



DATE: May 15, 2014
TO: Transportation Commission
FROM: Scott Richrath, Chief Financial Officer
Scott McDaniel, Acting Chief Engineer
SUBJECT: Program Management Update

Purpose

This workshop and memorandum provide the Commission with (1) a program update for RAMP Partnership and Operations projects, selected programs, (2) an update on the \$69.5 M of additional funds that the Commission authorized in September 2012, and the \$86 million in surface treatment funds that were advanced, and (3) a reconciliation of the Transportation Commission Contingency Reserve Fund.

Action Requested

The 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.

Executive Summary

- (1) A program update on RAMP Partnership and Operations will be provided. This includes Preconstruction Schedule Performance Index (SPI) for this program.
- (2) The \$69.5 million of Additional Funds from September 2012 and the \$86 million in advanced surface treatment funds
- (3) An update on the Transportation Commission Contingency Reserve Fund



Details

Program Management Update

This month's presentation includes our first report on Schedule Performance Index (SPI) for a program. Last month, 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 RAMP Partnership and Operations. These updates are included in the attached PowerPoint presentation.

CDOT held a Program Management Summit on April 9th and 10th presenting information to staff regarding the adoption of program delivery and financing methods that integrate cash management and program management. This meeting forms the foundation for understanding the connection between project delivery and program/cash management.

This month, the first Schedule Performance Index (SPI) is calculated for the RAMP Partnership and Operations program. This is for pre-construction only. The SPI is similar to the metric that has been used for Bridge Enterprise projects; however, we are calculating it with a slightly different methodology. The calculated SPI is 0.77 for the program. SPI is a forecasting tool based upon earned value that compares a project's (or program's) actual progress to its planned performance. 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 for the Bridge Enterprise program 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.

Three IGA's have been identified as having atypical schedules for the local contribution for the Transportation Commission to be aware of. Each of these contributions conforms to the RAMP application as recommended by staff and approved by the Transportation Commission.

For SH 21/Old Ranch Road (RAMP ID 2-23), CDOT will receive the local contribution of \$8.6 million from PPRTA over a schedule from FY 2015 through FY 2018. For I-25/ Cimarron (RAMP ID 2-21), CDOT will receive the local contribution of \$5 million from the City of Colorado Springs over a period of five years (FY 2014 to FY 2018). This means some of the contribution for these two projects will come after construction is complete. For the US 160 Turnouts



(RAMP ID 2-5), the Town of La Veta and Huerfano County are providing construction materials, not cash. This is a variation on an in-kind match but is not a typical type of match.

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.

- 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 project may be advertised if the pre-advertisement Engineer's Estimate is within 7.5% of the total project cost approved by the Transportation Commission and 7.5% of the authorized RAMP funding. This advertisement requires approval of both the Chief Engineer and the Chief Financial Officer. If the Engineer's Estimate exceeds this threshold, then either Transportation Commission approval is required or the project must be evaluated for scope changes or reductions that can reduce the estimated cost of the project consistent within the approved amount and these restrictions.
 - A RAMP project can be awarded if the lowest responsible bid is within 7.5% of the total project cost approved by the Transportation Commission and 7.5% of the authorized RAMP funding. If the lowest responsible bid exceeds this threshold, then either Transportation Commission approval is required or the project must be evaluated for scope changes or reductions that can reduce the estimated cost of the project consistent within the approved amount and these restrictions.
- 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.

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

A portion of the RAMP funding for the Peak Period Shoulder Lanes project (RAMP ID 1-9, an operations project) is being requested this month. This funding million will be used to continue construction under the CMGC contract and keep the project moving forward. This request is included in the budget supplement.

A primary performance metric for the integration of Cash Management and Program Management is the cash balance. Last month you reviewed a cash balance chart and gave comments on the format. The attached diagram incorporates your comments and reports actual cash balances for all CDOT funds from July 2012 through March 2014, including the Enterprises. The diagram also illustrates the forecast through December 2017 using current



information (letting dates and construction costs) for all Responsible Acceleration of Maintenance and Partnerships (RAMP), Bridge and Flood permanent repair projects. RAMP projects forecast unexpended balances of about \$150 million as of December 31, 2017, down slightly from the last forecast. Flood projects are let earlier than the previous forecast but, as they receive federal reimbursement promptly, this change does not materially affect cash balances. In December 2017, the forecasted closing cash balance of the State Highway Fund is about \$300 million and about \$500 million for all funds.

Update on the Transportation Commission Advanced Funds

In September 2012 at the meeting, the Transportation Commission authorized \$69.5 million in additional funds to fund eight projects. Other CDOT funding included with these eight projects brings the total of the project budgets to \$148.9 million. Forty two percent (42%) of these funds have been expended. Two projects have been completed. Four are in advertisement or construction. Two are marked as still in design: Cimarron is a design-build procurement and the I-70 Environmental Impact Statement (EIS) is a planning (preliminary design) contract.

In the August 7, 2012 memorandum “Accelerated Funding for Surface Treatment Projects,” \$86 million of FY 2014 Surface Treatment funds were advanced. Other CDOT funding included with these ten projects brings the total of the project budgets to \$89.44 million. Eighty five percent (85%) of these funds have been expended. Seven of the ten projects are complete and three are still under construction. This funding included several CDOT commitments. The commitment to spend the \$86 million on Interstate and National Highway System (NHS) highways has been met. All of these ten projects fall within these two classifications. Eight of the ten projects were advertised by the end of March 2013 commitment date. The other two projects were advertised in April 2013. Approximately \$23 million (27%) of the total program was spent in FY13, falling below the commitment of spending approximately one third (\$28.7 million) of the total program in FY13. The commitment has been met that this increase in funding would not significantly impact Region staff or industry.

These updates also show the progress of these two programs since they were last reported on in December 2013.

Update on the Transportation Commission Contingency Reserve Fund (TCCRF)

This month, we have been asked to provide the Transportation Commission with an updated balance of the Transportation Commission Contingency Reserve Fund, which includes a range of estimates for emergency relief and permanent recovery. Additional key items included in this month’s reconciliation include:

- Three projects from Region 1 totaling \$7.174 million



- Low and high end estimates for emergency relief and permanent recovery which range from \$45 million on the low end to \$61 million on the high end

With ongoing concerns that the Highway Trust Fund will be insolvent by late summer 2014, CDOT could be facing delays to further construction as early as October 1st. Facing the possibility that federal obligations are at risk in the near future, CDOT plans to use Advance Construction as a means to award projects and ensure program delivery. Advance Construction is a Federal-Aid funding tool that will allow CDOT to move forward with both large and small projects, even in the absence of full Federal-Aid obligation authority. While CDOT's current process involves using Advanced Construction to fund and award, without federal obligation in sight, CDOT does face the risk of drawing down its cash balance much more quickly than anticipated.

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





COLORADO
Department of
Transportation



Program Management Update



PMO Reporting Overview by Program

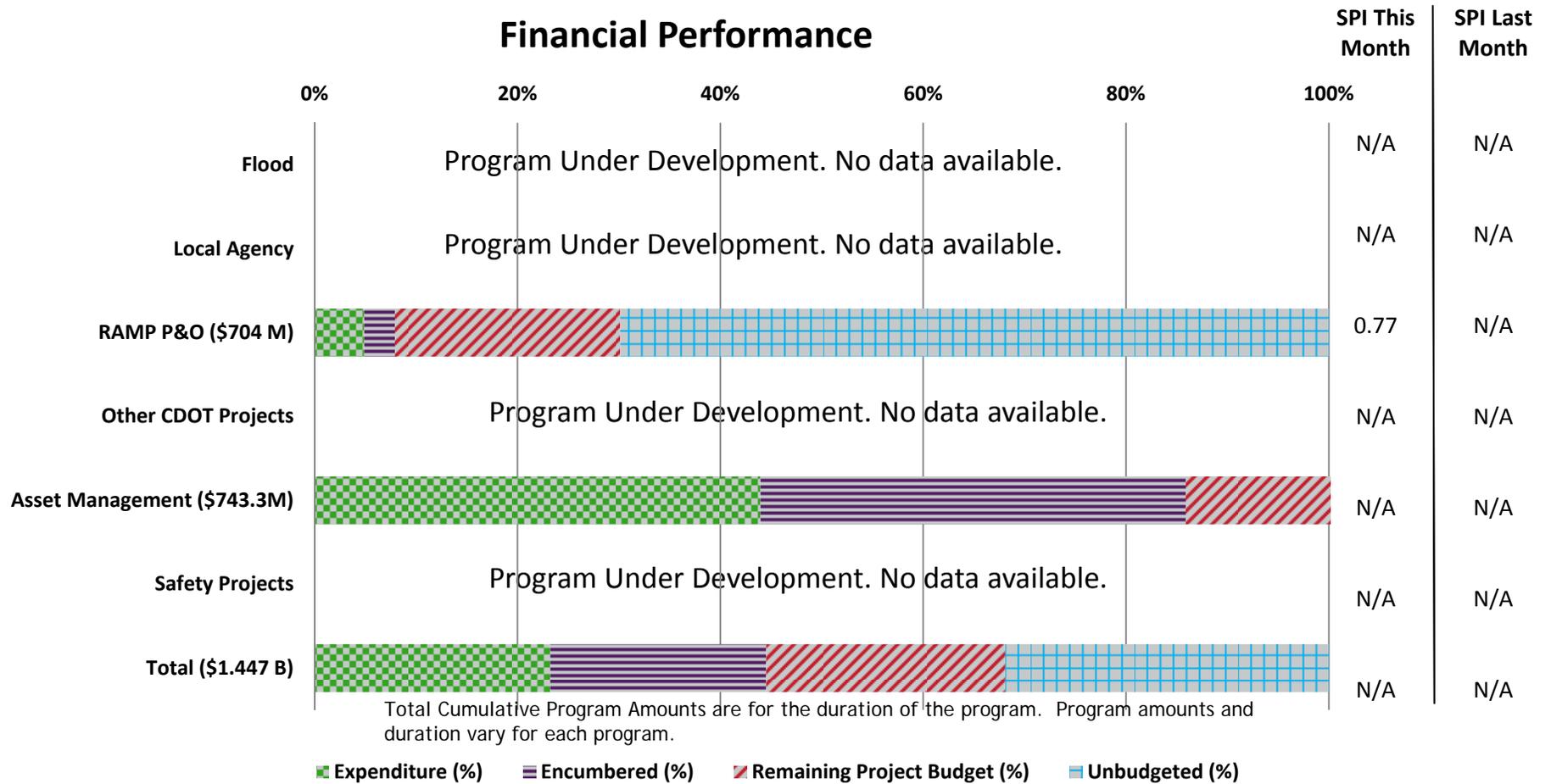
Program	Financial Performance (\$M)			Schedule	Quarterly Rotation
	Prior Month Expenditure	Current Month Expenditure	\$ Change	SPI	
Flood	N/A	N/A	N/A	N/A	Month 1
Local Agency	N/A	N/A	N/A	N/A	Month 1
RAMP O&P	\$20.078	\$21.242	\$1.164	0.77	Month 2
Other CDOT Projects	N/A	N/A	N/A	N/A	Month 2
Asset Management	\$208.729	\$273.821	\$65.092	N/A	Month 3
Safety Projects	N/A	N/A	N/A	N/A	Month 3
Total	\$228.807	\$295.063	\$66.256		

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

Notes: RAMP O&P prior month expenditure corrected. RAMP O&P SPI new this month.



PMO Reporting Overview by Program

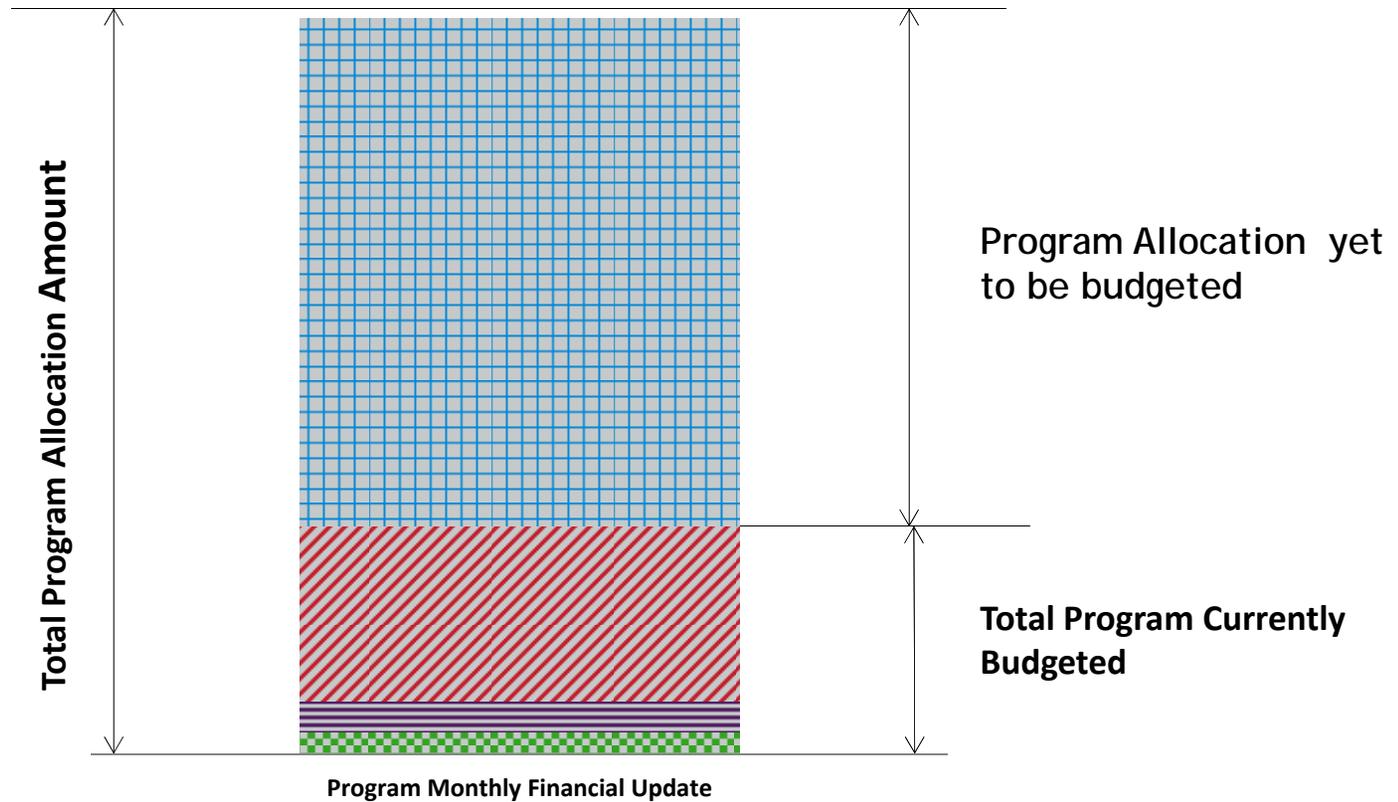


N/A - Master Program Schedule still in development, no data available.



Program Monthly Status Template

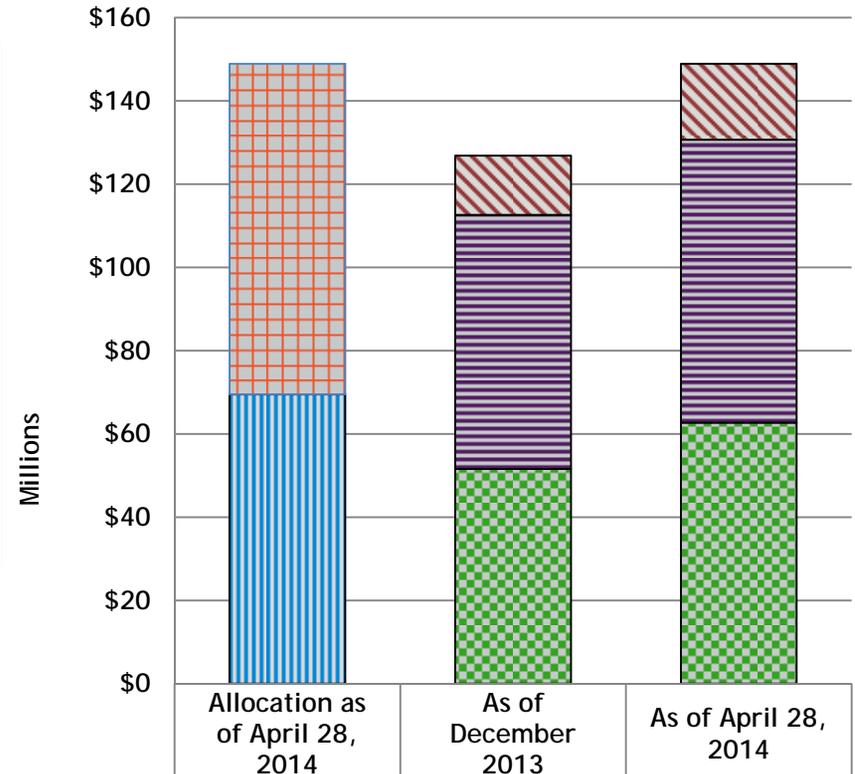
- Unbudgeted
- ▨ Remaining Project Budget
- ▨ Encumbrance
- ▨ Expenditure



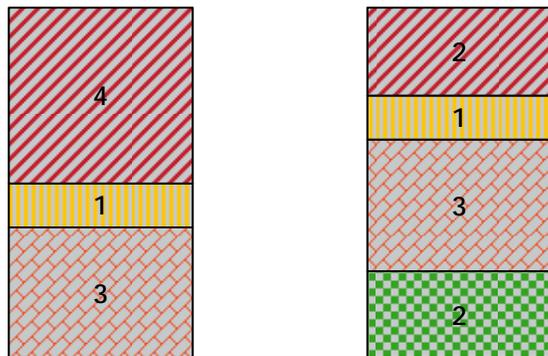


Status of \$69.5 M Advanced Funding (Authorized Sept. 2012)

	Project Name	Commission Allotment (Millions)
1	SH 9 Reconstruction - North of Breckenridge (Coyne Valley to Agape Church)	\$10.000
2	I-25 at Cimarron Interchange	\$6.000
3	Region 3 Fiber optic project (I-70 Installation of Fiber Optic - now Vail to Glenwood Springs)	\$10.000
4	I-76: Ft Morgan to Brush (I-76 Major Surface Treatment, Phase 3 - Fort Morgan to Brush)	\$30.700
5	US 160 Durango-Bayfield Passing Lane	\$0.800
6	US 160 S. of Cortez Passing Lane (US 160 Passing Lane Preconstruction - South of Cortez)	\$0.500
7	US 160/550 CFI in Durango (US 160 & US 550 - Construction of Continuous Flow Intersection - North Intersection in Durango)	\$3.000
8	I-70 East EIS	\$8.500
Total Commission Allotment		\$69.500



- ▨ In Design/PreConstruction
- ▨ In Bid/Award
- ▨ In Construction
- ▨ Complete



Additional CDOT Funds (Millions)	\$79.42		
Remaining Project Budget (Millions)		\$14.26 (11%)	\$18.25 (12%)
Encumbered (Millions)		\$61.02 (48%)	\$67.97 (46%)
Expenditure (Millions)		\$51.59 (41%)	\$62.70 (42%)
Commission Allocation (Millions)	\$69.50		

Total Allocation as of April 28, 2014 \$148.92 (Millions)

As of December 2013

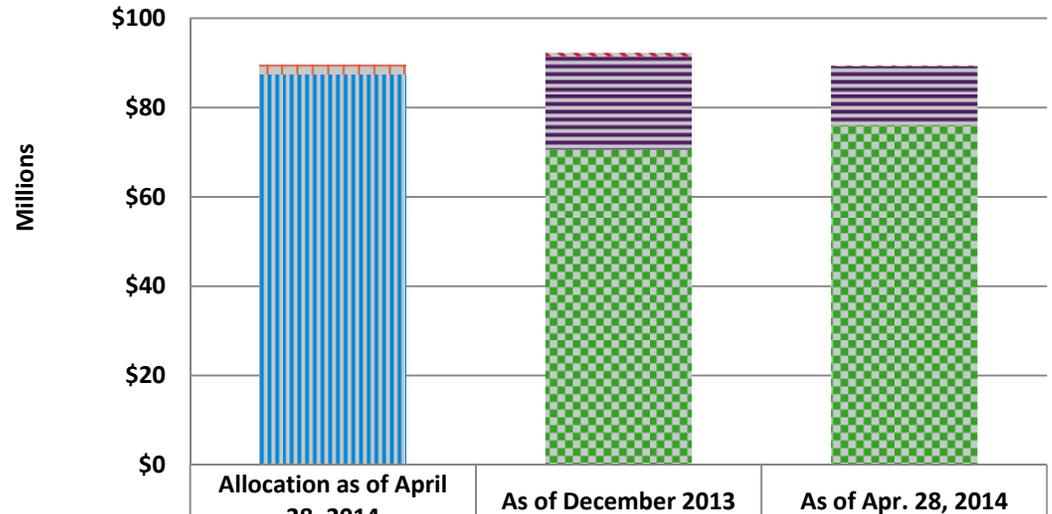
As of April 28, 2014



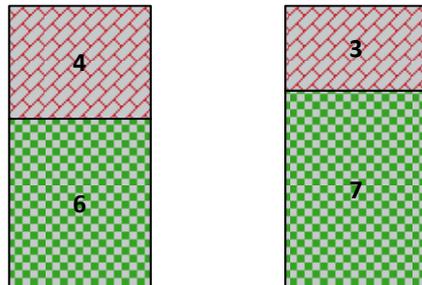
Status of \$86 M Advanced Funding (Authorized Aug. 2012)

Accelerated Surface Treatment

	Project Name	Commission Allotment (Millions)
1	I-70 East - Flagler to Bethune - SMA Mill & Fill (West of Flagler)	\$11.700
2	I-25 From State line to MP 7.5	\$11.900
3	US 50A Canon City to Penrose (West of Royal Gorge Entrance, East)	\$6.500
4	I-70 Eagle to Wolcott	\$5.000
5	I-70 Glenwood Canyon Concrete (Glenwood)	\$9.400
6	I-76 Sedgwick - State Line PH IV	\$18.300
7	US285 North of Monte Vista Resurfacing	\$6.500
8	US 491 Dove Creek(Cahone) to Utah State Line	\$6.500
9	US 6 - Sheridan to Simms	\$7.000
10	US 285: SH 88 (Federal Blvd.) to Marion Street - Overlay	\$4.700
Total Commission Allotment		\$87.500



■ Complete ■ In Construction



■ Additional CDOT Funds (Millions)	\$1.94		
■ Remaining Project Budget (Millions)		\$0.81 (1%)	\$0.15 (<1%)
■ Encumbered (Millions)		\$20.87 (23%)	\$13.16 (15%)
■ Expenditure (Millions)		\$70.59 (76%)	\$76.12 (85%)
■ Commission Allocation (Millions)	\$87.50		

Total Allocation as of April 28, 2014 (Millions) \$89.44

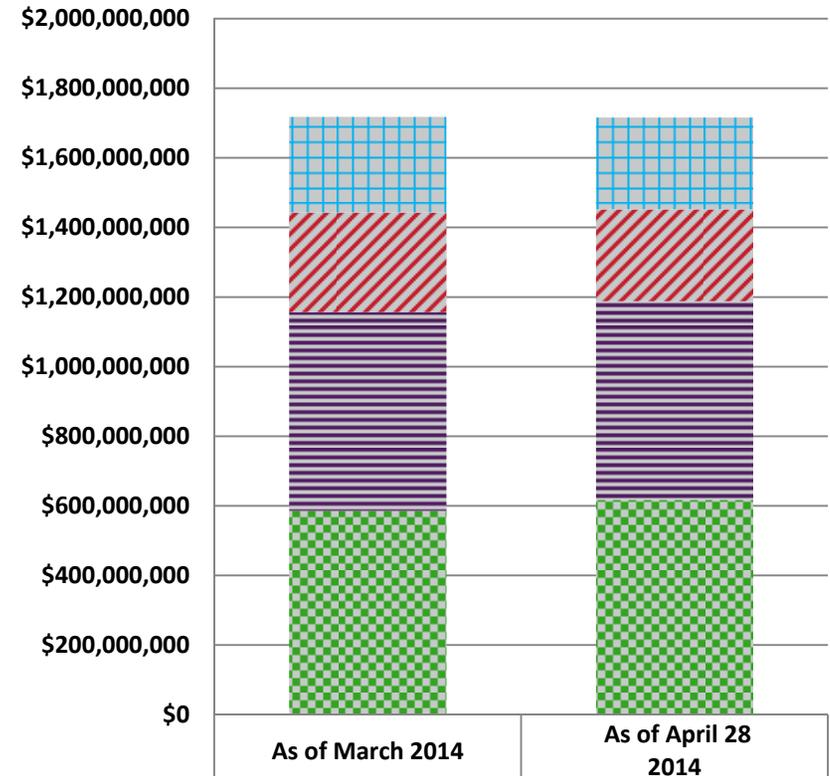
As of December 2013 As of April 28, 2014

Note: Bid Savings = \$2.83 M from December 2013 to April 28, 2014



Status of Significant Projects (Active Projects >\$25 Million)

	Project Name	Project Allocation	Phase
Tier 1 (Greater than \$100M)			
1	US36 Managed Lane Reconstruction	\$303,463,359	C
2	US6 Bridges Design-Build	\$131,771,975	C
3	I-70 EB Twin Tunnel Widening Project	\$106,395,145	C
Tier 2 (Between \$50 M and \$99 M)			
4	I-25 and Cimarron Interchange Reconstruction Design-Build (RAMP)	\$95,000,000	D
5	I25A Pueblo Ilex Design Build (RAMP)	\$79,191,519	D
6	I-70 East Corridor	\$77,000,000	D
7	I-25 Widening North of Colorado Springs	\$71,104,298	C
8	I-25 and Arapahoe Rd Interchange CMGC (RAMP)	\$68,000,000	D
9	I-25 Managed Lanes: US 36-120th Ave	\$65,874,563	C
10	I-225 Parker Road to Mississippi Ave	\$62,949,499	C
11	120TH Ave Connection Phase II	\$59,815,797	D
12	HPTE US 36 Phase II to Foothills Blvd	\$57,544,477	C
13	Twin Tunnels WB Tunnel Widening Pkg 1 (RAMP HPTE)	\$55,000,000	C
Tier 3 (Between \$25 and \$49 M)			
14	I-76 Fort Morgan to Brush (Phase III)	\$46,909,550	C
15	SH 9 Grand County Safety Improvements (RAMP)	\$46,000,000	D
16	Woodmen-I 25 to Powers	\$36,025,015	D
17	Peoria-Smith: Grade Separation	\$33,842,045	C
18	I-25: Santa Fe Interchange Reconstruction	\$33,756,097	D
19	US6: Wadsworth Interchange & 4-14th Ave	\$32,508,937	D
20	US 287: SH1 to LaPorte Bypass	\$32,237,000	D
21	I-25 Santa Fe Alameda Interchange Recons	\$31,904,431	C
22	I-70 Tower to Colfax	\$31,903,193	C
23	SH88: Cherry Creek Bridge Repair - FBR	\$30,132,015	C
24	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements (RAMP)	\$29,181,821	D
25	I-76: East of Crook to Sedgwick Phase I	\$26,313,154	C
26	I-70 Loma East Resurfacing (RAMP)	\$22,746,101	C
27	EJMT Fire Suppression System Design Build (RAMP)	\$25,000,000	D
28	US 6 and SH 93: 19th St. Intersection Grade Separation (RAMP)	\$25,000,000	D
Total Allocation Amount as of April 28, 2014		\$1,716,569,991	
Number of Projects in Design as of April 28, 2014			13
Number of Projects in Construction as of April 28, 2014			15



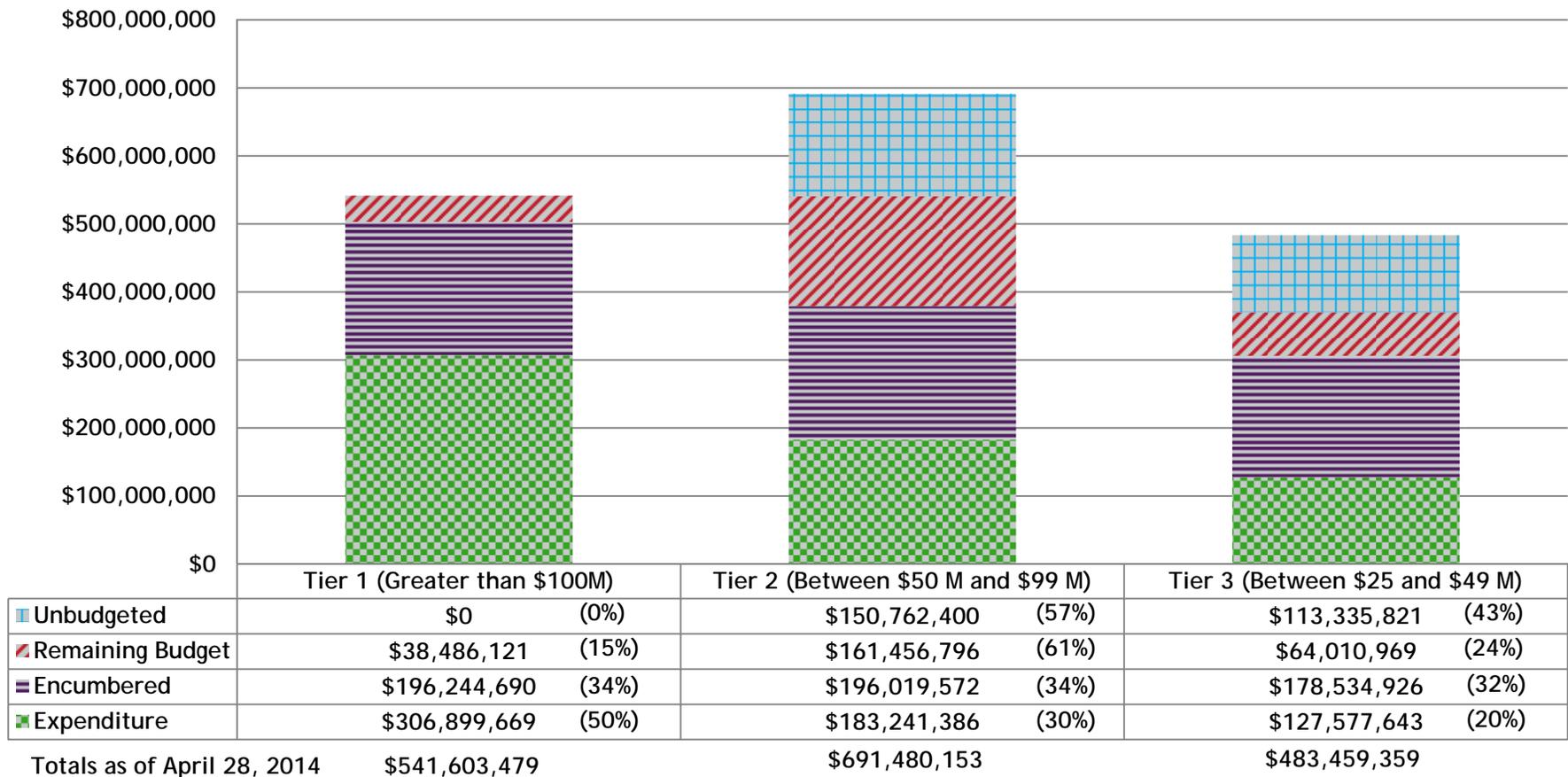
■ Unbudgeted	\$275,139,221 (16%)	\$264,098,221 (16%)
▨ Remaining Project Budget	\$286,141,151 (17%)	\$263,953,885 (15%)
▤ Encumbrance	\$571,039,235 (33%)	\$570,799,188 (33%)
▥ Expenditure	\$586,029,852 (34%)	\$617,718,697 (36%)

Total Amount Budgeted \$1,443,210,238 \$1,452,471,770



Status of Significant Projects (Active Projects >\$25 Million)

Total Allocation as of April 28, 2014 = \$1,716,569,991

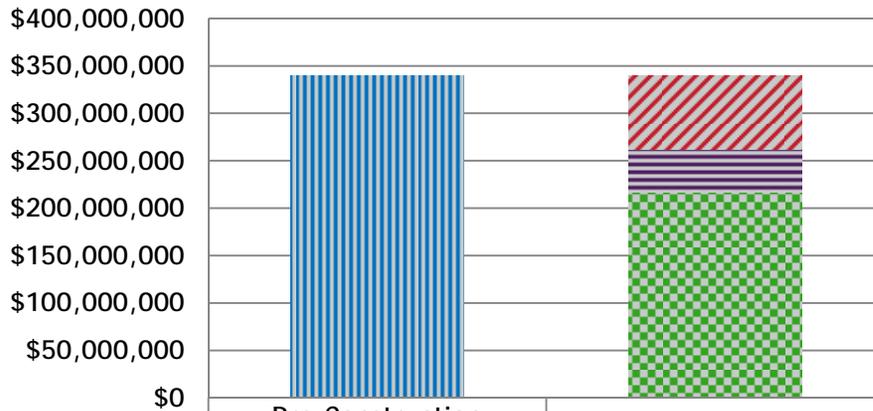


Note: Percentages shown are percentages of the total allocation.



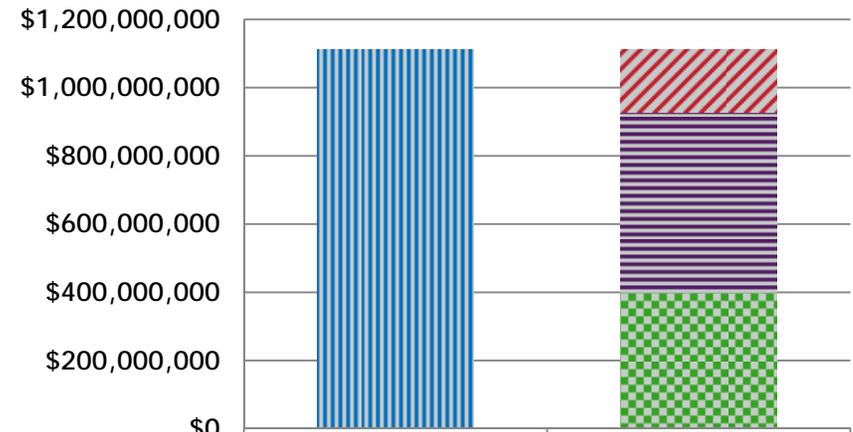
Status of Significant Projects (Active Projects >\$25 Million)

Pre-Construction



	Pre-Construction Budget as of April 28, 2014	As of April 28, 2014
Balance		\$77,534,749 (23%)
Encumbrance		\$44,616,327 (13%)
Expenditure		\$217,227,137 (64%)
Pre-Construction Budget	\$339,378,213	

Construction



	Construction Budget as of April 28, 2014	As of April 28, 2014
Balance		\$186,419,136 (17%)
Encumbrance		\$526,296,860 (47%)
Expenditure		\$400,377,561 (36%)
Construction Budget	\$1,113,093,557	

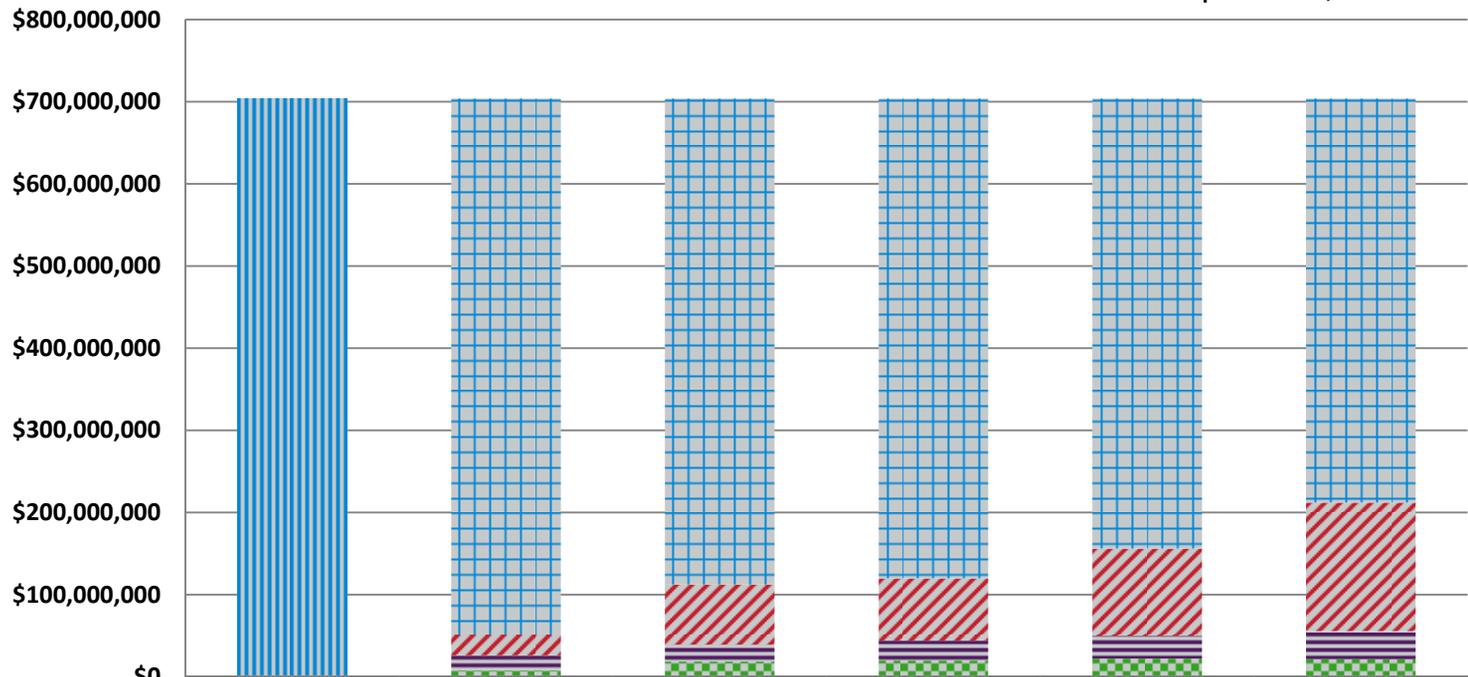
Total Amount Budgeted as of April 28, 2014 = \$1,452,471,770



Status of RAMP Partnership and Operations

Total RAMP Program

As of April 28th, 2014



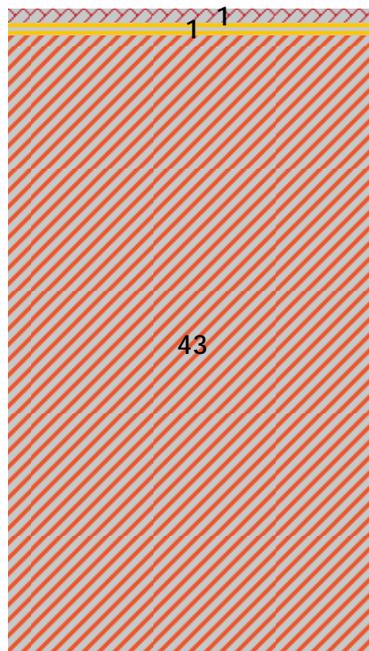
	January-14	February-14	March-14	April-14	As of Apr. 28, 2014
Unbudgeted	\$652,710,476 (93%)	\$591,728,745 (84%)	\$584,191,020 (83%)	\$547,928,944 (78%)	\$491,909,330 (70%)
Remaining Project Budget	\$25,090,622 (4%)	\$73,095,558 (10%)	\$75,818,439 (11%)	\$106,101,304 (15%)	\$156,459,884 (22%)
Encumbered	\$18,209,277 (3%)	\$20,555,733 (3%)	\$24,239,146 (3%)	\$28,014,939 (4%)	\$34,388,302 (5%)
Expenditure	\$7,989,626 (1%)	\$18,619,964 (3%)	\$19,751,395 (3%)	\$21,954,812 (3%)	\$21,242,485 (3%)
Total Program Amount	\$704,000,000				



Status of RAMP Partnership

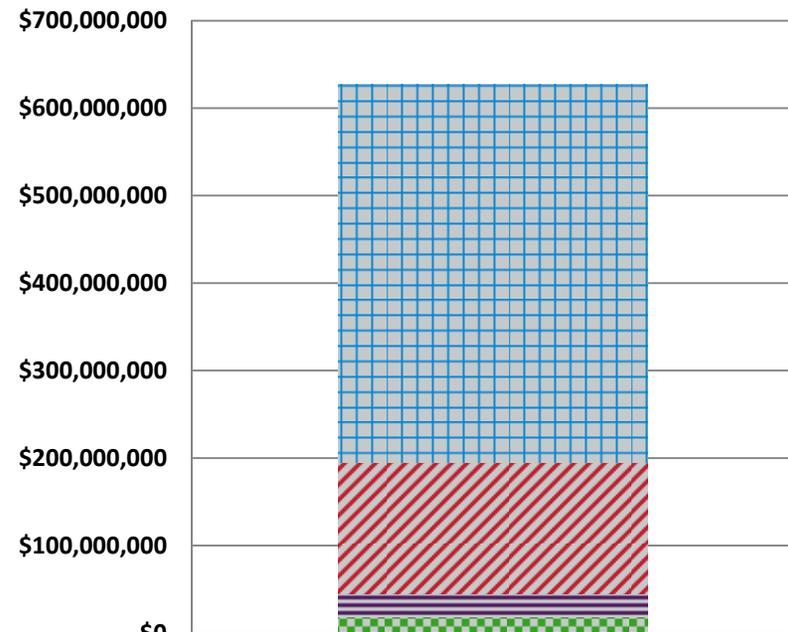
RAMP Partnership (Public-Public and Public-Private)

- Complete
- In Bid/Award
- In Design
- In Construction



As of April 28, 2014

RAMP Partnership (Public-Public and Public-Private)



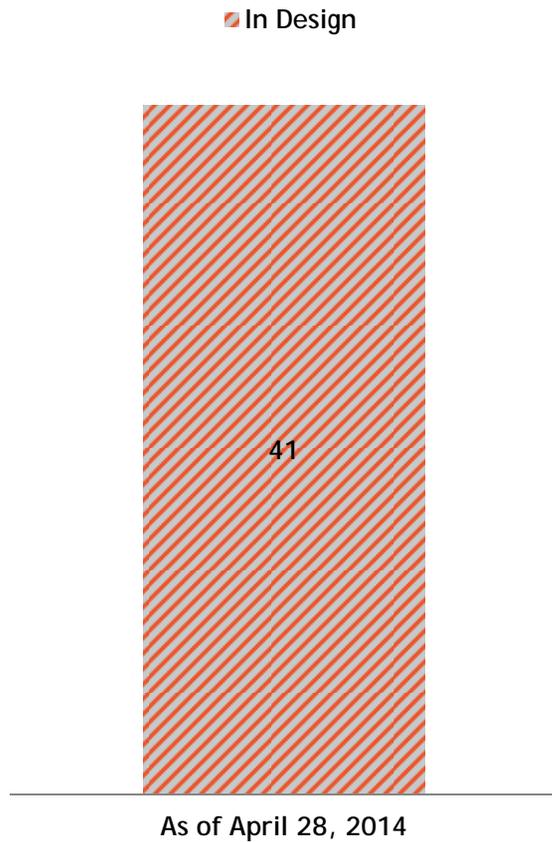
As of April 28, 2014

■ Unbudgeted	\$432,812,332	(69%)
■ Remaining Project Budget	\$149,591,819	(24%)
■ Encumbrance	\$26,687,486	(4%)
■ Expenditure	\$18,753,848	(3%)

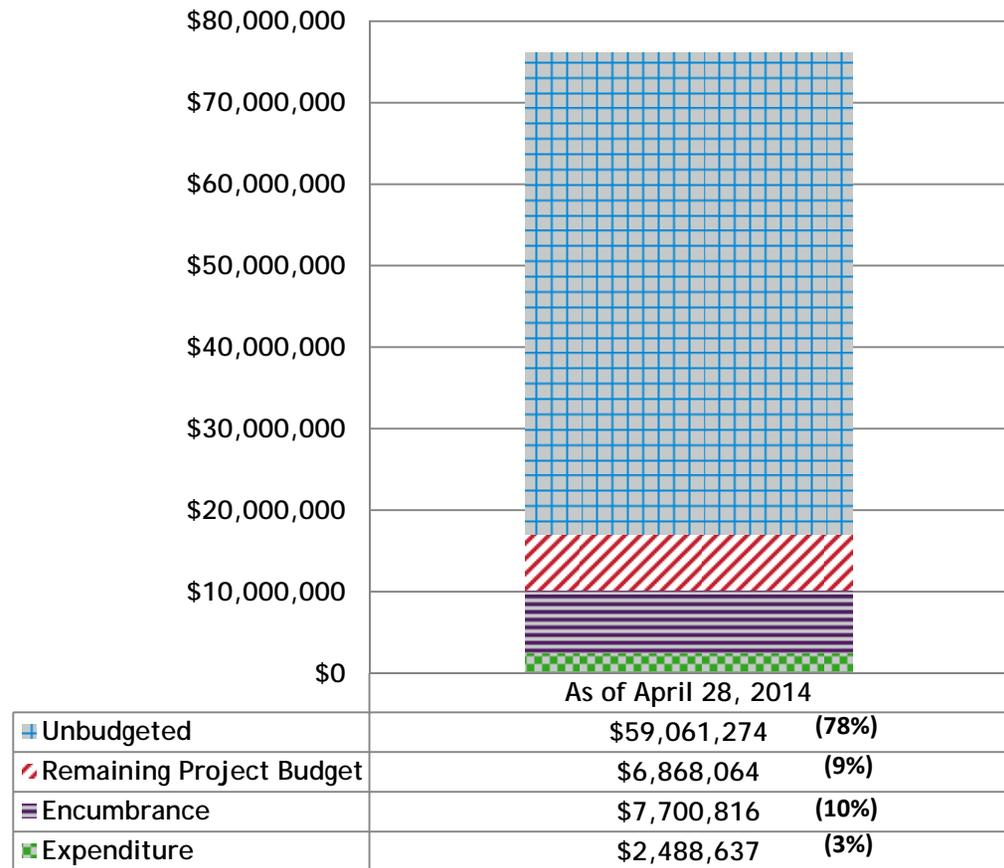


Status of RAMP Operations

RAMP Operations



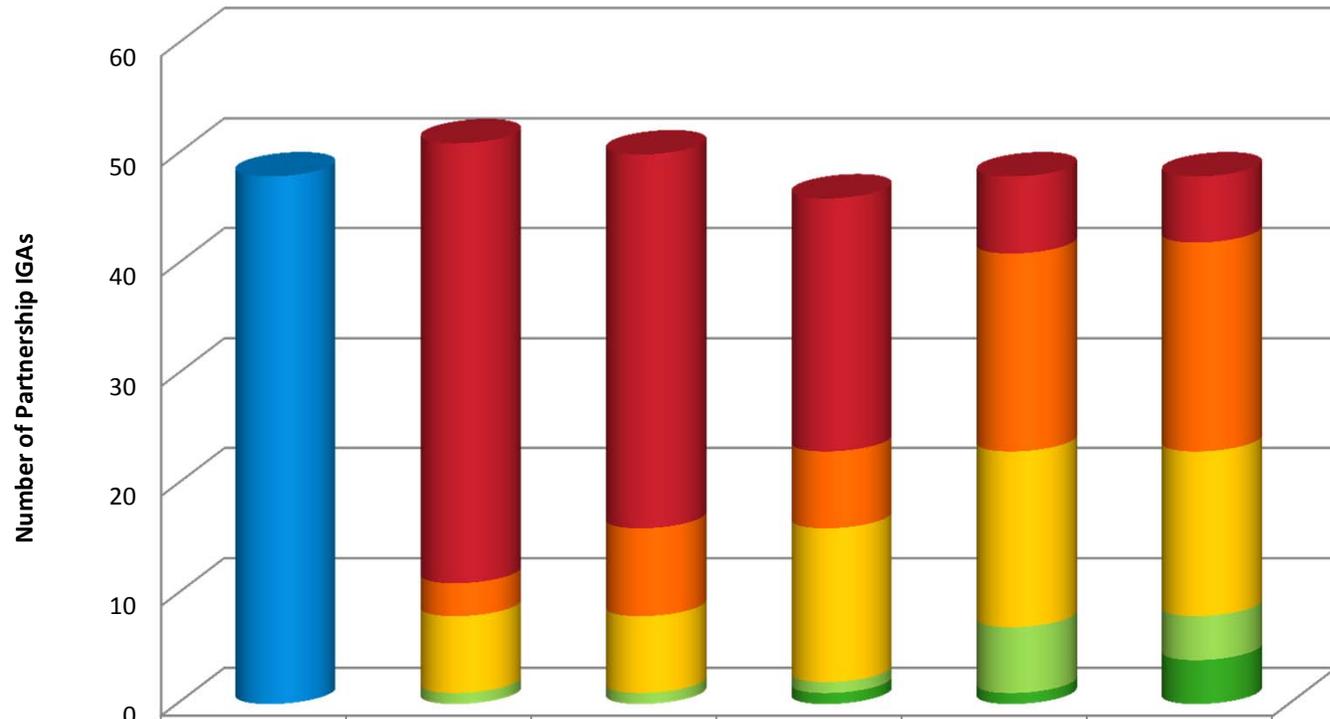
RAMP Operations





Status of RAMP IGAs - Partnership Projects

IGA Progress made over the past 3 months for Partnership projects.

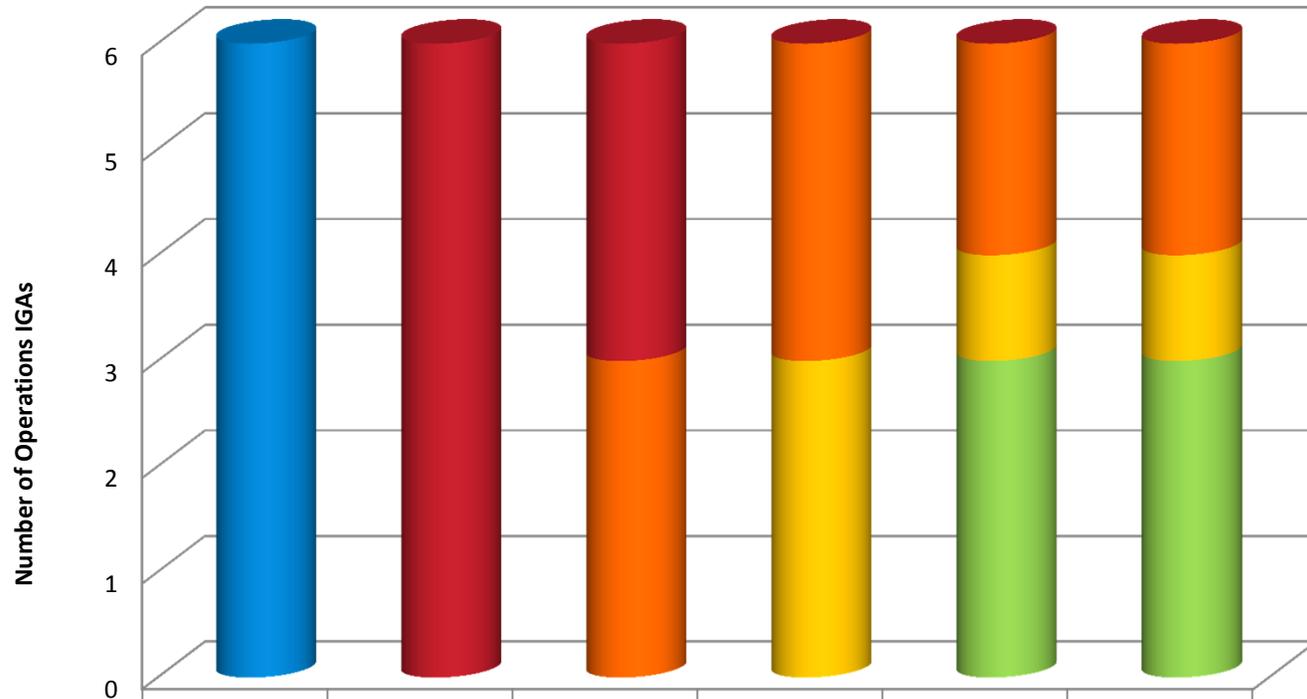


	Total Number of IGA's	As of Feb 4, 2014	As of Feb 18, 2014	As of Mar 19, 2014	As of Apr 18, 2014	As of May 1, 2014
■ Regional Staff Submit IGA Packet to HQ		40	34	23	7	6
■ HQ Drafts IGA Documents		3	8	7	18	19
■ Document Review by Local Agency		7	7	14	16	15
■ CDOT HQ Review / Signatures		1	1	1	6	4
■ IGA Executed		0	0	1	1	4
■ Total Number of IGA's (As of May 1, 2014)	48					



Status of RAMP IGAs - Operations Projects

IGA Progress made over the past 3 months for Operations projects.



	Total Number of IGA's	As of Feb. 4, 2014	As of Feb 18, 2014	As of Mar 19, 2014	As of Apr 18, 2014	As of May 1, 2014
■ Regional Staff Submit IGA Packet to HQ		6	3	0	0	0
■ HQ Drafts IGA Documents		0	3	3	2	2
■ Document Review by Local Agency		0	0	3	1	1
■ CDOT HQ Review / Signatures		0	0	0	3	3
■ IGA Executed		0	0	0	0	0
■ Total Number of IGA's (As of May 1, 2014)	6					



RAMP IGA Prioritization – Project Tracking & Progress Form

Snapshot of IGA Tracking Form – Page 1 of 4

As of April 30th,

Project Information			IGA Priority		Ad Date	
RAMP Tracking Number	WBS (PCN or SAP)	Project Name	Category	Overall	PM Staff Estimated AD Date	SAP Ad Date
PRIORITY #1s						
3.09	19094	I-70 Simba Run Vail Underpass	1	1	3/1/2016	3/10/2016
3.40	18244 / 19910	SH 9 Grand County Safety Improvements	1	2	9/3/2014	9/25/2014
3.14	19351 / 19459	I-70 Eagle Interchange Upgrade	1	3	4/25/2013	12/26/2013
1.37	19957	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements	1	4	5/18/2016	5/18/2016
1.41	19978	State Highway Signal Upgrades - Phase I - Colfax Signals	1	5	12/1/2014	12/14/2014
1.42	19979	State Highway Signal Upgrades - Phase III - Denver Slipfit (Alameda & Knox)	1	6	9/1/2015	9/24/2015
1.44	19980	State Highway Signal Upgrades - Phase I - Santa Fe and Evans Traffic Signal	1	7	8/1/2014	8/28/2014
5.14	18972	US 285 Antonito Storm Drain System Replacement	1	8	4/24/2014	4/24/2014
2.22	18367	I-25 Fillmore Interchange Diverging Diamond Interchange (DDI) Conversion	1	9	6/19/2014	6/19/2014
2.23	19522	SH 21 / Old Ranch Rd. Interchange Completion	1	10	7/10/2014	7/10/2014

Status / Comments	IGA Progress				
	Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / Signatures	IGA Executed
Amendment to IGA with the Town of Vail has been executed (4/10/14)					
Final IGA Draft Approved; Pending Local Agency Signatures					
Fully Executed IGA Contract					
Approved IGA Packet; To Procurement for Draft					
Approved IGA Packet; To Procurement for Draft					
Approved IGA Packet; To Procurement for Draft					
Approved IGA Packet; To Procurement for Draft					
Fully Executed IGA					
To Local Agency for Review and Signature					
Approved IGA Packet; To Procurement for Draft					

These IGAs were prioritized based on their estimated AD date and local agency requirements. Four (4) IGAs have been fully executed; (1) project is in construction.



RAMP IGA Prioritization – Project Tracking & Progress Form

Snapshot of IGA Tracking Form – Pages 2 thru 4

As of April 30th, 2014

Project Information				IGA Priority		Ad Date		IGA Progress									
RAMP Tracking Number	WBS (PCN or SAP)	Project Name	Category	Overall	PM Staff Estimated AD Date	SAP Ad Date	Status / Comments	Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / Signatures	IGA Executed	Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / Signatures	IGA Executed
PRIORITY #2s																	
4.20	12372 / 18401 / 19561	US 287: (North College) Conifer to LaPorte Bypass	3	11	4/1/2014	4/24/2014	18401 To Procurement 19561 Need Request Form (#1 priority)										
4.54	18397	SH 119: (Diagonal) 30th to Foothills Parkway Multi-modal Improvements Project	3	12	6/1/2014	Local Agency	To Procurement										
4.29	19890	US 34 and CR 49 Intersection Safety Improvements	2	13	2/1/2014	4/24/2014	IGA Documents Signed by Local Agency; Pending Final Signature from HQ.										
1.02	18999	C-470 Managed Tolled Express Lanes: Kipling to I-25	2	14	1/14/2015	2/17/2016	To Procurement										
5.10	19902	US 160 / Wilson Gulch Road Extension	2	15	7/29/2014	7/24/2014	To Procurement										
2.31	19205 / 19208 / 19408	I-25 Ilex to 1st St. in Pueblo	2	16	3/15/2014	3/27/2014	AECOM Approved; Draft IGA being prepared by Procurement										
2.33	19056 / 19751	US 50 / SH 45 Interchange, Willis to Purcell-Pueblo	2	17	10/30/2014	10/9/2014	AECOM Approved; Draft IGA being prepared by Procurement										
1.46	19192	I-25 and Arapahoe Rd. Interchange	2	18	1/29/2016	1/29/2016	AECOM Approved; To Procurement										
3.31	19874	US 40 Improvements in Fraser	2	19	6/30/2014	7/5/2014	Under Review by the Locals, Pending LA signatures										
PRIORITY #3																	
5.15	19411	SH 62 Ridgway Street Improvements	3	20	12/17/2015	12/17/2015	Approved; IGA documents sent to Locals for signature										
2.21	19039	I-25 and Cimarron Interchange Reconstruction	3	21	6/25/2014	6/26/2014	Revision made to Draft IGA copies; Resubmit to Locals for final review / signature										
5.18	19643	US 24 Enhancement Project in Buena Vista	3	22	1/7/2016	4/28/2016	Approved; IGA documents sent to Locals for signature										
1.15	19896	US 6 and SH 93: 19th St. Intersection Grade Separation	3	29	10/15/2014	CMGC	To Procurement for Draft										
PRIORITY #4																	
5.06	19909	US 550 Sky Rocket Box Culvert Replacement	4	30	10/28/2015	10/1/2015	To Procurement for Draft										
3.12.29	19930	SH 9 - Frisco to Breckenridge: Iron Springs Alignment	4	31	7/26/2016	3/24/2016	Documents (MOU) with the Local Agency for review										
3.24	19911	I-70 Horizon Drive	4	32	7/8/2015	1/8/2015	Pending the State Controller's Approval before being Fully Executed.										
5.13	19397	SH 145 at CR P Safety Improvements	4	33	5/7/2015	5/7/2015	IGA Executed										
4.25	19889	SH 14 / Greenfields Ct. - Frontage Rd. Relocation	2	43	12/1/2016	Local Agency	To Procurement										
4.58	19888	SH 119: Boulder Canyon Trail Extension	6	44	12/1/2015	7/29/2016	To Procurement										
PRIORITY (N/A) - Do NOT require IGA's																	
1.07	17810	Eisenhower-Johnson Memorial Tunnels (EJMT) Fire Suppression System	n/a	n/a	4/10/2014	CDOT R1	No Local Agency Partner; No IGA required										



Status of RAMP IGAs – Locally Admin. Projects

As of April 30th , 2014

RAMP Program - Locally Administered Projects									As of:	4/30/2014 11:44
	Project Information			L.A. Locally Admin. Project	IGA Progress					
	RAMP Tracking Number	WBS (PCN or SAP)	Project Name		Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / Signatures	IGA Executed	
Region 1	1.15	19896	US 6 and SH 93: 19th St. Intersection Grade Separation	City of Golden						
	1.37	19957	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements	City of Denver						
Region 3	3.09	19094	I-70 Simba Run Vail Underpass	Town of Vail						
	3.14	19351 / 19459	I-70 Eagle Interchange Upgrade	Town of Eagle						
	3.24	19911	I-70 Horizon Drive	City of Grand Junction						
	3.31	19874	US 40 Improvements in Fraser	Town of Fraser						
Region 4	4.06	19893	US 34 in Estes Park Improvements and Devolution	Town of Estes Park & CFL						
	4.20	12372 / 18401	US 287: (North College) Conifer to LaPorte Bypass	City of Ft Collins						
	4.25	19889	SH 14 / Greenfields Ct. - Frontage Rd. Relocation	Larimer County						
	4.28	19891	SH 392 and CR 47 Intersection Safety Improvements	Weld County						
	4.29	19890	US 34 and CR 49 Intersection Safety Improvements	Weld County						
	4.30	19892	SH 392 and CR74 Intersection Safety Improvements	Weld County						
	4.34	19894	Turning Lanes at US 34 and Yuma County Road H	Yuma County						
	4.51	20204	Turning Lanes at US 385 & YCR 33.6	Yuma County						
	4.52	20203	Turning Lanes at US 34 & YCR J	Yuma County						
	4.54	18397	SH 119 Diagonal: 30th to Foothills Parkway	City of Boulder						
Region 5	5.10	19902	US 160 / Wilson Gulch Road Extension	City of Durango						
	5.15	19411	SH 62 Ridgway Street Improvements	Town of Ridgeway						
Operations	1.09	19474	I-70 Eastbound Peak Period Shoulder Lanes / Greenway Design	Clear Creek County						
	1.41	19978	State Highway Signal Upgrades - Phase I - Colfax Signals	City of Denver						
	1.42	19979	State Highway Signal Upgrades - Phase III - Denver Slipfit (Alameda & Knox)	City of Denver						
	1.44	19980	State Highway Signal Upgrades - Phase I - Santa Fe and Evans Traffic Signal	City of Denver						
	4.35	19886	Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System	City of Loveland						
	4.36	19887	Loveland Road Weather Information System (RWIS) Update / Expansion	City of Loveland						
Count	25	Number of Locally Administered Projects			3	13	5	3	1	
		Percentage Complete			12%	52%	20%	12%	4%	

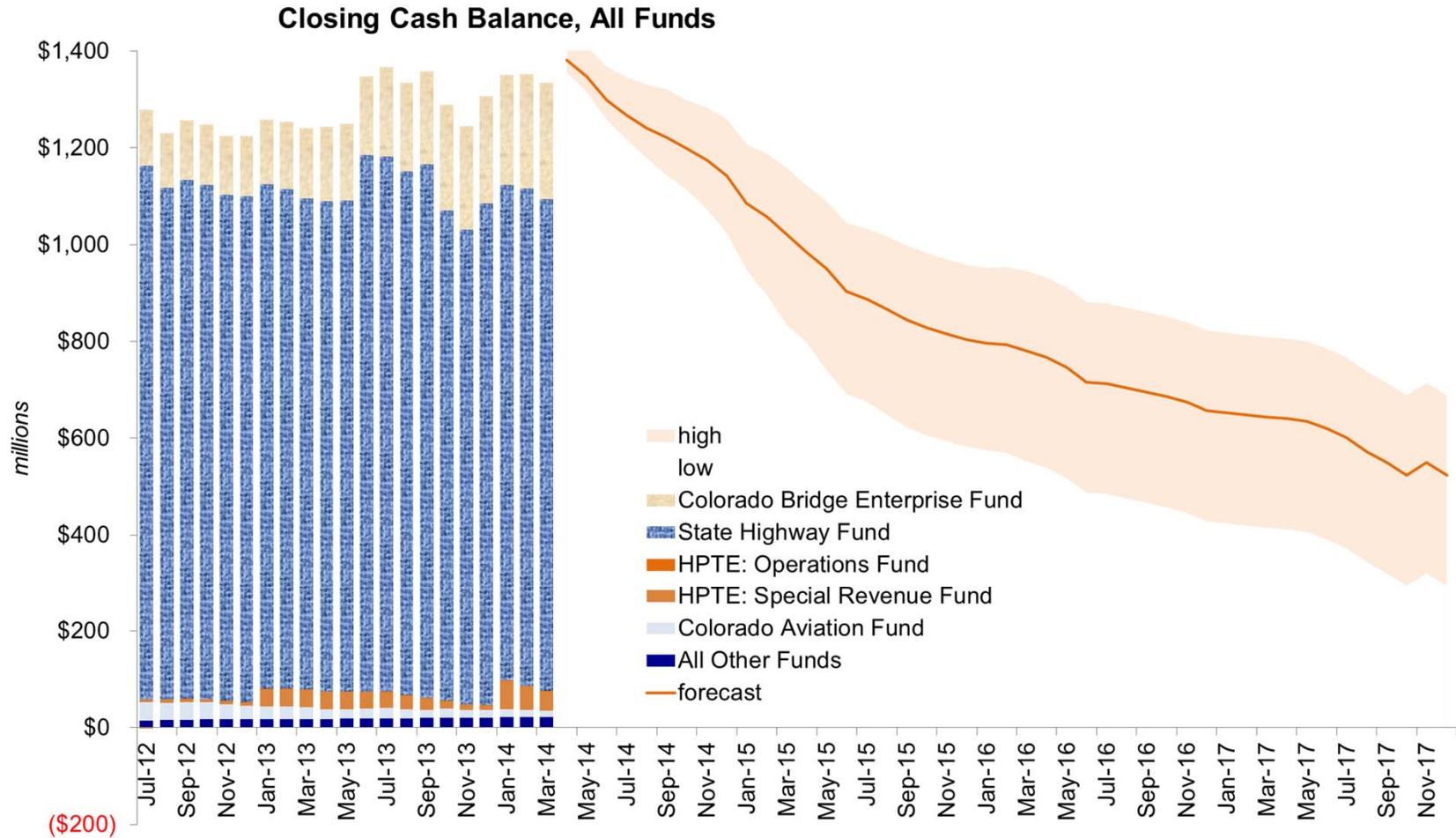


RAMP Partnership and Operations

- The RAMP Program will be managed with the following program and project level controls that will require Transportation Commission approval to exceed:
 - When the program is estimated to be more than 3.5% of the authorized amount.
 - When a single project is estimated or bid at more than 7.5% of the authorized amount.



Cash Balance Update





Contingency Balance Reconciliation

Contingency Balance Reconciliation		
April FY 2014 TC Contingency Balance	\$79,888,974	
Emergency Relief/Permanent Recovery	Low Estimate	High Estimate
	(\$45,000,000)	(\$61,000,000)
SH 5: Mt. Evans	(\$2,500,000)	
Vasquez Pump Station at 59 th Ave.	(\$4,000,000)	
US 550: Red Mtn. Pass (Ruby Walls)	(\$928,000)	
Baptist Road Liability	Low Estimate	High Estimate
	0	(\$5,000,000)
FY 15 Contingency Estimate	Low	High
	\$27,460,974	\$6,460,974
Contingency Target Balance	\$25,000,000	
Highway Trust Fund Insolvency FY15 Cash (Outflow) Estimate	(\$900,000,000)	