staff Recommends Budgeting Funds (Group 1)**
- **Staff Recommends Budgeting Funds (Group 2)**
- **Staff Recommends Further Development (Group 3)**
- **Projects that have been Withdrawn or Removed (Group 4)**

**Numbers are shown as a COST VARIANCE**
- $4,800.00 Numbers shown in red with a negative represent an overage
- $6,000.00 Numbers shown in green represent an underage

<table>
<thead>
<tr>
<th>Tracking #</th>
<th>Project Name</th>
<th>TC Approved Total Project Cost</th>
<th>Estimated Total Project Cost</th>
<th>Total Project Cost</th>
<th>TC Approved RAMP Request</th>
<th>RAMP Request Delta</th>
<th>Local Contribution</th>
<th>In Kind Contributions</th>
<th>Local Delta</th>
<th>Other Funds Delta</th>
<th>Recommendation</th>
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<tr>
<td>N/A</td>
<td>Total of [35] Projects Approved by Commission Action in Feb 2014</td>
<td>$484,165,838</td>
<td>$485,500,193</td>
<td>$1,334,317</td>
<td>$319,528,554</td>
<td>$320,160,642</td>
<td>$-1,004,588</td>
<td>$89,133,901</td>
<td>$6,713,033</td>
<td>$2,018,226</td>
<td>$2,695,000 TC Approved Funding</td>
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<tr>
<td>4-25</td>
<td>SH 14 / Greenvilles Cl. - Frontage Rd. Relocation</td>
<td>$2,100,000</td>
<td>$2,100,000</td>
<td>$0</td>
<td>$1,680,000</td>
<td>$1,680,000</td>
<td>$0</td>
<td>$420,000</td>
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<td>4-58</td>
<td>SH 119 Boulder Canyon Trail Extension</td>
<td>$5,466,350</td>
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<td>$4,372,080</td>
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<td>$1,093,270</td>
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<td>2-21</td>
<td>I-25 and Cimmaron Interchange Reconstruction</td>
<td>$95,000,000</td>
<td>$95,000,000</td>
<td>$0</td>
<td>$24,000,000</td>
<td>$24,000,000</td>
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<td>$65,000,000</td>
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**Staff Recommends Budgeting Funds (Group 1)**
- $38 SUB-TOTAL Public-Public Partnership Projects
- $586,732,188
- $588,066,505
- $-1,334,317
- $349,579,634
- $350,613,722
- $-1,034,088
- $97,066,771
- $6,713,033
- $2,018,226
- $133,713,006
- $2,695,000

**Staff Recommends Further Development (Group 3)**
- $265,851
- $0
- $0
- $0
- $0
- $0
- $0
- $0
- $0
- $0
- $0

**Projects that have been Withdrawn or Removed (Group 4)**
- $265,851
- $0
- $0
- $0
- $0
- $0
- $0
- $0
- $0
- $0
- $0

**TOTAL Public-Public Partnership Projects**
- $586,998,039
- $588,066,505
- $-1,334,317
- $349,845,485
- $350,613,722
- $-768,237
- $97,066,771
- $6,713,033
- $2,018,226
- $133,713,006
- $2,695,000

**Percentage over Transportation Commission Approved Amount**
- 0.23%
- 0.22%
### Operations Projects

<table>
<thead>
<tr>
<th>Tracking #</th>
<th>Project Name</th>
<th>TC Approved Total Project Cost</th>
<th>Estimated Total Project Cost</th>
<th>Total Project Delta</th>
<th>TC Approved RAMP Request</th>
<th>RAMP Request Delta</th>
<th>Local Contribution</th>
<th>In Kind Funds</th>
<th>Local Delta</th>
<th>Other Funds</th>
<th>Other Funds Delta</th>
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<tr>
<td>Group 1</td>
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<td>Total of (26) Projects Approved by Commission Action in Feb-2014</td>
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<td>$691,557</td>
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<td>1-53</td>
<td>New Traffic Signal Controllers for Congested Corridors in the Denver Metropolitan Area</td>
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<td>0</td>
<td>$1,060,000</td>
<td>$1,060,000</td>
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<td>Staff Recommends Budgeting Funds; Project to be scaled to meet the TC Approved budget</td>
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<tr>
<td>1-54</td>
<td>I-76 at 88th Ave. Interchange Improvements (MP 10)</td>
<td>$1,050,000</td>
<td>$1,054,348</td>
<td>$15,652</td>
<td>$1,050,000</td>
<td>$1,054,348</td>
<td>$15,652</td>
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<td>Staff Recommends Budgeting Funds; Cost Estimate Revised to meet the TC Approved budget</td>
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<td>1-56</td>
<td>US 285 at Mount Evans Blvd./Pine Valley Rd. (MP 229)</td>
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<td>$422,000</td>
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<td>1-09</td>
<td>I-70 Eastbound Peak Period Shoulder Lanes</td>
<td>$34,000,000</td>
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<td>1-59</td>
<td>SH 86 Intersection Improvement at Crowfoot Valley Rd.</td>
<td>$156,000</td>
<td>$156,000</td>
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<td>$156,000</td>
<td>$156,000</td>
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<td>CDOT Staff Recommends Withdrawing Project; RAMP Funds to be used in other CDOT Operations</td>
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<td>Projects that have been Withdrawn (Group 4)</td>
<td>$156,000</td>
<td>$0</td>
<td>$156,000</td>
<td>$0</td>
<td>$156,000</td>
<td>$0</td>
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<td>0</td>
<td>CDOT Staff Recommends Withdrawing Project; RAMP Funds to be used in other CDOT Operations</td>
</tr>
</tbody>
</table>

#### Key
- **Staff Recommends Budgeting Funds (Group 1)**
- **Staff Recommends Budgeting Funds (Group 2)**
- **Staff Recommends Further Development (Group 3)**
- **Projects that have been Withdrawn or Removed (Group 4)**

### Notes
- Numbers shown as a COST VARIANCE
- Numbers shown in red with a negative represent an overage
- Numbers shown in green represent an underage
- Numbers are shown as COST VARIANCE
- 7.73% is over transportation commission approved amount
- -1.21% is under transportation commission approved amount
To: Robert Haley, Program Analyst, Office of the Chief Engineer

From: Michael Cheroutes, Director HPTE

Date: February 28, 2014

Re: Extension of RAMP Deadline for I-25N Project

The HPTE respectfully requests an extension of the RAMP deadline for the I-25N Project from April 7, 2014 to December 31, 2014. Since its allocation in October of last year the Project has taken positive steps forward, however, it still needs this additional time to submit an accurate scope, schedule and budget. In addition to the time extension, we request authorization to advance $4.0M of RAMP funding identified for this corridor. These funds will be in addition to the $4.5M already approved by Transportation Commission for pre-construction activities and are required for 120th Ave. to SH 7 segment of the corridor in order to meet RAMP established deadline (see attached schedule). They will be used to continue design, ROW plans development and beginning of ROW acquisition process.

HPTE and CDOT planned on solidifying a strategy for the I 25 corridor by the April 7, 2014 RAMP deadline. To that end, on December 2 – 3, 2013, HPTE and CDOT conducted meetings with five private sector firms that are involved in Public Private Partnership (P3) development across the country and internationally. One of the messages coming from the majority of the firms was that they wanted to see existing traffic, not projections of future conditions. Further, all participants saw the addition of Tolled Express Lanes on Segment 3 and potential conversion of two existing general purpose lanes (one in each direction) for Segment 4 the most viable revenue generating segments of the corridor and would wait for higher traffic volumes to develop before pursuing the remaining segments. One firm saw of Segments 7 and 8 as being potentially viable with existing traffic volumes.

During these meetings, participants suggested ideas that HPTE and CDOT feel are worth additional exploration. For example, different tolling scenarios and concepts may make this corridor more attractive for a potential future P3 as well as different phasing options and lane configurations. HPTE and CDOT want to study these and other private industry suggestions, as well continue discussions with the private sector to determine how best to package a P3.

Due to the TIP, STIP, and budget processes, funding for this additional effort was delayed. As well, P3 projects require a well thought out processes that should not be rushed. Between HPTE, Region 4, and OMPD we have a team of consultants on board to help with technical, financial, and other aspects of potential strategies.

Allowing HPTE and CDOT the additional time will provide you with better, well developed options on how to move the North I-25 corridor projects forward.
<table>
<thead>
<tr>
<th>ID</th>
<th>Task Name</th>
<th>Duration</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>ROD 2</td>
<td>327 days</td>
<td>Mon 7/1/13</td>
<td>Tue 9/30/14</td>
</tr>
<tr>
<td>3</td>
<td>FHWA Letter of Interest</td>
<td>150 days</td>
<td>Wed 3/27/13</td>
<td>Tue 10/22/13</td>
</tr>
<tr>
<td>4</td>
<td>Design (TSH)</td>
<td>260 days</td>
<td>Mon 3/3/14</td>
<td>Fri 2/27/15</td>
</tr>
<tr>
<td>5</td>
<td>DB Plans and Specs</td>
<td>52 wks</td>
<td>Mon 3/3/14</td>
<td>Fri 2/27/15</td>
</tr>
<tr>
<td>6</td>
<td>ROW Acquisition</td>
<td>42 wks</td>
<td>Mon 12/1/14</td>
<td>Fri 9/18/15</td>
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<tr>
<td>7</td>
<td>Utilities/Irrigation</td>
<td>24 wks</td>
<td>Mon 12/1/14</td>
<td>Fri 5/15/15</td>
</tr>
<tr>
<td>8</td>
<td>Contractor Selection</td>
<td>166 days</td>
<td>Mon 3/2/15</td>
<td>Mon 10/19/15</td>
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<tr>
<td>9</td>
<td>LOI</td>
<td>5 days</td>
<td>Mon 3/2/15</td>
<td>Fri 3/6/15</td>
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<td>15</td>
<td>ATC/ACC</td>
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<td>Mon 12/14/15</td>
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<td>18</td>
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<td>23 mons</td>
<td>Tue 2/2/16</td>
<td>Mon 11/6/17</td>
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<td>Task Name</td>
<td>Duration</td>
<td>Start</td>
<td>Finish</td>
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<tr>
<td>1</td>
<td>T&amp;R Study</td>
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<td>REVISED ROD</td>
<td>327 days</td>
<td>Mon 7/1/13</td>
<td>Tue 9/30/14</td>
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<tr>
<td>3</td>
<td>FHWA Letter of Interest</td>
<td>150 days</td>
<td>Wed 3/27/13</td>
<td>Tue 10/22/13</td>
</tr>
<tr>
<td>4</td>
<td>HPTE/OMPD</td>
<td>718 days</td>
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<td>5</td>
<td>Management, T&amp;R and proposal review</td>
<td>718 days</td>
<td>Mon 12/2/13</td>
<td>Wed 8/31/16</td>
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<td>SH 7 to SH 402</td>
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<td>Wed 4/27/16</td>
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<td>Mon 11/24/14</td>
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<tr>
<td>15</td>
<td>SH 402 to SH 14</td>
<td>803 days</td>
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<td>Thu 4/30/15</td>
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**Project: 2014-02-28 Overarching**
**Date: Fri 2/28/14**
Adopting certain projects for the Operational Improvements component of the Responsible Acceleration of Maintenance and Partnerships (RAMP) Program and authorizing specified budget for projects in the 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-3106, the Department shall advise the Commission if a project is unable to be moved forward; and

WHEREAS, per Resolution TC-3106, the Commission authorized the Department’s Chief Financial Officer to budget, without additional Commission action, an amount not to exceed five percent of the total project cost for the project as shown on the “RAMP Partnership and Operations Projects” approved on October 16, 2013; and

WHEREAS, per Resolution TC-3106, the Commission required the Department to develop on or before January 6, 2014, a project scope, schedule and budget for each Public-Public Partnership in the form and to the level of detail specified by the Chief Engineer; and

WHEREAS, per Resolution TC-3106, the Department reviewed evidence of local partner commitments along with the supporting scope, schedule, and budget, in a form specified by the Chief Engineer, for each RAMP Partnership and Operations project; and

WHEREAS, per Resolution TC-3137, the Department provided the Commission with projects from Resolution TC-3106 which required further review and discussion within the Department; and
WHERAS, the Department has completed further review and is recommending certain of these projects to begin budgeting funds; and

WHERAS, the Department is recommending an additional 5% of the RAMP funding for the Interstate 25 Tolled Express Lanes Public-Private Partnership Project to continue development of the project; and

NOW THEREFORE BE IT RESOLVED, the Chief Financial Officer is authorized to budget funds for the projects on the “Partnership and Operations Projects – Staff Recommendation List 3/20/2014” with non-substantive changes without further Commission consideration or approval; and

BE IT FURTHER RESOLVED, the Chief Financial Officer is authorized to budget, without further Commission action, an amount not to exceed 10% of the total RAMP funding budget for the Interstate 25 Tolled Express Lanes; and

BE IT FURTHER RESOLVED, 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

BE IT FURTHER RESOLVED 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

BE IT FURTHER RESOLVED 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

BE IT FURTHER RESOLVED 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.

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Herman Stockinger III, Secretary                  Date
Transportation Commission of Colorado